

Climate Emergency and Sustainability Policy Development and Scrutiny Panel

Date: Monday 23rd February 2026

Time: 10.00 am

Venue: Council Chamber - Guildhall, Bath

Councillors: Andy Wait, Duncan Hounsell, Hal MacFie, Karen Walker, Malcolm Treby (for John Leach), Dr Eleanor Jackson, Tim Ball (for Alex Beaumont), Toby Simon (for Anna Box) and Joanna Wright (for Sakia Heijltjes)



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.

Some of our meetings are webcast. At the start of the meeting, the Chair will confirm if all or part of the meeting is to be filmed. If you would prefer not to be filmed for the webcast, please make yourself known to the camera operators.

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Advance notice is required not less than two full working days before the meeting. This means that for meetings held on Thursdays notice must be received in Democratic Services by 5.00pm the previous Monday.

Further details of the scheme can be found at:

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

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6. **Supplementary information for meetings**

Additional information and Protocols and procedures relating to meetings

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**Climate Emergency and Sustainability Policy Development and Scrutiny Panel - Monday
23rd February 2026**

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: LOWER LANSDOWN EXPERIMENTAL TRAFFIC REGULATION ORDER (WL) (Pages 5 - 484)

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:	23 February 2026	EXECUTIVE FORWARD PLAN REFERENCE:
		E3667
TITLE:	Call-in of decision E3667– Liveable Neighbourhoods: Lower Lansdown and The Circus Experimental Traffic Regulation Order (TRO)	
WARD:	Kingsmead and Lansdown	
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 Public consultation report Catharine Place		
Appendix 5 Public consultation report Gay Street		
Appendix 6 Public consultation report Winifred’s Lane		
Appendix 7 Traffic monitoring analysis Lower Lansdown		
Appendix 8 Air quality report Lower Lansdown trial		
Appendix 9 Stakeholder engagement report Lower Lansdown trial		
Appendix 10 Driver behaviour analysis Lower Lansdown trial		
Appendix 11 Review of traffic data from Heart of Lansdown Conservation Group on the Lower Lansdown trial		

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 nine councillors regarding the three linked through-traffic restrictions at Lower Lansdown and The Circus, and the decision to make these schemes permanent as soon as possible. The proposal forms part of the council's Liveable Neighbourhoods programme.

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

2 RECOMMENDATION

The Panel is asked to;

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

3 THE REPORT

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

4 STATUTORY CONSIDERATIONS

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

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 The Panel should be aware that the Council's Constitution (Part 3.3.15) 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 of the Policy Development and Scrutiny Panel.

Contact person	<p>Ceri Williams</p> <p>Policy Development & Statutory Scrutiny Officer (01225 396053)</p> <p>Ceri_Williams@bathnes.gov.uk</p>
Background papers	<i>None</i>
<p>Please contact the report author if you need to access this report in an alternative format</p>	

To: Chief Executive, Bath and North East Somerset Council

Date: 5th February, 2026

NOTICE OF CALL-IN OF EXECUTIVE DECISION

Liveable Neighbourhoods: Lower Lansdown Experimental Traffic Regulation Order (WL)

In accordance with **Rule 2** of the Council's Constitution regarding the call-in of executive decisions, we, the undersigned elected members (who do not sit on the Cabinet), request a call-in of the following decision which has been made but not yet implemented.

Detailed Reasons for Call-in

1. Failure to Meet Stated Objectives and Reliance on Unsound Data

The Heart of Lansdown Conservation Group (HoLCG) has identified significant **gaps and flaws** in the analysis of the Winifred's Lane (WL) trial, asserting that it has **failed when measured against the Council's own stated objectives**. Critics argue the recommendation to make the trial permanent rests on **unsound data** that does not accurately reflect the trial's outcomes. While the Council claims the scheme supports active travel, the report did not include data for roads where active travel had decreased e.g. Sion Hill & Sion Road. Displacement of traffic has increased traffic on residential roads. In particular Sion Hill & Sion Road where the increase in traffic (up to +880% northbound) is not just down to the school traffic. According to the data in the reports traffic increased over the baseline both in and out of term time whilst **the baseline data itself was taken during term time**.

2. Safety Risks and Extreme Community Opposition

The scheme is cited as **empirically unsafe** and deeply unpopular among the residents it is intended to help.

- **Opposition Levels:** The Council's own report acknowledges **72% opposition to the Winifred's Lane trial within the trial area**, with 84% opposition overall.
- **School Safety:** Traffic past junior schools has increased by an average of **1,401 vehicles daily** (1,522 in comparable November periods) . This equates to over **half a million additional cars** pushed past schools annually, creating severe safety and health risks for children.
- **Increased Danger to Pedestrians:** local residents, especially elderly residents, are no longer walking around the dangerous Sion Road bends past Sion Hill Place due to the increase in traffic.

- **LTN 1/20 & Safety:** B&NES has committed in many internal policies to apply DFT guidance LTN 1/20 to its cycling infrastructure as best practice. The report states that the Council won't apply LTN 1/20 to the Winifred's Lane cycle lane. WECA's Benefits and Outcomes Panel has not endorsed the cycle lane for CRSTS funding, a deliberate circumvention of checks and balances. But it was added to the Movement Strategy for Bath well before the decision was taken to make it permanent.

3. Medical and Environmental Concerns

The decision is described by some residents as a **"medically flawed policy"** because it deliberately displaces traffic—and therefore pollution—onto alternative residential routes.

- **Pollution Displacement:** Closing certain roads has increased traffic on busy junctions such as **Julian Road, and Morford Street**, which are flanked by buildings that concentrate pollutants.
- **Impact on Vulnerable Groups:** Increased pollution levels affect high-density housing and **St Andrews Church School**, which has 222 pupils. There are concerns that the Council has not conducted complete **baseline monitoring** for ultra-fine particulates (UFP), PM2.5, or VOCs on these affected routes.
- **Duty of Care:** Opponents argue that transferring pollution to more vulnerable areas, including those with lower socioeconomic circumstances, violates the Council's **duty of care**.

4. Gaps in Critical Monitoring Data

The reports used to justify the decision allegedly omit several critical performance metrics, including:

- **Vehicle speeds and kilometres driven.**
- **Carbon emissions and known collisions.**
- **Implementation and operational costs.**
- **Active Travel Errors:** Cycling figures around Winifred's Lane are claimed to be **miscalculated** and the reports contain no active travel data for Sion Road meaning the net effect cannot be determined. This calls into question the reported "uplift" in active travel.

5. Inadequate Mitigations and Arbitrary Linking

- **Ineffective Measures:** The proposed mitigations are described as **"very minor"** and unable to address fundamental material flaws caused by the area's **topography and road layout**.

- **Lack of Legal Basis:** There is **no clear evidence linking the three separate ETROs**; their combination in a single decision is viewed as arbitrary and lacking a legal basis.

6. Signatories (Minimum 9 Required)

The following elected members (excluding Cabinet Members) signify their support for this call-in request. *Note: No member may sign more than 5 call-in requests in any Council year.*

1. Cllr Colin Blackburn (Lead Member)
2. Cllr Shaun Hughes
3. Cllr June Player
4. Cllr Alan Hale
5. Cllr Ann Morgan
6. Cllr Tim Warren
7. Cllr Sarah Evans
8. Cllr Eleanor Jackson
9. Cllr Robin Moss

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Single Member Cabinet Decision
(made by two Cabinet Members)

Executive
Forward Plan
Reference

E3667

**Liveable Neighbourhoods: Lower Lansdown and The
Circus Experimental Traffic Regulation Order (TRO)**

Decision makers	Cllr Joel Hirst, Cabinet Member for Sustainable Transport Strategy and Cllr Manda Rigby, Cabinet Member for Communications and Community
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<p>The Issue</p>	<p>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).</p> <p>In 2023, the Council identified three Liveable Neighbourhood (LN) areas, including Lower Lansdown and The Circus LN, featuring shortlisted measures suitable for trialling from Spring 2024.</p> <p>The trial for Lower Lansdown and The Circus LN area features three linked through-traffic restrictions, the aim of which is to support the local neighbourhood, enable more local trips by active travel (walking, wheeling, cycling) and to address excessive traffic on residential roads often used as shortcuts to and from the A46/M4 north of Bath City Centre. The trial consists of:</p> <ul style="list-style-type: none"> • A through-traffic restriction on Catharine Place • A no entry for motor vehicles into Gay Street from its junction with George Street; supplemented by a left-turn only onto George Street from Gay Street (preventing southbound vehicles from travelling straight on to Queens Square). • A through-traffic restriction in Winifred's Lane; supplemented by a no-right turn into Sion Hill (East) from the northern end of Cavendish Road. <p>These schemes followed on from previous trials delivered in 2022 in Queen Charlton Lane (Saltford ward), Southlands (Weston ward) and Church Street (Widcombe ward) and in New Sydney Place and Sydney Road (Bathwick ward) in 2024, which were all subsequently made permanent through the introduction of Traffic Regulation Orders (TROs).</p> <p>Following the launch of the trial schemes in Lower Lansdown and The Circus LN area in November 2024, a public consultation was completed during the formal consultation period of 6 months from 1st November 2024 to 30th April 2025. This consultation was supplemented by engagement with key stakeholders throughout the trial. In addition, traffic and air quality monitoring, both before and during the trial has been completed. An additional review of driver behaviour focussed on Sion Road and Winifred's Lane has also been completed in response to public feedback during the consultation.</p> <p>This Single Member Decision (SMD) report published in December 2025, and its accompanying annexes presents analysis of the data and public consultation feedback, including a review of traffic monitoring carried out independently by the Heart of Lansdown Conservation Group (HoLCG), to inform the decision on making the trial permanent.</p> <p>On careful consideration of all the data and information in that report and attached as annexes to that report, and cognisant of the statutory duties and recommended potential mitigations (which will themselves be subject to statutory consultation and a final decision), the Cabinet Members are asked to decide whether to make the trial schemes permanent.</p>
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Decision Date	30 January 2026
The decision	<p>The Cabinet Members agree to make the trial schemes permanent.</p> <p>In making this decision, the Cabinet Members have reviewed the recommended mitigations detailed in paras 3.10-3.12 of the SMD report. However, irrespective of whether or not the potential mitigations are introduced, the Cabinet Members' decision is that the schemes will be made permanent.</p> <p>The Cabinet Members confirm delegation on progressing any potential mitigations to the Director of Place Management.</p> <p>The Cabinet Members support making the scheme permanent as soon as possible. This will be reflected within the formal statutory Experimental Traffic Regulation Order (ETRO) decision-making process, noting that the final sign-off is via a delegated decision made by the Director of Place Management within which the Cabinet Member and ward members will have the opportunity to give formal comment.</p> <p>The Cabinet members agree when noting and taking account of, as part of this decision, the information provided in Single Member Decision (SMD) E3667 together with the appendices and links in the report relating to:</p> <ul style="list-style-type: none"> (1) public consultation responses (2) key stakeholder engagement including that with The Mayoral Combined Authority (MCA) and Active Travel England (ATE) (3) traffic, air quality, and driver behaviour monitoring (4) the Public Sector Equality duty (5) duties under Section 122 of the Road Traffic Regulation Act 1984 and section 16 Traffic Management Act 2004 to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians). (6) Recommended potential mitigations (detailed in paras 3.10-3.12) subject to their own individual statutory consultations and final decision on those potential mitigations <p>That the aim of the scheme, in line with the wider Liveable Neighbourhoods programme, is to support the local neighbourhood, enable more local trips by active travel (walking, wheeling, cycling) and to address excessive traffic on residential roads - often used as shortcuts to and from the A46/M4 north of Bath City Centre - by encouraging through traffic to remain on the main roads.</p> <p>Key conclusions from the trials informing this decision to make the trials permanent are outlined below.</p>

1. Public Consultation Outcomes

- The results of a six-month public consultation survey held from November 2024 to April 2025, and with the trials in place, were:
 - Winifred's Lane: Out of 1,289 responses, 84% were in objection and 16% were in support. Support was higher among residents living in the trial area (26%) than those living outside (9%).
 - Catharine Place: Out of 50 responses, 62% were in objection and 34% were in support. Support was similar inside and outside the trial area.
 - Gay Street/The Circus: Out of 157 responses, 60% were in objection and 37% were in support. Support was significantly higher among residents living in the trial area (71%) than those living outside it (31%).
- Supporters were more likely to walk or cycle, while objectors predominantly used motor vehicles.
- Objectors were more likely to use motor vehicles and be travelling through the area.
- A wide spectrum of views was submitted. People who supported the trials felt that the restrictions have had a positive impact on roads previously affected by motorists taking short cuts, and that it was quieter and safer to walk and cycle as a result.
- People who objected mainly felt that traffic and congestion had increased elsewhere, especially on Sion Road, where more cars were passing the rear exit from Kingswood School, making the area more congested and less safe. Other key themes in objection were that the restrictions only benefited a few people while they inconvenienced many; and that they increased journey times on other routes making air quality worse.
- Supporters and objectors also highlighted that drivers were ignoring the restrictions and displaying poor driver-behaviour.
- Significant evidence and data on the impact of the trials on traffic, air quality and driver-behaviour was provided by council officers in the SMD report so that public consultation outcomes could be weighed up against the monitoring data and wider policy objectives.
- It is acknowledged that there are some areas of concern that may be mitigated, including congestion on Sion Road due to the displacement of northbound vehicles from Winifred's Lane. This congestion is primarily during term time at school pick-up and drop-off. More information on the potential mitigations proposed are outlined in Section 3.

- Also acknowledged, and evidenced by traffic monitoring, is the non-compliance with the new turning restrictions at Winifred's Lane into Sion Hill (East) and with the new restrictions on motor vehicles exiting Upper Gay Street. As a potential mitigation, it is proposed that ANPR (Automatic Number Plate Recognition) enforcement is introduced at these junctions following the necessary statutory consultation requirements. More information is provided in Section 3.
- While the levels of objection are high, the evidence collected (and covered in more detail in later sections of this decision notice) suggests that in some cases objectors have overstated the potential harm of the scheme in their responses and that, overall, the three trials have been successful in meeting the objectives of a Liveable Neighbourhood. In support of this, the following is noted in summary (and outlined in more detail in the original Single Member Decision reports and following sections):
 - There was an overall reduction in traffic volume across all roads in the three trial areas across all five in-trial monitoring periods.
 - Traffic has dispersed over a wider area.
 - The volume of vehicles using the junctions of Cavendish Road/Winifred's Lane and Gay Street/A4 George Street has reduced.
 - Monitoring has not demonstrated a detrimental impact on air quality overall when compared with baseline data.
 - There has been an uplift in active travel in Winifred's Lane and Gay Street, and levels remain constant in Catharine Place.
 - The reductions of traffic across the trial area and the creation of quieter active travel routes are offering more travel choice to benefit those who do not have vehicles or who choose to walk and cycle.
 - During weekday-peak travel periods, increases in average travel times were minimal (up to 20 seconds more compared with baseline). During off-peak travel times, journeys were no more than eight seconds longer.
 - Reasonable access to premises on the trial streets is maintained, albeit some residents may have to take a different route.
- For more information on public consultation outcomes see [Annex A, B and C](#): Public Consultation Reports attached to the Single Member Decision Report.

2. Active Travel outcomes

- One of the aims of the Liveable Neighbourhoods programme is to help more people make short journeys by walking, wheeling, or cycling.
- Active travel can improve people's lives by contributing to better health and wellbeing. By reducing through traffic on unsuitable residential roads the schemes make active travel more appealing.
- The trials support public health and sustainable transport goals and provide fair road space for those who don't drive or can't afford a vehicle. In these ways they support the council's corporate strategy to improve people's lives and reduce inequalities.
- Looking at the active-travel monitoring data collected during five periods of in-trial monitoring, the following was noted and has informed the decision:
 - Active travel data collected during the trial confirms that the through-traffic restrictions have encouraged more people to use the routes for walking and cycling.
 - On Winifred's Lane, the average number of people walking and cycling each day was higher than baseline during all five in-trial periods, with 65-75 more people travelling actively on the lane each day (85-185% uplift).
- On Upper Gay Street, cycling was monitored. During baseline, 77 cyclists a day (on average) were recorded. More cyclists were recorded each day (on average) during each of the five in-trial periods (108, 89, 99, 87, 81 respectively).
- It is acknowledged that Catharine Place saw fewer people walking than recorded during baseline monitoring. However, cycling remained constant or slightly up against baseline.
- It is acknowledged that these initial results are good and show the trials have encouraged and enabled active travel. This is a desired outcome aligned with council policy.
- For more information on active travel outcomes see [Annex D: Traffic Monitoring Analysis Report](#) attached to the Single Member Decision Report.

3. Traffic monitoring outcomes

- During earlier consultation, residents said they were concerned about motorists avoiding the main roads and instead using residential streets in the area to travel to and from the A46/M4. This

included using upper Gay Street and The Circus area via Queen's Square; and Cavendish Road into Winifred's Lane. Winifred's Lane is inappropriate for traffic and a lane where traffic speeds went unhindered due to a northbound one-way system.

- It is noted from the report that the three linked trials have inhibited these direct short cuts, with minimal increases to traffic flow and travel times on the alternative routes. There are manageable exceptions where potential mitigations may help.
- One exception where potential mitigations may help is Sion Road. Traffic monitoring and public feedback indicated increased traffic flows and congestion on Sion Road due to the Winifred's Lane trial during the school run. Sion Road carried around 1,022 vehicles a day, on average, during baseline monitoring. During the trial, average daily traffic flow during term time increased by 87 to 115% (representing around 887 to 1174 more vehicles a day).
- The SMD Report recommends that a revised parking scheme would allow for more visibility around the exit to Kingswood School and more passing spaces to reduce congestion. Other measures will also be considered under the Local Active Travel Scheme, and the council can work with the school to encourage more sustainable and active travel among its community, including staff. Footways on Sion Road lead to the School's rear entrance.
- Poor driver behaviour on Sion Road has been noted. Some users are not driving safely, and we will continue to work with the police to consider enforcement for any offences and provide evidence if necessary. The levels of congestion are not so significant that the highway (by design) is flawed, and most congestion is limited to school drop-off and pick-up times. Motorists are responsible for driving in accordance with license requirements and for adhering to the Highway Code.
- Another exception where potential mitigations may help is non-compliance with some of the new restrictions, including:
 - The no-right-turn at the junction of Cavendish Road and Sion Hill (East)
 - The mandatory left-hand turn from Upper Gay Street into George Street
 - The non-entry signs at the northern end of Winifred's Lane (by cyclists).
- Potential mitigations put forward in the SMD report which include ANPR cameras installed at the Cavendish Road/Sion Hill junction and the Upper Gay Street/George Street junctions will support compliance and inhibit poor driver behaviour. The introduction of ANPR cameras is subject to the necessary statutory consultation

procedures and the final decision following that consultation.

- A review of signage at the northern end of Winifred's Lane will reinforce the no-entry for motor vehicles and cyclists, and this can be monitored.
- With reference to the Traffic Monitoring report, the following is noted and has contributed to this decision:
 - Winifred's Lane carried an average of 1,303 vehicles a day before the trial. This is a narrow lane with no footway and vehicle speeds went unhindered due to the northbound one-way system. During the trial, traffic here reduced by 99-100%.
 - Cavendish Road, which fed vehicles into Winifred's Lane, carried 3,248 vehicles a day during baseline monitoring. This fell by 16-25% during the trial's term time monitoring (up to 729 fewer vehicles) and by up to 41% during the school holiday weeks.
 - The Cavendish Road/Winifred's Lane/Sion Hill junction saw fewer vehicles during each of the trial periods compared with baseline counts.
 - Catharine Place carried 392 vehicles during baseline, supporting short cuts by drivers through the historic centre of Bath. Traffic here has reduced by 94-99%. Nearby Crescent Lane saw a 32 to 27% reduction, and Russell Street up to 60% reduction. However, Rivers Street saw up to 65 more vehicles a day, on average.
 - The restrictions on Gay Street and The Circus saw reductions in vehicles using this busy junction during each of the five in-trial periods.
 - Bennett Street (east of The Circus) carried 2,839 vehicles a day during baseline monitoring. It saw the greatest absolute reduction in traffic flows (between 1,484 and 1,755 fewer vehicles a day) which is a 66% reduction. Brock Street saw up to 22% fewer vehicles during five in-trial monitoring period.
 - Sion Hill East/Lansdown Crescent carried around 1502 vehicles a day during baseline monitoring and saw 661 to 769 fewer vehicles during the trial's term-time monitoring periods and even fewer during the school holidays
 - Changes in travel times were minimal on all roads across the study period, with drivers experiencing an average increase of no more than 20 seconds during peak times and no more than eight seconds during off-peak times.
- It is noted that Julian Road and Morford Street saw more traffic during the trial but that the increases are considered to be within normal variances for the road network. Julian Road is a main road and saw 1-9% more vehicles but also a reduction of vehicles during

one of the monitoring periods. Morford Street carried around 4,040 vehicles a day, on average, before the trial. During the three term-time monitoring periods it carried 9-12% more vehicles (369, 400, 505 respectively) and during the school holiday periods it saw 18% more (730) and 4% (170). There were, however, negligible impacts on air quality in these areas with all locations in the trial area well below the Government's and the council's strict limits.

- Prior to the launch of the trial in November 2024, a Transport Planning Review completed by SLR Consulting on behalf of Heart of Lansdown Conservation Group (HOLCG) was submitted to the Council. On review of this report, officers took the decision that there was no reason not to conduct the trial. The HOLCG also submitted another traffic monitoring report during the trial which had been independently commissioned by themselves. An independent review of this report by the Council is published in Annex H. The review concluded that the analysis undertaken on behalf of HOLCG is limited in scope and scale; it cannot be validated or verified; and makes use of methods that are unrepresentative and inappropriate. On this basis, the analysis should not take precedence over the extensive traffic monitoring undertaken by the Council in determining the outcomes of the trial.
- For more information on traffic monitoring outcomes see [Annex D: Traffic monitoring analysis](#) attached to the Single Member Decision Report.

4. Air Quality monitoring outcomes

- The air quality monitoring report provides nitrogen dioxide concentrations in terms of annual nitrogen dioxide concentrations (to align with the Government's air quality objective of 40 $\mu\text{g}/\text{m}^3$) and quarterly results (which are not directly comparable with the annual average objective).
- 25 sites were monitored. All the quarterly results show that the NO_2 concentrations at all locations in the trial area are below 40 $\mu\text{g}/\text{m}^3$ in 2024 and 2025.
- It is noted that several sites show improved air quality.
- It is also noted that during the first two months of the trial, five sites saw small increases against baseline as a quarterly average. The fluctuations are in line with regional trends and are not considered concerning in terms of its impact on health.
- There are mixed results on Julian Road and Morford Street with small increases against baseline monitoring in some quarters but also improvements in others. The increased levels are small, and readings are well below legal limits.

- For more information on air quality outcomes see [Annex E](#): Air Quality Report and Annex G Driver Behaviour Analysis, attached to the Single Member Decision Report.

5. Communications and stakeholder engagement outcomes

- It is noted that officers conducted extensive communications and stakeholder engagement, outlined in detail in [Annex F](#) to the SMD report.
- This included early engagement and consultation on the introduction of Liveable Neighbourhoods to elicit the types of issues experienced by residents on their streets, and the possible solutions. Engagement was conducted over several years (since 2021) and informed the decision to run the trials in November 2024.
- During the trial, workshops were delivered by Sustrans (now The Walk, Wheel, and Cycle Trust) with Kingswood School pupils, at the Bath Spa University Campus, and with Curo residents living around Julian Road. Council officers held pop-up events on streets in the area to engage people who might not otherwise engage in consultations. It is noted that while the numbers choosing to engage was small, the comments received were valuable and insightful.
- During the trial, officers maintained ongoing dialogue with residents and certain stakeholder groups to address their concerns; and the feedback and the evidence submitted by residents (such as videos) was fully considered and informed mitigation measures.
- Prior to the decision, Cabinet Members and officers met, in person, with resident groups to hear about their experiences of the trials. These groups represented arguments both for and against making the trials permanent.
- For more information on air quality outcomes see [Annex F](#): Stakeholder Engagement Report attached to the Single Member Decision Report.

6. Other issues raised and considered prior to the decision

Queries over Winifred's Lane inclusion in the Movement Strategy.

- More recently the council has been asked whether the inclusion of Winifred's Lane within the Council's Movement Strategy pre-judges the decision on whether the scheme should be made permanent.

- The Movement Strategy for Bath aligns its active travel routes with those identified in the Active Travel Master Plan. Within this plan, Winifred's Lane is designated as a quiet active travel route rather than a strategic route.
- The decision to classify Winifred's Lane as a quiet route is consistent with the broader objectives of the LN programme, which is to keep through traffic on main roads, disperse local traffic more evenly, and create better walking and cycling routes.
- The Active Travel Master Plan was adopted in February 2025, however it is continually reviewed and updated. If a road's status changes, the plan is updated.
- The inclusion of trial scheme should not therefore be regarded as a predetermination on its future permanence.
- Quiet routes enable a wider demographic to embrace active travel, addressing concerns from individuals who may feel apprehensive about cycling alongside vehicles on busy roads. Quiet routes are typically traffic-free paths, quiet roads and lanes, bridleways, and greenways, providing a more pleasant and peaceful experience.

Confirmation on whether Winifred's Lane is required to meet LTN 1/20 guidance.

- Officers have been engaging with a residents' group on whether the Winifred's Road scheme should meet LTN 1/20 guidelines with regards to gradients. LTN 1/20 (Local Transport Note 1/20) is the UK Department for Transport guidance, published in July 2020, for creating high-quality, safe cycle infrastructure design.
- It should be noted that the scheme is primarily a through-traffic restriction on an existing lane, which has created a quiet route for active travel. It is not an official cycle lane or track.
- LTN 1/20 guidelines acknowledge that it is difficult to alter vertical dimensions on existing routes without major reconstruction (5.9.4) and that cycle routes along existing roads and paths usually must follow the existing gradient (5.9.8).
- Prior to installation, following engagement with residents, the council made several improvements to the original design to better accommodate cyclists in response to concerns about the gradient.
- The council has followed the guidance as far as possible and where it needs to.
- It was recorded during the trial (via traffic monitoring) that some cyclists have ignored the no-entry signs at the top of Winifred's Lane (southbound). These signs apply to cyclists as well as motor vehicles. Cyclists can only head south on Winifred's Lane from the

junction with Somerset Lane. As outlined in the SMD report (3.13), a potential mitigation is to review the signage at the northern end of Winifred's Lane to reinforce that cyclists should not enter at this point. They are free, however, to travel northbound along the length of the lane.

Engagement with Active Travel England

- Council officers have also consulted and engaged with the Mayoral Combined Authority (MCA) and Active Travel England (ATE) to receive technical guidance on this trial, and other Liveable Neighbourhood schemes.
- As part of this engagement, officers attended a Benefits Outcome Panel (BOP) convened by the MCA in February 2025. This is a normal and required process for all City Regional Sustainable Transport Settlement (CRSTS) funded projects.
- At the Panel, it was jointly decided by the MCA and ATE that as the scheme was a trial, it would return to the BOP for endorsement if it was made permanent.
- As this decision is yet to be made, the scheme has not yet returned to the BOP, however at the request of the BOP, officers have participated in a design surgery with an ATE Inspector where Liveable Neighbourhood schemes were discussed.

Linking of the three trials

- The three interventions, while independent of each other, have been designed to work together to improve the Lower Lansdown and The Circus area in line with Liveable Neighbourhood objectives.
- While it's clear from public consultation feedback that the trial in Winifred's Lane is less popular than the trial in Catharine Place and Gay Street, they are considered as a package and the decision to make them permanent relates to all three trials.
- Traffic and air quality monitoring shows that there is less traffic across the LN area, with no detrimental impact on air quality. Potential mitigations as outlined may help to improve congestion on Sion Road as a result of the Winifred's Lane trial.

Consideration of signage design on Gay Street and claims of reduced footfall on Margarets Buildings

- Concerns regarding the impact of traffic restriction signs on Gay Street's heritage setting have been noted. Subject to this decision

notice, these signs and their impact on the heritage setting will be reviewed.

- Despite concerns raised by businesses about reduced footfall on Margarets Buildings due to the trials, the independent analysis shows a long-term downward trend prior to the trial and a short-term uplift after installation. Decision makers do not consider this a concern.

7. Concluding comments

- The decision to approve the scheme is based on clear evidence that the schemes deliver the objectives of the Liveable Neighbourhoods programme: reducing through traffic on unsuitable residential roads and enabling more everyday trips by walking, wheeling, and cycling.
- The trials addressed long-standing issues with motorists cutting through streets not designed for high volumes of traffic, creating quieter and safer conditions for residents. Monitoring shows significant reductions in traffic on the restricted roads, minimal increases in travel times across the wider network, and air quality that remains well below legal limits.
- The data also demonstrates that the scheme has encouraged more active travel, with substantial increases in walking and cycling on key routes such as Winifred's Lane and Upper Gay Street. These outcomes support wider council objectives around improving health, reducing inequalities, and offering fairer access to safe, pleasant streets for people who do not drive or prefer to travel actively.
- While public consultation showed strong views both for and against, many concerns about major congestion and associated safety issues were not supported by monitoring. At the same time, valid issues, particularly around congestion on Sion Road at school times and noncompliance with new restrictions, have been recognised, with potential mitigations proposed which are subject to statutory consultation and a final decision on those potential mitigations.
- The potential mitigations include parking changes on Sion Road to improve visibility and flow, additional enforcement measures to support compliance at the junctions, and continued work with Kingswood School to promote more sustainable travel.
- A letter submitted from the Heart of Lansdown Conservation Group (HOLCG) during the decision-making period has been considered in detail and their points have been addressed as part of the decision-making process, in particular regarding adhering to LTN

1/20 guidance, consulting with Active Travel England, acknowledgement of displacement on Sion Road, driver behaviour/non-compliance and potential mitigations for this; and the inclusion of Winifred's Lane in the Movement Strategy.

- Taken together, the monitoring evidence, statutory duties, equalities considerations, and the programme's wider objectives show that the trials have been successful overall. The benefits outweigh the manageable downsides and align with the council's policy objectives. Due consideration has also been given to the Equalities Impact Assessment on the scheme, included as an appendix to the SMD Report.

Comments from Cllr Joel Hirst, Cabinet Member for Sustainable Transport Strategy:

"The consultation is interesting. There is clearly a gap between perception and what was evidenced by data, and inputs from objectors seem to overstate the potential harm from the scheme. While stakeholders did not always provide equalities data, it seems the opinions of younger residents under 55 are under-represented."

"Active travel outcomes are encouraging and supportive of the trial's objectives. It takes time to embed, but the data is clear that active travel has improved and enabled by the interventions."

"While traffic volumes overall are reduced, and the objectives have been achieved, the scheme could be enhanced with the adoption of the potential recommended mitigations to reduce the impact on Sion Road during school term times which are subject to a separate statutory procedure. Otherwise, in terms of the overall network, traffic flow and travel times have not been materially impacted. Had we seen a significant impact on air quality this would have been a concern, but this has not materially changed."

"Officers have gone above and beyond on the quality of communication with residents and stakeholders. There is no doubt that views were heard and presented clearly, and we would like to thank officers for their work and diligent approach. We also appreciate the feedback and interest we've received from residents which has brought some important issues to our attention during the trial"



"Significant traffic interventions are controversial, and we expect to hear some strong opinions, especially from those who oppose them. We hear the strong sentiment, but there is clear evidence that this LN has met its objectives. This is why evidence and public feedback needs to be considered together."

"On balance, we believe the trial was successful in delivering the policy objective. We support the officer recommendations to provide additional mitigations to help manage congestion on Sion Road and to

	<p>prevent noncompliance with the new turning restrictions.”</p> <p>Comments from Cllr Manda Rigby, Cabinet Member for Communications and Community:</p> <p>“The scheme can’t be viewed in isolation from the other elements of the programme. We have engaged and listened to a very wide range of views from many parties and from opposite ends of the spectrum, and we have reflected carefully on the points made.”</p> <p>“In reaching the decision, we have balanced these competing views with consideration for the overall LN policy, the evidence, and the officer reports. This scheme aligns with the aspirations for the scheme, which is to create routes for walking and cycling and to minimise opportunities for motorists to short cut through residential areas. We saw active travel go up on the trial roads, and we are confident that we’ll see this trend continue as the schemes continue to bed in.”</p> <p>“It is clear from the monitoring that there has been displacement onto Sion Road, but it’s also clear that the issues with congestion occur at school drop-off and pick-up. It’s good that the school has engaged with us, and we will support them to pursue schemes to encourage staff and families to use alternative modes of transport to get to school. Given the video evidence we have seen, we are very keen to see those mitigations in place to improve the visibility of drivers exiting the school onto Sion Road.”</p> <p>“Air quality monitoring showed fluctuations that were in line with regional trends and so not adversely affected by the trials.”</p> <p>“There was a great effort to engage with all stakeholders, which is important and for which I am grateful. I received many messages from residents myself, which were all read and considered, before being added to officers’ records.”</p> <p>“I have weighed up the many strong opposing views along with the evidence and monitoring data that was submitted. This scheme has been very widely consulted on and has met the criteria for the LN programme overall. Whilst we know the recommendation to make the scheme permanent will not please everyone, the potential mitigations recommended in the SMD report, which will be subject to their own independent statutory consultation and final decision, will address some of the issues raised in objection, including the congestion on Sion Road during school term times and the noncompliance with the new turning restrictions at the junctions.”</p>
Rationale for decision	<p>A decision on the permanency or otherwise of the scheme is required to be made within 18 months of the trial becoming operative which was in November 2024.</p>

Financial and budget implications	<p>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 Lower Lansdown and The Circus LN.</p> <p>Total budget allocated for the wider Liveable Neighbourhood programme is £9.4m. £6.9m is funded by CRSTS DfT 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>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 Funding.</p> <p>Funding for ANPR camera enforcement is to be provided by existing revenue budgets, supported by Penalty Charge Notice income from the enforcement activity.</p> <p>Any surplus arising from moving traffic enforcement must be applied for all or any of the following:</p> <ul style="list-style-type: none"> the making good to the local authority's general fund of any amount charged to that fund in respect of any deficit arising from its bus lane or moving traffic enforcement, in the 4 years preceding the financial year in question for environmental improvement in the enforcement authority's area in accordance with Section 1(2) and 1(3) Pollution Prevention and Control Act 1999 meeting costs incurred, whether by the local authority or by some other person, in the provision or operation of, or of facilities for, public passenger transport services for highway improvement projects in the local authority's area in accordance with Section 55, Paragraph (4A) Road Traffic Regulation Act 1984.
Issues considered	<p>Customer Focus; Sustainability; Equality (age, race, disability, religion/belief, gender, sexual orientation); Human Rights; Corporate; Other Legal Considerations</p>

Consultation undertaken	Ward Councillor; Cabinet colleagues; Service Users; local residents; Community Interest Groups; Young People; Stakeholders/Partners; Other Public Sector Bodies; Section 151 Finance Officer; Monitoring Officer. No concerns were raised from Avon and Somerset Police, Avon Fire and Rescue or South Western Ambulance Services through the consultation.
How information was provided to Cabinet Members in making this decision	<p>Consultation regarding this decision has been undertaken with the Cabinet and Ward Members together with the Director of Place Management.</p> <p>Cabinet Members making this decision have been regularly updated on the themes which have emerged from the feedback that the Council has received about these schemes. This includes, but is not limited to, emails, letters, photographs, video clips and face to face conversations at engagement events. In addition, data and footage from monitoring has been shared to ensure that they are fully informed in making this decision. The Cabinet Members have also received direct contact from residents and interest groups.</p> <p>Before the publication of this report, Cabinet Members invited representatives from groups both in support and opposed to the schemes who had engaged throughout the consultation period for meetings so that they could directly provide their views and opinions to them before any decision is made.</p>
Other options considered	None, as a decision on the permanency or otherwise 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:	<p>Cllr Joel Hirst: None</p> <p>Cllr Manda Rigby: None</p>
Any conflict of interest declared by anyone who is consulted by a Member taking the decision:	None

Name and Signature of Decision Maker/s	<p>As Cabinet Members we reviewed the evidence presented in the SMD Report and its annexes (published on 19 December 2025) independently before coming together on 14 January 2026 to discuss together. Our views aligned. We forwarded our comments to officers so that they could be incorporated into this decision notice.</p> <p>In signing this notice, we have taken into consideration all information, data, and correspondence and remain satisfied that our comments are valid and that we stand by our decision to make this scheme permanent under a Traffic Regulation Order.</p> <p>Cllr Joel Hirst:</p>  <p>Cllr Manda Rigby:</p> 
Date of Signature	<p>Cllr Joel Hirst: 29 January 2026</p> <p>Cllr Manda Rigby: 30 January 2026</p>
Subject to Call-in until 5 Working days have elapsed following publication of the decision	

Bath & North East Somerset Council			
DECISION MAKERS:	Cllr Joel Hirst, Cabinet Member for Sustainable Transport Strategy Cllr Manda Rigby, Cabinet Member for Communications and Community		
DECISION DATE:	Not before 31 December 2025	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3667
TITLE:	Liveable Neighbourhoods: Lower Lansdown and The Circus Experimental Traffic Regulation Order (TRO)		
WARD:	Kingsmead and Lansdown		
AN OPEN PUBLIC ITEM			
<p>List of attachments to this report:</p> <p>Annex A: Public Consultation Report Catharine Place</p> <p>Annex B: Public Consultation Report Gay Street</p> <p>Annex C: Public Consultation Report Winifreds Lane</p> <p>Annex D: Traffic Monitoring Analysis Lower Lansdown trial</p> <p>Annex E: Air Quality Report Lower Lansdown trial</p> <p>Annex F: Stakeholder Engagement Report Lower Lansdown trial</p> <p>Annex G: Driver Behaviour Analysis Lower Lansdown trial</p> <p>Annex H: Review of traffic data from Heart of Lansdown Conservation Group on the Lower Lansdown trial</p> <p>And appendices within this report at the end:</p> <p>Appendix 1 Summary of key outcomes: Winifred's Lane</p> <p>Appendix 2: Summary of key outcomes: Catharine Place</p> <p>Appendix 3: Summary of key outcomes: Gay Street</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 2023, the Council identified three Liveable Neighbourhood (LN) areas, including Lower Lansdown and The Circus LN, featuring shortlisted measures suitable for trialling from Spring 2024.
- 1.3 The trial for Lower Lansdown and The Circus LN area features three linked through-traffic restrictions, the aim of which is to support the local neighbourhood, enable more local trips by active travel (walking, wheeling, cycling) and to address excessive traffic on residential roads often used as shortcuts to and from the A46/M4 north of Bath City Centre. The trial consists of:
 - A through-traffic restriction on Catharine Place
 - A no entry into Gay Street from its junction with George Street; supplemented by a left-turn only onto George Street from Gay Street (preventing southbound vehicles from travelling straight on to Queens Square).
 - A through-traffic restriction in Winifred's Lane; supplemented by a no-right turn into Sion Hill (East) from the northern end of Cavendish Road.
- 1.4 These schemes followed on from previous trials delivered in 2022 in Queen Charlton Lane (Saltford ward), Southlands (Weston ward) and Church Street (Widcombe ward) and in New Sydney Place and Sydney Road (Bathwick) in 2024, which were all subsequently made permanent through the introduction of Traffic Regulation Orders (TROs).
- 1.5 Following the launch of the trial schemes in Lower Lansdown and The Circus LN area in November 2024, a public consultation was completed during the formal consultation period of 6 months from 1st November 2024 – 30th April 2025. This consultation was supplemented by engagement with key stakeholders throughout the trial. In addition, traffic and air quality monitoring, both before and during the trial has been completed. An additional review of driver behaviour focussed on Sion Road and Winifred's Lane has also been completed in response to public feedback during the consultation.
- 1.6 This report and accompanying appendices present analysis of the data and public consultation feedback, including a review of traffic monitoring carried out independently by the Heart of Lansdown Conservation Group (HoLCG), to inform the decision on making the trial permanent.
- 1.7 On careful consideration of all the data and information attached as annexes to this report, and cognisant of the statutory duties and recommended mitigations outlined in this report, the Cabinet Members are asked to consider whether to make the trial schemes permanent.

2 RECOMMENDATIONS

The Cabinet members are asked to;

- 2.1 Note, and take account of, as part of this decision, the information provided in the above appendices together with the report and links in the report relating to:
 - (1) public consultation responses
 - (2) key stakeholder engagement including that with The Mayoral Combined Authority (MCA) and Active Travel England (ATE)
 - (3) traffic, air quality and driver behaviour monitoring
 - (4) the Public Sector Equality duty
 - (5) duties under Section 122 of the Road Traffic Regulation Act 1984 and section 16 Traffic Management Act 2004 duties to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
- 2.2 Review recommended mitigations detailed in paras 3.10-3.12 and subject to the scheme being made permanent, confirm the support of the Cabinet Members to delegate the introduction of these mitigations to the Director of Place Management.
- 2.3 Based upon consideration of the above information, confirm the support of the Cabinet Members to make the scheme permanent as soon as possible. If support is given, this will be reflected within the formal statutory Experimental Traffic Regulation Order (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 development as 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.
- 3.2 In November 2021, communities were asked to describe the issues they experienced and what measures could help to improve the area where they live. Out of the 1,625 responses submitted as part of this public engagement, 375 people commented on the Lower Lansdown and The Circus area.
- 3.3 The most common issues cited were through traffic (69%), followed by speeding traffic (61%), parking (33%) and school run traffic (33%). 61% of those responding to the survey from the Lower Lansdown and The Circus LN area went on to say that a restriction on through traffic would have the most impact in addressing these issues.

3.4 Following on from this consultation and after technical consideration, Lower Lansdown and The Circus LN was identified for a trial in 2024 which encompassed the schemes cited in para 1.2 ([Cabinet Report E3491-3](#)).

3.5 The trial was launched in November 2024 where the schemes detailed in para 1.2 were installed. The collective aim of the restrictions linking back to the consultation outcomes, was to address excessive traffic on residential roads often used as shortcuts to and from the A46/M4 and to create a pleasant walking and cycling route through the area.

3.6 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:

3.7 Reports on the public consultation outcomes to the trial relating to the six-month period between November 2024 - April 2025 (Annex A-C)

- A traffic monitoring report relating to baseline and post-installation data (Annex D)
- An air quality report relating to baseline and post-installation data on nitrogen dioxide concentrations at monitoring locations around the trial area (Annex E).
- A report summarising the Council's engagement with stakeholders (Annex F)
- A report summarising driver behaviour in the Lower Lansdown area where monitoring was carried out in response to public feedback during the trial (Annex G).
- A technical review of traffic monitoring data provided by Heart of Lansdown Conservation Group (Annex H).

(In addition to the traffic monitoring completed by the council, the Heart of Lansdown Conservation Group also completed independent monitoring and shared a summary of this data with the Council for information. Whilst the full set of data could not be obtained, a technical review of the summary has been completed).

3.8 The key outcomes from the Council's monitoring and public consultation are outlined for each scheme in Appendices 1-3 (at the end of this report) for consideration as part of the decision.

3.9 Recommended mitigations should a decision be made to make the trials permanent:

3.10 Traffic monitoring throughout the trial has indicated non-compliance from drivers (and in the case of the northern end of Winifred's Lane, cyclists) with highway signage in the following locations:

- A no-right turn at the junction of Cavendish Road and Sion Hill (East)

- A mandatory left-hand turn from Upper Gay Street into George Street.
 - No-entry signs at the northern end of Winifred's Lane
- 3.11 In respect of this non-compliance, it is recommended that ANPR (Automatic Number Plate Recognition) camera enforcement is introduced at the junction of Cavendish Road and Sion Hill (East) and Upper Gay Street into George Street, giving due consideration to the statutory requirements set out in paragraph 4.5. The northern end of Winifred's Lane would continue to be informally monitored.
- 3.12 Traffic and camera monitoring also identified congestion in Sion Road, particularly focussed around drop off and pick up times for Kingswood School. It is recommended to introduce a revised parking scheme to improve visibility at the exit of Kingswood School and provide spaces for vehicles to give way to oncoming traffic to mitigate the congestion experienced at peak times. In addition, it is the Council's intention to bring forward schemes under the Local Active Travel Scheme to further mitigate impacts of congestion in this location.
- 3.13 The signage at the northern end of Winifred's Lane will be reviewed to reinforce that vehicles, including cyclists, should not enter the lane at this point.

4 STATUTORY CONSIDERATIONS

- 4.1 The through traffic restriction trial has been introduced using an 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 To address issues highlighted in a legal hearing in August 2024, a revised ETRO was deposited in October 2024 (see Annex F Section 3.6). In making the ETRO the Council has set out its justification under Section 122 of the Road Traffic Regulation Act 1984 and section 16 Traffic Management Act 2004 duties to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). This is set out in detail in the [Statement of Reasons for the ETRO](#)
- 4.4 Specifically, in respect of matters under Section 122 (2):
- (a) the desirability of securing and maintaining reasonable access to premises.
- The trials in Gay Street, Winifred's Lane and Catharine Place have shown that reasonable access to premises has been maintained, acknowledging that

some residents and visitors may need to take a different route to reach properties.

- Monitoring has shown a reduction in traffic on Cavendish Road and Winfred's Lane indicating that through-traffic has been deterred and an uplift in active travel i.e. walking and cycling, has been experienced on Winifred's Lane itself.

4.5 Monitoring has also shown that a reduction in traffic on Gay Street (North) and the measures installed to support the safety of cyclists at the junction here have encouraged an uplift in cycling.

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run.

- As part of the ETRO, measures including signage for through traffic to use main roads and mandatory signage as set out in paragraph 1.3 were introduced to deter traffic from being displaced to adjacent routes. Monitoring has demonstrated that compliance with this directional signage has improved during the trial but remains a concern and therefore it is recommended that this will be further strengthened by the use of ANPR camera enforcement at locations stated in paragraphs 3.9 and 3.10, subject to the scheme being made permanent. It is acknowledged that measures have previously been put in place to deter larger vehicles across the wider area.

(bb) The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

- Air quality monitoring completed through the trial area, including baseline monitoring, has not demonstrated a detrimental impact on air quality overall.
- Monitoring has demonstrated an uplift in active travel i.e. walking and cycling, in Winifred's Lane and Gay Street.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.

- There are no scheduled public bus services using roads where measures are being proposed by this Order.

(d) Any other matters appearing to the local authority to be relevant.

- The Council has been monitoring road safety throughout the trial and is aware of a one personal injury collision which took place at the junction of Morford Street and Lansdown Road during the trial period involving 2 vehicles. This collision took place at 3am.
- Traffic monitoring (Annex D) has demonstrated that there have been both increases and decreases in traffic flows on roads throughout Lower Lansdown and the Circus during the trial and that these are influenced by traffic both in term time and school holidays. It is acknowledged that Sion Road has experienced congestion during school pick up and drop off periods due to

more vehicles using the road as an alternative to Winifred's Lane, and recommendations have been made to mitigate this congestion through a revised parking scheme and other schemes under the Local Active Travel Scheme.

- 4.6 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, 9, 22 and 23 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996,
- 4.7 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.
- 4.8 It must be noted that whilst Cabinet Members' 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.
- 4.9 In accordance with statutory guidance the use of ANPR cameras to enforce new moving traffic locations and restrictions requires a minimum 6-week public consultation. This is focussed on the location and nature of restrictions for enforcement rather than whether the public support the principle of enforcement, to ensure that the rationale for, and benefits of, moving traffic enforcement to residents and businesses can be communicated, and allow them the opportunity to raise any concerns. The appropriate Chief Officer of Police must also be consulted.
- 4.10 For the first 6 months after camera enforcement commences at each new location, statutory guidance requires a warning notice to be issued for first time moving traffic contraventions to help promote compliance. A Penalty Charge Notice may be issued only once this warning notice has been legally served.
- 4.11 Before the parking restrictions in Sion Road could be revised, a statutory legal process would be followed to modify the existing Traffic Regulation Order (TRO) which supports the parking restrictions. The TRO provides the legal justification for introducing and enforcing restrictions on the public highway. The TRO process would include informal consultation with the emergency services and other statutory consultees, the public advertisement of the proposals, and the resolution of any objections.
- 4.12 The Council has a statutory duty to promote equality of opportunity, eliminate unlawful discrimination, harassment and victimisation and foster good relations in respect of eight protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 4.13 The Public Sector Equality Duty is the duty to have regard to it and is not an absolute duty. That duty needs to be considered in the making of this decision and it is recognised that if not properly dealt with, it can have an adverse effect on the health and well-being of the residents impacted. The rights of the

community have to be balanced against the rights of the residents that will be affected by the closure of the road and the redirected traffic. The equality impact assessments for the programme level and the specific locations can be considered at the link in paragraph 7.2 and must be actively considered and taken into account by the decision-maker(s).

- 4.14 Representations have been received to the effect that the proposal would require some residents to take longer routes to access premises and/or garages and that this may lead to claims for compensation.
- 4.15 Having regard to all relevant matters (including the section 122(1) duty, the factors which may point in favour of imposing a restriction on movement, the section 122 balancing exercise, Article 8/Article 1 Protocol 1 rights and the public sector equality duty), the proposal is nonetheless recommended on the basis that it is appropriate, lawful, justified, in support of a legitimate aim and proportionate. Any entitlement to claim compensation (whether under the Land Compensation Act 1973 or otherwise) does not preclude the proposal. The council will consider any subsequent compensation claims on their merits.

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 Lower Lansdown and The Circus LN.
- 5.2 Total budget allocated for the wider Liveable Neighbourhood programme is £9.4m. £6.9m is funded by CRSTS DfT 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 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 Funding.
- 5.5 Funding for ANPR camera enforcement is to be provided by existing revenue budgets, supported by Penalty Charge Notice income from the enforcement activity.
- 5.6 Any surplus arising from moving traffic enforcement must be applied for all or any of the following:
- (1) the making good to the local authority's general fund of any amount charged to that fund in respect of any deficit arising from its bus lane or moving traffic enforcement, in the 4 years preceding the financial year in question
 - (2) for environmental improvement in the enforcement authority's area in accordance with Section 1(2) and 1(3) Pollution Prevention and Control Act 1999

- (3) meeting costs incurred, whether by the local authority or by some other person, in the provision or operation of, or of facilities for, public passenger transport services
- (4) for highway improvement projects in the local authority's area in accordance with Section 55, Paragraph (4A) Road Traffic Regulation Act 1984

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, specific equalities impact assessments were developed for the trial locations and have been updated in December 2025 as part of this decision-making process. These are also 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 or otherwise 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 Cabinet and ward members together with the Director of Place Management.
- 10.2 Cabinet members making this decision have been regularly updated on the themes which have emerged from the feedback that the Council has received about these schemes. This includes, but is not limited to, emails, letters, photographs, video clips and face to face conversations at engagement events. In addition, data and footage from monitoring has been shared to ensure that they are fully informed in making this decision. The Cabinet Members have also received direct contact from residents and interest groups.

10.3 Before the publication of this report, Cabinet Members invited representatives from groups both in support and opposed to the schemes who had engaged throughout the consultation period for meetings so that they could directly provide their views and opinions to them before any decision is made.

10.4 Council officers have also consulted and engaged with the Mayoral Combined Authority (MCA) and Active Travel England (ATE) to receive technical guidance on this trial, and other Liveable Neighbourhood schemes.

10.5 As part of this engagement, officers attended a Benefits Outcome Panel (BOP) convened by the MCA in February 2025 where it was decided by the MCA and ATE that as the scheme was a trial, it would return to the BOP for endorsement if it was made permanent. As this decision is yet to be made, the scheme has not yet returned to the BOP, however at the request of the BOP, officers have participated in a design surgery with an ATE Inspector where Liveable Neighbourhood schemes were discussed.

10.6 Public consultation is required if ANPR camera enforcement is to be undertaken as set out in paragraph 4.5.

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

Contact person	Cathryn Brown, Senior Programme Manager cathryn_brown@bathnes.gov.uk
Background papers	Cabinet report E3238 'Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy' dated 10/12/2020. Single Member decision report E3491-3 'Lower Lansdown Liveable Neighbourhood proposed trials' dated 10/02/2024.
Please contact the report author if you need to access this report in an alternative format	

Appendices 1-3 summarise the key outcomes from the ETRO public consultation including traffic and air quality monitoring.

Appendix 1: Summary of outcomes on Winifred's Lane

ETRO Public Consultation Survey Results: Winifred's Lane Area (Annex C)

The consultation survey was conducted between November 2024 and April 2025 and analysed by an independent third party. A summary is provided below.

A total of 1,289 online responses (plus eight partial email submissions) were received.

- Around one-third (35%) of all responses were from residents living in the trial area, and two-thirds (65%) from those living outside but travelling through or visiting the area.
- Overall, 84% of respondents mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent, while 16% supported it.
- Support was higher among residents in the trial area (26%) compared to those living outside (9%), although it's noted that three-quarters of in-area respondents still objected.
- Nearly 72% of responses came from people who travelled along Winifred's Lane at least once a week before the trial; of these, 87% objected and 12% supported the scheme.
- Among supporters (n=200), 56% mainly walked or cycled, 39% used a personal motor vehicle, and 5% used other modes.
- Among objectors (n=1,080), 72% used a personal motor vehicle, 15% mainly walked or cycled, and 13% used other modes.
- Almost three quarters of respondents (72%) stated that they travelled through the area at least once a week. Of those travelling through the trial area at least once a week, 12% supported the trial being made permanent, while 87% objected to the trial being made permanent.
- Despite Winifred's Lane being closed to motorised vehicles (except for access) during the trial, a greater proportion of responses stated that the trial had not made Winifred's Lane or the trial area a quieter, more pleasant place to live or visit, or that it had provided a safer environment for walking and cycling.

See Annex C for the full report.

Active travel monitoring: (Annex D)

Baseline travel monitoring and five periods of in-trial monitoring were completed to understand how active travel has changed in Winifred's Lane after the introduction of the trial.

Overall, the daily average number of active travellers (both pedestrians and cyclists) was higher than baseline during all five in-trial periods, ranging from 65 to 76 more active travellers using the lane, equating to an 80%-185% uplift. Specifically, 150 more active travellers were recorded using the lane during the second week of April 2025 during the school holiday period.

Traffic monitoring: (Annex D)

Baseline and five sets of traffic monitoring were completed within six months of the trial period (for a continuous 7-day period in November 2024, February 2025, March 2025). Some of the monitoring was completed during the state and private school holidays to understand the differences in traffic volumes during the school break (for a continuous 7-day period during two weeks in April).

- Baseline and 5 periods of in-trial counts were collected on Winifred's Lane, Sion Road, Cavendish Road and Lansdown Road between Lansdown Park and Fonthill Road. No baseline monitoring was conducted on Sion Hill (east), however counts were available in the baseline for Lansdown Place (East) in the baseline, which is an extension of the Sion Hill East.
- Junction turning counts were also conducted at the **Winifred's Lane/Cavendish Road/Sion Hill junction** during the trial to monitor non-compliance of the new no-right-turn restriction.
- **Winifred's Lane** carried 1,303 vehicles a day on average during baseline monitoring. This fell by 99-100% during the trial due to the through-traffic restriction.
- **Cavendish Road** carried 3,248 vehicles a day on average during baseline monitoring. This reduced by 16% to 25% during the trial in term-time (up to 729 fewer vehicles); and by 31% to 41% during the holiday weeks in April.
- **Lansdown Road between Lansdown Park and Fonthill Road** carried 8,346 vehicles a day, on average, during baseline monitoring. This reduced by 0-4% on average during term-time. During the school holidays (April), traffic reduced by 6-18%.
- **Sion Road** carried 1022 vehicles a day, on average, during baseline. During the trial, traffic flow increased by 87% to 115% during term time monitoring periods. This represents around 887 to 1174 more vehicles a day, on average, during term time. During the private and all-school holidays respectively, traffic increases were smaller (30-58% more).
- **On Sion Hill East** (if we compare baseline figures collected from its extension Lansdown Crescent which was 1502 vehicles on average per day), the numbers of vehicles fell by between 661 and 769 vehicles a day during the three term-time in-trial monitoring periods; and more during the two April holiday weeks (832 and 914 less).
- Over the course of the trial, total movements at the **Cavendish Road, Sion Hill, Winifred's Lane junction** reduced from 2,784 per day in November 2024 to 2,477 per day in March 2025, during term time.
- Turning count surveys were introduced during the trial to monitor non-compliance with the no-right-turn at the top of **Cavendish Road into Sion Hill (east)**. Non-compliance reduced over the course of the trial but remains a concern.

Please see the Annex D for the full traffic monitoring report and Appendices 2 and 3 later in this report for summaries on Gay Street and Catharine Place.

Air quality monitoring: (Annex E)

- The council monitors nitrogen dioxide as this is a pollutant most closely associated with vehicle exhaust emissions.
- The air quality monitoring report provides nitrogen dioxide concentrations both in terms of annual nitrogen dioxide concentrations to align with the Government's air quality objective of 40 µg/m³, and also quarterly results, although it should be noted that results for each quarter are not directly comparable with the annual average objective (because bias correction has not been applied and the data is not for the full year).
- During the first two months of trial in Q4 2024, five of the twenty-five sites in the LN area saw a small increase in NO₂ levels against baseline (as a quarterly average). One of these was Sion Hill (west) near the junction with Sion Road (10.1 to 11.1 µg/m³).

See Annex E for the full report and Appendix 2 and 3 below.

Communications and Stakeholder Engagement: (Annex F)

Our stakeholder and engagement activity relating to Winifred's Lane is outlined in Annex F. This includes descriptions of how we promoted and informed the community about the trial, and the meetings and correspondence with key stakeholders such as schools, local businesses, campaign groups and residents' associations across the whole trial area. It outlines the actions we took to duly consider and address concerns and provides insight into local sentiment of people as they anticipated and experienced the trial. It includes outcomes of events held by our partner Sustrans (now The Walk, Wheel and Cycle Trust) during the trial.

Driver Behaviour monitoring: (Annex G)

- In response to feedback during the public consultation about congestion and driver behaviour in Sion Road, particularly during peak times linked to school opening and closing times, temporary cameras were deployed from 7th -13th March 2025 to monitor the situation.
- This monitoring showed congestion during peak times with vehicles exiting from Kingswood School and having poor visibility when entering the carriageway of Sion Road. This caused vehicles to have to reverse to give way to oncoming vehicles or some drivers chose to irresponsibly mount pavements to pass oncoming traffic.
- Outside of peak times, the traffic volumes are much reduced and there is no congestion.
- In addition, and again focussing on feedback during the public consultation, camera monitoring was deployed from 31st January- 6th February 2025 at the northern end of Winifred's Lane to understand compliance with the no entry signage at this location. This monitoring concluded that there was some non-compliance by cyclists of this restriction and less so by motor vehicles.
- Mitigations for the above issues are addressed in Section 3.9 of the Single Decision Report.

Please see the Annex G for the full report.

Appendix 2: Summary of outcomes for Catharine Place area

ETRO Public Consultation Survey Results: Catharine Place Area (Annex A)

The consultation survey was conducted between November 2024 and April 2025 and analysed by an independent third party. A summary is provided below.

A total of 50 online responses (plus one partial email submission) were received.

- Around one-third (17) of responses were from residents living in the trial area, and two-thirds (32) were from those living outside but travelling through or visiting the area.
- Overall, 31 respondents mainly objected to making the trial permanent, while 17 supported it. Support levels were similar inside and outside the trial area (6 of 17 in-area vs 11 of 32 outside).
- Among objectors, 11 lived in the trial area and 20 outside.
- Over half of all respondents mainly travelled on foot in the area before the trial.
- Of those supporting the trial, most had walked (13) or cycled (3) in the area, while one travelled as a vehicle passenger.
- Among objectors, half (16) used a personal motor vehicle, 12 walked, and 3 used other modes.

See Annex A for the full report.

Active travel monitoring conclusions: Annex D

Baseline and five in-trial active travel monitoring periods were conducted to understand how active travel has changed in Catharine Place after the introduction of the trial.

Overall, the daily average number of active travellers (pedestrians and cyclists) during the trial on Catharine Place was lower than the baseline (946) by 7%-14% or 65 to 131 fewer active travellers. The biggest drop was in two school holiday weeks with 175 and 314 fewer representing a 19%-33% drop in active travel.

While there was a drop in pedestrians using the area, the numbers of cyclists remained constant throughout the trial on Catharine Place against baseline (19), varying between 19 and 22 cyclists per day.

Traffic monitoring conclusions: Annex D

Baseline and five sets of traffic monitoring were completed within six months of the trial period (for a continuous 7-day period in November 2024, February 2025, March 2025). Some of the monitoring was completed during the state and private school holidays to understand the differences in traffic volumes during the school break (for a continuous 7-day period during two weeks in April).

- **Catharine Place** carried up to 392 vehicles a day, on average, before the trial. After the through-traffic restriction was in place, traffic flow reduced by between 94-99%.

- **Russell Street** carried 630 vehicles a day, on average during baseline. During the trial there was 22-60% reduction in traffic flow during termtime, and up to 90% reduction during the all-school holidays.
- **Crescent Lane** carried 1590 vehicles a day, on average, during baseline. Traffic flow fell between 32% and 37% during term-time, and by 31% and 36% during the two holiday periods.
- **Gloucester Street** carried 189 vehicles a day, on average, during baseline. During the trial it saw up to 65% more traffic (123 more vehicles) and 3% fewer vehicles (6 fewer vehicles) during the three term time monitoring periods. During the school holiday weeks, it carried 47% and 50% more vehicles compared with baseline. This represents up to 95 more vehicles a day.
- **Rivers Street**, which carried 331 vehicles a day during baseline, saw increases of between 6% to 20% during term-time (representing up to 65 more vehicles on average per day). 19% fewer vehicles were recorded during all-school holidays.
- **Upper Church Street** carried 564 vehicles a day, on average, during baseline monitoring. During the trial it saw an overall change of between 0% and 3% more vehicles. During in-trial holiday periods, it carried 4% more and 1% fewer vehicles compared with baseline.

See Annex D for the full report.

Air Quality monitoring conclusions: Annex E

- The council monitors nitrogen dioxide as this is a pollutant most closely associated with vehicle exhaust emissions.
- The air quality monitoring report provides nitrogen dioxide concentrations both in terms of annual nitrogen dioxide concentrations to align with the Government's air quality objective of 40 µg/m³, and also quarterly results, although it should be noted that results for each quarter are not directly comparable with the annual average objective (because bias correction has not been applied and the data is not for the full year).
- Nitrogen dioxide concentrations have decreased in Catharine Place between 2024 and 2023. When comparing Q1 2024 with Q1 2025 there is a small increase, but this is comparable with other continuous monitoring sites across B&NES, Bristol and South Gloucestershire. It is therefore unlikely that the small increases are due to the trial.
- All the quarterly results show that the NO₂ concentrations at all locations in the trial area are below 40 µg/m³ in 2024 and 2025.

See Annex E for the full report and more information in Appendix 3 later in this report on streets surrounding Gay Street.

Communications and Stakeholder Engagement: (Annex F)

Our stakeholder and engagement activity relating to the Catharine Place area is outlined in Annex F. This includes descriptions of how we promoted and informed the community about the trial, and the meetings and correspondence with key stakeholders such as

schools, local businesses, campaign groups and residents' associations across the whole trial area. It outlines the actions we took to duly consider and address concerns and provides insight into local sentiment of people as they anticipated and experienced the trial. It includes outcomes of events held by our partner Sustrans (now The Walk, Wheel and Cycle Trust) during the trial.

See Annex F for the full report.

Other conclusions:

- A petition was received during the consultation from traders in Margaret's Buildings, stating that they felt that the modal filter had depressed footfall resulting in fewer customers to businesses on Margaret's Buildings. This has been independently investigated using current and historic footfall information derived from mobile phone GPS data and the results are shown in Section 11 of Annex F: Stakeholder Engagement.
- Since 2023, and prior to the trial, footfall levels in Margaret's Buildings have been trending downwards. Therefore, there is no strong evidence to suggest that footfall on Margaret's Buildings has been negatively impacted by the trial. There was, however, an uplift in footfall shortly after the trials were installed.

Appendix 3: Summary of outcomes for the Gay Street and The Circus area

ETRO Public Consultation Survey Results: Gay Street and The Circus area (Annex B)

The consultation survey was conducted between November 2024 and April 2025 and analysed by an independent third party. A summary is provided below.

- A total of 157 online responses (plus two partial email submissions) were received regarding the Gay Street trial.
- Of these, 15% were from residents living in the trial area and 85% from those living outside but travelling through or visiting the area.
- Overall, 60% of respondents mainly objected to making the trial permanent, while 37% supported it.
- Support was significantly higher among residents in the trial area (71%) compared to those outside (31%), whereas two-thirds of outside-area respondents objected.
- Among supporters, 86% reported mainly walking or cycling in the area since the trial began.
- In contrast, of the 95 respondents who objected, 65% primarily used a personal motor vehicle, 13% mainly walked or cycled, and 22% used other modes such as vans or public transport.

See Annex B for the full report.

Active travel monitoring conclusions: Annex D

Baseline and five in-trial active travel monitoring periods were conducted to understand how active travel – more specifically cycling – changed in Gay Street after the introduction of the trial.

- This monitoring was completed using the turning counts conducted at the junction of the A4 Gay Street/A4 George Street between the hours of 0600hrs to 2200hrs during baseline and the five in-trial monitoring periods.
- The aim was to understand the impact on cycling on Gay Street (north) with the trial in place
- During baseline, 77 cyclists a day, on average, were recorded on Gay Street (north). The number of cyclists was higher during each of the 5 in-trial periods.
- During termtime, 108 cyclists were recorded in November 2024, 89 in February 2025, and 99 in March 2025.
- During school holidays, 87 cyclists were recorded in April 2025 Week 1, and 81 in April 2025 Week 2.

- Primarily the turning counts were to record vehicle movements in the carriageway and so the number of cyclists counted may be an underrepresentation (cyclists on the footway may not have been captured).

Traffic monitoring conclusions: Annex D

Baseline and five sets of traffic monitoring were completed within six months of the trial period (for a continuous 7-day period in November 2024, February 2025, March 2025). Some of the monitoring was completed during the state and private school holidays to understand the differences in traffic volumes during the school break (for a continuous 7-day period during two weeks in April).

Turning counts were used to monitor traffic at the A4 Gay Street south/George Street/Gay Street north junction.

- **Bennett Street** carried 2,839 vehicles a day, on average, during baseline. During the trial, it saw the greatest reduction in traffic flows across all five monitoring periods (and all three trial areas) with between 1,484 and 1,755 fewer motor vehicles. The represents up to 66% reduction.
- **Brock Street** carried 1,279 vehicles a day, on average, during baseline. During the trial, it carried between 13% and 22% fewer vehicles in term time, and between 15% and 22% fewer vehicles in the school holiday period. 22% represents up to 281 fewer vehicles.
- **Lansdown Road, between Bennett St and Alfred St** carried 8,452 vehicles on average per day during baseline. During the trial in the three termtime monitoring periods, between 531 and 1,077 more vehicles were recorded on the road (6-13% more vehicles). During the trial in school holiday periods, it carried 824 (10%) more and 3 fewer (0%) more vehicles.
- **Julian Road**, between Upper Church Street and Harley Street, carried 8,365 vehicles per day, on average, during the baseline. Traffic flows varied in the trial. Traffic flows increased by 8% in November 2024; decreased by 3% in February 2025; increased by 7% in March 2025; increased by 9% in April 2025 Week 1; and increased 1% in April 2025 Week 2. This equates to changes between 287 fewer and 733 more vehicles per day.
- **Morford Street** carried 4,040 vehicles per day, on average, in the baseline. During the trial in term-time periods, between 9% and 12% more vehicles were recorded during the three periods (369, 400 and 505 more vehicles). During school holiday periods, 730 (18%) more and 170 (4%) more vehicles were recorded.
- During baseline monitoring the number of total turning movements at the **Gay Street/George Street/Gay Street south junction** were 13,823 vehicles per day. This reduced to between 11,763 and 13,223 vehicles per day during the in-trial monitoring periods.
- The traffic monitoring confirmed non-compliance with a new mandatory left turn at the **A4 Gay Street/George Street junction** (preventing drivers heading from Gay Street North into Gay Street south towards Queens Square). During early monitoring in

November 2024, 287 vehicles a day, on average, did not comply. In March the figure was 89 per day. However, it rose to 143 vehicles a day in April week 1. There is a recommendation to introduce ANPR camera enforcement at this junction to bring about the required behaviour change and compliance with the mandatory left-hand turn.

See Annex D for the full report.

Air Quality monitoring conclusions: Annex E

- The council monitors nitrogen dioxide concentrations as this pollutant most closely associated with vehicle exhaust emissions.
- The air quality monitoring report provides nitrogen dioxide concentrations both in terms of annual nitrogen dioxide concentrations to align with the Government's air quality objective of 40 µg/m³, and also quarterly results, although it should be noted that results for each quarter are not directly comparable with the annual average objective (because bias correction has not been applied and the data is not for the full year).
- Monitoring locations in Lower Gay Street and south of Queens Parade Place show improvement in air quality with a decrease in NO₂ concentrations every quarter when compared with the available baseline figures. Concentrations in Upper Gay Street were also improved (although less so) over the period of the trial.
- During the first two months of trial in Q4 2024, five of the twenty-five sites in the LN area saw a small increase in NO₂ levels against baseline (as a quarterly average). Included in this area was:
 - Julian Road (22.5 to 25 µg/m³)
 - Queens Parade Place (16.3 to 17.3 µg/m³)
 - Morford Street (19.8 to 22.3 µg/m³)
 - London Road 4 opposite junction with Bennett Street (24.8 to 25.6 µg/m³)
- **Julian Road** shows an improvement against baseline during some quarters. In Q2 2025 (in-trial), concentrations of 16.5 µg/m³ compared favourably against 18.9 µg/m³ and 19.0 µg/m³ in 2023 and 2024 respectively (both baseline). In Q1 2025 (in-trial), concentrations of 23.7 µg/m³ compared favourably with baseline figure of 26.2 µg/m³ in Q1 2023 but not Q1 2024 (21.4 µg/m³).
- **Morford Street** shows a mixed picture. There were improvements against baseline during some quarters. In Q4 2024 (in-trial) concentrations of 22.3 µg/m³ are 12% higher than baseline Q4 2023 results which were 19.8 µg/m³. In Q1 2025 (in-trial), concentrations of 23.6 µg/m³ compare favourably with baseline Q1 2023 (24.1 µg/m³) but are 20% higher than baseline Q1 2024 results (19.6 µg/m³). In Q2 2025 (in-trial) concentrations of 14.0 µg/m³ compared favourably with 18.3 µg/m³ recorded in the baseline Q2 2023. But this was slightly higher when compared with baseline Q2 2024 (13.7 µg/m³).

See Annex E for the full report.

Communications and Stakeholder Engagement: Annex F

- Our stakeholder and engagement activity relating to Gay Street and The Circus is outlined in Annex F. This includes descriptions of how we promoted and informed the community about the trial, and the meetings and correspondence with key stakeholders such as schools, local businesses, campaign groups and residents' associations across the whole trial area. It outlines the actions we took to duly consider and address concerns and provides insight into local sentiment of people as they anticipated and experienced the trial. It includes outcomes of events held by our partner Sustrans (now The Walk, Wheel and Cycle Trust) during the trial.

See Annex F.

Other outcomes:

- During the consultation the council received feedback about the negative impact of the highway signage in Gay Street which is a key heritage location for the city. This will be reviewed, subject to statutory guidelines and the scheme being made permanent.
- Positive feedback was also received during stakeholder engagement about the advantages provided by the pedestrian island which has been installed at the junction of Upper Gay Street and George Street. Respondents stated that it has brought safety benefits to pedestrians at this crossing point.

Travel times across the Lower Lansdown and The Circus area

- Across the average day (24 hours), changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with the majority of roads experiencing a change in travel times of less than ten seconds. No roads have a travel time increase of more than eight seconds.
- During the average weekday AM peak (07:30-10:30), changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with all roads having a travel time change of 20 seconds or less.
- During the average weekday PM peak (15:30-18:30), changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with all roads (apart from Brock Street westbound) experiencing longer travel times of 20 seconds or less.

See Annex D for the full report.

Bath and North East Somerset Council
Catharine Place
Experimental Traffic Regulation Order
(ETRO) Consultation
Final Report

August 2025

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1. Introduction

Catharine Place in the Lower Lansdown area of Bath is one of several areas that Bath and North East Somerset Council (B&NES) is developing via its community-led Liveable Neighbourhood (LN) programme.

The Catharine Place through-traffic restriction trial was installed under an Experimental Traffic Regulation Order (ETRO) in effect from 1 November 2024 for a minimum of six months. It remains in place until a decision is reached on the outcome of the trial in early 2026.

This is one of three linked restrictions in the Lower Lansdown ETRO trial, which is part of the B&NES Liveable Neighbourhood programme. The overall aim is to prevent motorists from using residential streets in the area as a short cut to using the main roads in the area, and to and from the A46/M4.

During the trial, its impacts on traffic and air quality were monitored and residents' views were sought in a six-month consultation from Friday 1 November 2024 to Wednesday 30 April 2025. Residents and the wider public were advised in letters and the media to experience the trial for several weeks before responding to the consultation.

An annotated map, full summary of the proposals, and an online survey were also available online at <https://www.bathnes.gov.uk/catharine-place-through-traffic-restriction-trial> with more background material on all three trials available at www.bathnes.gov.uk/lansdownetro

Alternative formats (print etc) were available on request and advisors were trained and in place to support residents.

The council also promoted the engagement via a press release, e-news and social media posts on X (formerly Twitter), Facebook and Instagram. A communications toolkit was developed and sent to ward councillors to help them share details of the public engagement, and to local schools.

1.1 The proposals

ETROs are used to see if schemes work in practice while monitoring the impacts and inviting feedback as people experience the trials over a period of six months. The Council will analyse and consider this information alongside council policy before deciding whether to permanently adopt the linked restrictions or remove them. The trials will remain in place until a decision is made.

The trial in Catharine Place was introduced under the B&NES [Liveable Neighbourhood \(LN\) programme](#). In line with the broader objectives of the LN programme, the restrictions aimed to:

- Reduce traffic in residential areas;
- Keep through-traffic on main roads and disperse local traffic across a wider area; and
- Create safer routes for walking and cycling through the area.

The trials are an outcome of earlier public engagement with the community, outlined on the [Lower Lansdown and The Circus Liveable neighbourhood web page](#).

1.2 Overview of the trial

The Council installed a set of bollards between the junctions of Margaret's Buildings and River Street Mews on Catharine Place to prevent motorists from using residential streets in the area as a short cut. Pedestrians, cyclists and people with mobility aids were still able to pass through. Emergency services and authorised waste vehicles can remove the bollards to gain access. **Figure 1** shows the restrictions in place during the trial.

Figure 1: Catharine Place ETRO Trial Details



Source: <https://www.bathnes.gov.uk/Gay-Street-traffic-restriction-trial>

The following annotations correspond to the numbered map above:

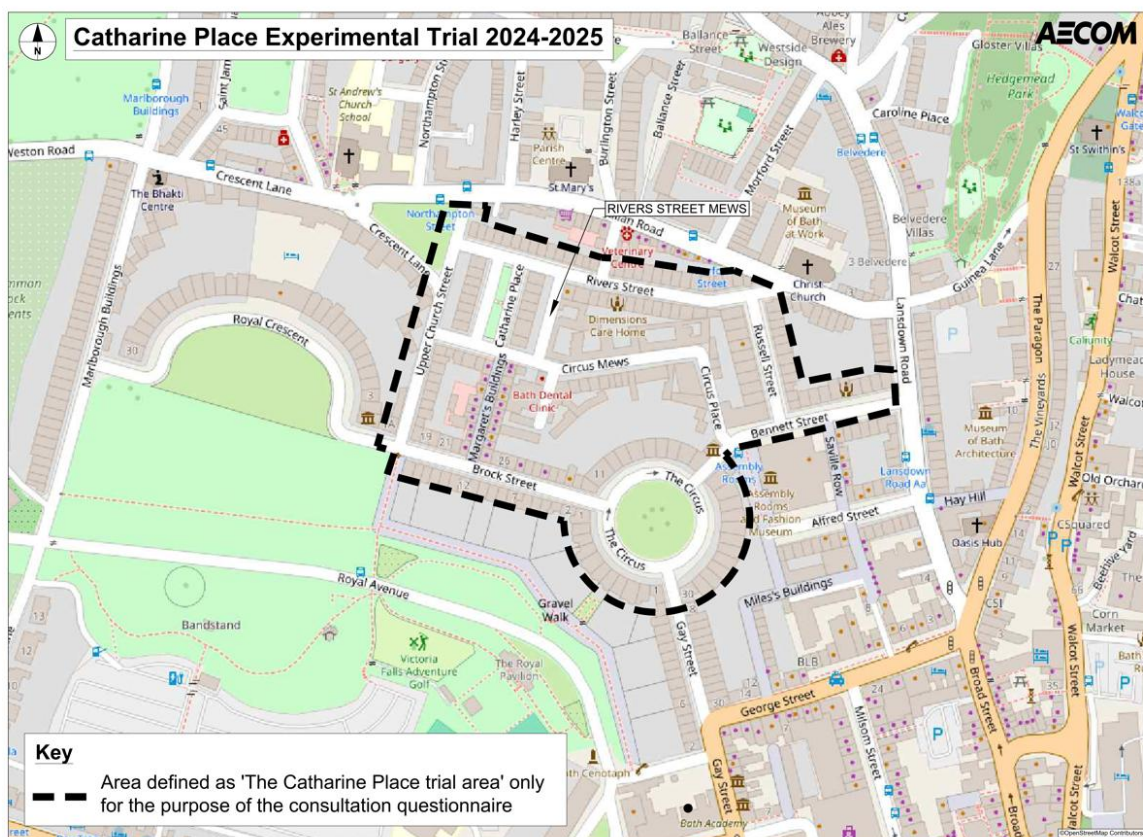
1. A set of bollards across Catharine Place between Margaret's Buildings and just before the junction with Rivers Street Mews. Space to turn vehicles was provided on either side of the bollards.
2. A secure cycle parking facility for residents (known as a 'cycle hangar') was retained to the south side of the bollards.
3. One dual-use parking bay was removed opposite 2 Rivers Street Mews to improve visibility and enable turning; and
4. Two to three 'permit-holder-only' parking bays were removed outside Catharine Cottage/4 Circus Mews to provide a turning space.

Additionally, 1.8 metres of parking bay was removed at the north end of Rivers Street Mews to improve visibility.

Figure 2 shows how the trial area was defined.

Figure 2: Map of the area defined as the Catharine Place ETRO trial area

Source: <https://www.bathnes.gov.uk/catharine-place-through-traffic-restriction-trial>



To ensure an unbiased interpretation of the responses received, AECOM was appointed to carry out the thematic coding and analysis of open-ended questions.

1.3 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; and
- Provided comments summarised to coded themes.

2. Methodology

2.1 Receiving responses

The consultation questionnaire was hosted on the Council's website <https://www.bathnes.gov.uk/catharine-place-through-traffic-restriction-trial>. To ensure inclusivity, B&NES Council accepted responses via email, hard copy questionnaire and online. A copy of the questionnaire can be found in **Appendix A**.

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 analyse 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 coder's work was 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 is 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.

2.3 Response overview

There were 50 responses to the ETRO Trial on Catharine Place, received as follows:

- 49 responses using the consultation questionnaire; and
- 1 response by email.

The email response is only included in the free text thematic coding and grouped into themes with the comments provided in the online survey.

Before and during the trial, the council received additional representations from local residents/interest groups (outside of the official survey) relating more specifically to the Winifred's Lane element of the ETRO trial. The council considered and responded to these at the time, including a legal challenge, and they are discussed in the council's own stakeholder and engagement report to be considered as part of the decision-making process. These representations have not been provided to AECOM and are therefore not included in this report.

2.4 Response profile

Equality monitoring questions were asked as an option in the survey, and just under one third of the total responses provided an answer (n=15). Of the 15 responses, ten were aged 55-years-old or over. There was a similar number of females (n=8) and males (n=7). The age and gender is shown in **Tables 1 and 2**.

Table 1: Age group

Age Group	Number
Base: All who responded to the equality monitoring questions	15
Under 25	0
25 to 34	2
35 to 44	2
45 to 54	1
55 or over	10
Prefer not to say	0

Table 2: Gender

Gender	Number
Base: All who responded to the equality monitoring questions	15
Male	7
Female	8

Four responses made to the equality monitoring questions were from those who had a physical or mental health condition or illness expected to last 12 months or more.

2.4.1 Response based on location

Each response provided confirmed the interest in the ETRO based on whether they lived in the area, travelled through the area, or visited the area for other reasons. For the purpose of this report, responses have been split into those living within the area and those living outside the area. Around one-third (n=17) of responses were from those who lived in the trial area and two-thirds (n=32) were from those who lived outside the trial area and either travelled through the area or visited the area. The responses to this are shown in **Table 3**.

Table 3: Response by location

Location	Number
Base: All responses provided	49
I live in the trial area	17
I travel through the trial area	24
I am a visitor to the trial area	8

The one email has not been included in this table

2.4.2 Responses from those who had school children living at home

Of the responses from those within the trial area, one had a school aged child who lived in their home.

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; and
- Coded themes from the open-end, free text box, showing the reasons why there was support or objection to the trial scheme being made permanent.

3.1 Levels of support or objection for the trial scheme

Almost two-thirds (n=31) of responses were from those who either wholly or mainly objected to making the ETRO permanent, while just over one third (n=17) either wholly or mainly supported it being made permanent.

Table 4: Extent of support or objection to making the trial permanent (Number)

Level of support	Number
Base:	49
All responses (number)	
I wholly support making this trial permanent	14
I support the trial but would like you to consider making improvements	3
I neither support nor object to the trial	1
I object to part of the trial because there are elements which you have not considered	2
I wholly object to making this trial permanent	29

Due to a low base size, data is shown in numbers and should be treated as indicative

Table 5 shows that the proportion of people who supported the trial (either wholly or with suggested improvements) was similar whether they lived inside the trial area (6 out of 17) or outside it (11 out of 32). This was also the case for those who wholly or partly objected to the trial being made permanent. 11 out of 17 lived in the trial area, and 20 out of 32 lived outside it.

Table 5: Number of responses supporting or objecting to making the trial permanent: by area lived in (Number)

	Total	Lived in the trial area	Lived outside the trial area
Base:			
All responses (number)	49	17	32
I wholly support making this trial permanent	14	5	9
I support the trial but would like you to consider making improvements	3	1	2
I neither support nor object to the trial	1	0	1
I object to part of the trial because there are elements which you have not considered	2	1	1
I wholly object to making this trial permanent	29	10	19

Due to a low base size, data is shown in numbers and should be treated as indicative

3.2 Main mode used and frequency of travel

3.2.1 Frequency of travel on Catharine's Place

As shown in **Table 6**, most responses (n=40 out of 49) were from those who travelled along Catharine Place at least once a week before the trial. Of those who travelled through the trial area at least once a week, 13 supported the trial being made permanent, 26 objected to it.

Table 6: Frequency of travelling on Catharine's Place before the trial (Number)

	Number
Base:	
All responses (number)	49
Every day	15
3 to 5 days per week	12
1 to 2 days per week	13
Once a fortnight	5
About once a month	2
Less than every 2 to 3 months	2

Due to a low base size, data is shown in numbers and should be treated as indicative

3.2.2 Main mode used in the trial area

Table 7 shows that over half of the responses came from those who mainly travelled on foot in the trial area (n=26) before the trial, with a third (n=16) using personal motorised vehicles. *The responses indicated no notable change in mode use since the trial.*

Table 7: Main mode of travel in Catharine's Place, before and during the trial period (Number)

	Before the trial	During the trial
Base:		
All responses (number)	49	49
On foot	26	26
By bicycle	3	3
Personal motorised vehicle	16	17
Passenger vehicle	2	1
Delivery van/ car	2	2

Due to a low base size, data is shown in N and should be treated as indicative

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

Of the 17 responses provided by those who supported the trial being made permanent, 13 had mainly walked and three had mainly cycled in the area since the introduction of the trial, just one travelled as a vehicle passenger.

Of the 31 who objected to the trial being made permanent, half (n=16) had used a personal motorised vehicle since the introduction of the trial and 12 walked in the area. The remaining three used other modes of transport.

3.3 Impact: the environment in the trial area

A series of questions were asked about the impact of the trial both for Catharine Place and the trial area.

A third (n=17) of the responses agreed with each of the four statements; that the trial had provided a safer environment for walking and cycling in the trial area as well as in Catharine Place specifically, and that the trial area as well as Catharine Place specifically had become a quieter and more pleasant place to live or visit.

Close to two thirds of the responses disagreed with each of the four statements. The strongest level of disagreement was related to the trial providing a safer environment for walking and cycling in the trial area (n=32 disagreed).

The outcomes are shown in **Table 8**.

Table 8: Level of agreement about the impact of the trial environment (Number)

For each statement, the level of agreement is shown for all 49 responses received.

	Strongly agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
The trial has provided a safer environment for walking and cycling in the trial area	13	4	0	5	27
The trial means that the trial area is a quieter, more pleasant place to live or visit	13	4	3	4	25
The trial has provided a safer environment for walking and cycling in Catharine Place specifically	13	4	2	5	25
The trial means that Catharine Place specifically is a quieter, more pleasant place to live or visit*	13	4	3	4	24

Base: 49 responses.

Due to a low base size, data is shown in numbers and should be treated as indicative

*One respondent who selected 'I do not know' has been removed from this table

The level of agreement with these statements varied depending on whether the response was from someone who lived inside or outside the trial area. The data tables are provided in **Appendix C Tables C1, C2, C3 and C4**.

Of the 17 who lived in the trial area, six agreed the trial made the area safer for those walking and cycling and the area was quieter and more pleasant to live in, with two-thirds disagreeing (n=11 and n=10 respectively). The view of the impact on Catharine Place specifically was the same. Six agreed it was safer for walking and cycling (n=10 disagreed) and six agreed it was a quieter, more pleasant place to live (n=10 disagreed).

The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D1, D2, D3 and D4**.

Nearly all responses from those who supported the trial area being made permanent agreed with the four statements about the environment and only one response received that objected to making the trial permanent agreed.

Nearly all responses from those who objected to making the trial permanent disagreed with the statements about the trial making the area safer to walk or cycle or to make it a quieter more pleasant area to live or visit.

3.4 Impact: journey times

It was felt that journey times through the trial area had increased during the trial period (n=21 felt it had increased at peak time, and n=20 felt it had increased during off-peak time). This applied to all of the types of transport used. These results should be treated with caution due to low base sizes.

Table 9: Changes to journey times through the trial area (Number)

The level of agreement is shown for 46 and 47 responses. Those who stated 'not applicable' are not shown.

	Strongly agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
My peak journey time has increased (n=46)	17	3	15	3	8
My off-peak journey time has increased (n=47)	18	3	14	3	9

All those who selected not applicable for this question have been excluded

Due to a low base size, data is shown in numbers and should be treated as indicative

Peak time journeys

Table 10 shows that the extent of agreement that off-peak journey times had increased was similar whether they lived in the trial area (7 out of 17 responses) or lived outside the trial area (13 of 32 responses).

Table 10: Level of agreement that peak journey time has increased (Number)

	Lived in trial area	Lived outside the trial area
Base:		
All responses (number)	17	32
Strongly agree	5	12
Agree	2	1
Neither agree nor disagree	6	9
Disagreed	2	1
Strongly disagreed	1	7
Don't know/ Not applicable	1	2

Due to a low base size, data is shown in numbers and should be treated as indicative.

Off-peak time journeys

Table 11 shows that the extent of agreement that off-peak journey times had increased was similar whether they lived in the trial area (8 out of 17 responses) or lived outside the trial area (13 of 32 responses). The response provided was almost identical for peak and off-peak journeys.

Table 11: Level of agreement that off-peak journey time has increased (Number)

	Lived in trial area	Lived outside the trial area
Base:		
All responses (number)	17	32
Strongly agree	6	12
Agree	2	1
Neither agree nor disagree	5	9
Disagreed	2	1
Strongly disagreed	1	8
Don't know/ Not applicable	1	1

Due to a low base size, data is shown in numbers and should be treated as indicative.

3.5 Impact: travel behaviours

A series of questions were asked about the impact on travel behaviour.

Around half of the responses (n=19) agreed that they were inclined to continue to visit businesses/ organisations in the trial area with the trial in place, with a smaller proportion disagreeing (n=13).

Three of the 19 responses agreed that they would be more inclined to let children walk or cycle to nearby schools (n=13 disagreed) and 13 agreed that they would be more inclined to walk or cycle (n=27 disagreed).

Among those that visit the area from outside the trial area, three agreed that they were less inclined to travel through the area (n=19 disagreed).

The outcomes are shown in **Table 12**.

Table 12: Level of agreement about the impact of the trial on travel behaviours (Number)

	Strongly agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
I'm less inclined to travel through the trial area (24 responses provided)	2	1	2	7	12
I'm more inclined to walk or cycle to and from my destination in the trial area (48 responses provided)	9	4	6	5	22
I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough (19 responses provided)	3	0	3	3	10
I am inclined to continue to visit businesses/organisations in the trial area with the trial in place (41 responses provided)	11	8	9	2	11

Base (number stated in the chart): Includes all responses except those selecting 'not applicable'.
Due to a low base size, data is shown in numbers and should be treated as indicative.

The level of agreement with statements about walking or cycling did not vary depending on whether they lived inside or outside the trial area. Respondents who lived inside the area were not asked about being inclined to travel through the trial area. The data tables are provided in **Appendix C Tables C1, C2, C3 and C4**.

Responses from those who supported the trial generally agreed that they were more inclined to walk or cycle (13 out of 17 responses). Nearly all responses from those who objected to the trial disagreed that they were more inclined to walk or cycle (26 out of 28 responses). The data tables are provided in **Appendix D Tables D1, D2, D3 and D4**.

3.6 Impact: specific roads in the area

Respondents were asked which roads, both inside and outside of the area as defined in **Figure 2**, had been impacted either positively or negatively. **Table 13** shows the breakdown of roads by the type of impact noticed. These results should be treated with caution due to low base sizes.

The roads most often mentioned as being positively impacted were Catharine Place East to West (n=17) and Catharine Place North to South (n=17). In turn, the roads mentioned the most for being negatively affected were Julian Road/ Brunswick Place (n=23), River Street Mews (n=19) and Catharine Place East to West (n=18), which is almost the same number as those who thought it had been positively impacted.

Table 13: Which of these roads both inside and outside of the trial area do you feel have had impacts since we installed the trial? (Number)

	Roads impacted positively	Roads impacted negatively
Base:		
All responses (number)	46	44
Catharine Place (east-west)	17	18
Catharine Place (north-south)	17	15
Circus Mews	14	14
Circus Place	13	10
The Circus	12	11
Bennett Street	10	10
Brock Street	9	14
River Street Mews	7	19
River Street	7	17
Margaret's Buildings	7	13
Russell Street	7	10
Upper Church Street	6	12
Julian Road/ Brunswick Place	4	23
Lansdown (Belmont)	2	13
Lansdown (Belvedere)	2	13
Lansdown Road	2	16
Morford Street	2	11
None of these	22	7

Due to a low base size, data is shown in numbers and should be treated as indicative . Respondents who selected don't know or not applicable have not been included.

Respondents were later given the opportunity to comment about roads that have been impacted. The main themes of these comments can be seen in section 3.8.3.

3.7 Impact: Parking in the area

Of the 49 responses received, 27 parked in Catharine Place and River Street Mews before the introduction of the trial, 22 did not. Of the 27 who did, 13 used permit holder bays with a permit, five used their own driveway or garage and five parked outside of the residents parking zone, as shown in **Table 14**.

Table 14: Type of parking typically used in Catharine Place and River Street Mews before the introduction of the trial

Base:	49
All responses (number)	
Permit holder bays using a permit	13
Dual use bays using a permit	5
Own driveway or garage	5
Dual use bays without a permit	3
Outside of the residents parking zone	3
Disabled bay	1
Permit holder bays without permit outside of operational hours	0
School car park	0
Not applicable	22

As shown in **Table 15**, 16 out of 27 agreed that before the trial they could usually find on-street parking in Catharine Place and River Street Mews. Fewer agreed that they could usually find spaces after the trial was installed (8 out of 28 responses). In terms of agreeing with the statement, 5 responses were from those who switched from 'strongly agree' before the trial to 'strongly disagree' during the trial.

Table 15: I can usually find on-street parking in Catharine Place and River Street Mews

	Before the trial	Since the trial
Base:	49	49
All responses (number)		
Strongly agree	8	1
Agree	8	7
Neither agree nor disagree	7	9
Disagree	3	2
Strongly disagree	1	9
Not applicable	22	21

3.8 Coded themes from open ended comments

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

In total, there were 46 responses which included a comment explaining reasons for their position on the trial. These comments were grouped into topic areas.

- General support and positive impact on safety (14 responses as shown in Table 16);
- Negative impacts on traffic and safety (34 responses as shown in Table 17);
- Impacts on specific roads in the area (30 responses as shown in Table 18).

3.8.1 Comments explaining reasons for supporting the trial

In total 14 comments were received explaining reasons the trial should be made permanent and the positive impacts of the trial. The main themes are shown in **Table 16**.

Table 16: Themes from comments which identified positive impacts of the trial

Theme	Number
Total comments received about positive impacts	14
Traffic has reduced/calmed down	11
Restrictions have made the neighbourhood feel more pleasant	9
It is safer to walk	6
It is safer to cycle	5

Due to a low base size, data is shown in numbers and should be treated as indicative

Traffic has reduced/calmed down

The most frequently occurring positive response (n=11) relates to reduction in traffic in the area. Some noted a positive change in environmental conditions.

“The traffic has now been greatly reduced since the trial came into operation which has resulted in noticeably reduced pollution and also reduced noise levels, so much so, that you can hear the birdsong now!”

Restrictions have made the neighbourhood feel more pleasant

Nine responses mentioned that the restrictions had made the neighbourhood feel more pleasant.

“It is much more pleasant in Catharine Place with the bollards.”

One response compared the trial to previous schemes in the area, noting it's positive environmental impact.

“We already have an LTN in our locality. It's been there for years and I've never heard anyone criticise it i.e. The Royal Crescent. The new LTN's have only improved the environment even more. I think it's great.”

Positive impacts on safety

Six responses mentioned that safety has improved in some way, stating they felt it was safer to walk and five felt it was safer to cycle. Along with comments on safety for those travelling actively, several responses commented on general safety

improving with respect to all three trial areas, with one mentioning that traffic is now being redirected to roads that can handle it more easily.

"The three trials have transformed the trial areas and are having a positive impact, making it considerably safer for pedestrians and cyclists in the area. They are also making the general areas quieter and safer for local residents in all these areas. The rat run traffic is being diverted to the more major roads such as Lansdown Road and George Street which are better able to cope with heavy traffic."

3.8.2 Comments explaining reasons for opposing the trial

In total, 34 comments were received explaining why they felt the trial should not be made permanent. The main themes are shown in **Table 17**.

Table 17: Themes from comments which identified negative impacts of the trial

Theme	Number
Total comments received about negative impacts	34
Traffic/congestion has increased elsewhere	29
Restrictions should be removed/ are not wanted/ needed	16
Restrictions have increased journey times	12
Restrictions have failed to achieve their desired effects	11
Restrictions have affected ability to park vehicles	11
Air pollution has increased on other roads which cars are using more	9
Restrictions have made the surrounding area more dangerous/unsafe	8
Restrictions have made walking/cycling less safe on surrounding roads	8
Restrictions will only benefit a few people but inconvenience many	6
Some people are reliant on their cars/ alternative options aren't suitable	5
Proposals are a waste of time/money/resources	5
Other reason for opposing/disagreeing with the trial becoming permanent	9

Due to a low base size, data is shown in number and should be treated as indicative

Traffic/congestion has increased elsewhere

Almost all responses mentioned the fact that traffic is now worse on surrounding roads (n=29), with various roads mentioned namely; Marlborough Lane, George Street and Julian Road.

"Traffic through Marlborough Lane has intensified."

“My experience is that these road blocks limit access to residents and result in longer routes to access our homes and find parking. Julian Road is noticeably busier as is George Street. The traffic has been pushed elsewhere.”

Eight comments mentioned that due to displaced traffic the surrounding roads were becoming more dangerous.

“As it is, the traffic volume has just moved from Catharine Place to River Street Mews, making that street more dangerous.”

Restrictions should be removed/ are not wanted/ needed

Sixteen responses commented that the trial is not wanted or needed, and had a negative impact on the area.

“There is no positive impact... they have made the roads more dangerous and were never needed. They have adversely affected the area and the lives of inhabitants.”

“I walk through here twice a week, the traffic hold ups in Catharine Place seem more disrupted now than before as traffic has to reverse by the new bollards and frequently blocks the entrance to Circus Mews.”

Restrictions have increased journey times

Twelve responses also mentioned that journey times have increased as a result of the restrictions.

“This trial has made traffic heavier and journeys longer by forcing cars onto fewer, more congested routes.”

“Creating extra journey length as there are many private garages in that area linked to royal crescent.”

Restrictions have failed to achieve their desired effects

Eleven responses commented that the trial was not achieving what it set out to achieve.

“I see no tangible improvements to traffic as there was basically no problem in the first place. I still don't understand the justification to block this junction.”

“The volume of traffic using Circus Mews as a 'rat-run' to the city centre has not changed at all. The traffic simply crosses the North side of Catherine Place, squeezes down River Street Mews and onto Circus Mews.”

3.8.3 Effects on specific roads in the area

Nine comments were received about positive impacts on specific roads and 19 were received about negative impacts. The roads mentioned most often are shown in **Table 18**.

Table 18: Comments regarding impacts on specific roads

Road name	Positive impact	Negative impact
Total comments received about impact on specific roads	9	19
Catharine Place	5	13
Circus Mews	3	7
River Street Mews	1	6
George Street	1	3
Crescent Lane	0	3

Due to a low base size, data is shown in number and should be treated as indicative

Catharine Place

Five responses commented that the trial on Catharine Place has had a positive impact and mentioned that it felt safer, quieter and encouraged them to be more active.

"It is safer in Catharine Place and easier to park. These more than make up for slight inconvenience."

"Catharine Place was used as a significant rat run before. Much nicer to walk and cycle through since the change."

Thirteen responses commented that the trial has had a negative impact on Catharine Place – that it had become busier and more dangerous.

"These bollards have made the area busy, polluted and dangerous to pedestrians. It has made walking and cycling significantly more dangerous."

"Catharine Place has had to suffer from commercial vehicles negotiating the streets as they are now hemmed in by the bollards. This has resulted in risk to private vehicles, pedestrians and increased pollution."

Circus Mews

Three responses reported that the trial had a positive impact on Circus Mews regarding traffic reduction and behaviour on the street.

"Huge reduction in traffic using Circus Mews as a rat run. Less anti-social behaviour at night"

Seven responses mentioned the knock-on effect on Circus Mews.

"These restrictions have made getting around Bath quickly much harder. Made parking harder...made accessing the garages of Circus Mews harder."

River Street Mews

There was one positive comment made about the trial's effect on River Street Mews.

"It appears only River Street Mews has been positively impacted as less traffic goes by that road."

There were 6 negative comments about the impact of the trial on River Street Mews implying that the trial had made the street more dangerous.

“[River Street Mews] is much more dangerous as cars come out of the top of the Mews quite fast and it's a blind corner.”

George Street and Crescent Lane

Both these streets had more negative than positive comments focusing on increased pollution and the difficulty getting around the area.

“Added congestion and pollution in Bath Centre especially George Street.”

“Crescent Lane, has been negatively affected by increased and displaced traffic.”

“I am directly affected every day. I now have to use Crescent Lane/ River Street Mews/ Upper Church Street....All these are now generally congested as only suitable for one way traffic which results in a lot of reversing.”

4. Summary: Effectiveness of the trial

All respondents were asked to give a final view on the effectiveness of the trial for Catharine Place.

4.1 Effectiveness of the bollards

There were fewer responses from those who considered the restriction was effective in achieving the aims of the trial (n=15) than those who considered it ineffective (n=29) as shown in **Table 19**.

Table 19: Effective of the bollards on Catharine Place in achieving the aims of the trial (Number)

Level of effectiveness	Total
Base: All responses (number)	49
Very effective	10
Effective	5
Neither effective nor ineffective	5
Ineffective	3
Very ineffective	26

Due to a low base size, data is shown in N and should be treated as indicative

Nearly all (n=15) of those who supported the trial being made permanent felt the bollards were effective or very effective, with most feeling that they were very effective. Nine tenths (n=28) of those who objected felt the bollards were ineffective or very ineffective with almost all feeling they were very ineffective.

Table 20a: Support or object to making the trial permanent: Effectiveness of the bollards on Catharine Place in achieving the aims of the trial (Number)

	Support	Object
Base: All responses (number)	17	31
Very effective	10	0
Effective	5	0
Neither effective nor ineffective	1	3
Ineffective	1	2
Very ineffective	0	26

Due to a low base size, data is shown in numbers and should be treated as indicative

Of the 17 responses from those who lived in the trial area, six felt the bollards were effective or very effective, and ten thought they were very ineffective. From those living outside the trial area, 9 out of 32 felt they were effective or ineffective, and 19 out of 32 responses felt the bollards were ineffective.

Table 20b: Lived in or outside the trial area: Effectiveness of the bollards on Catharine Place in achieving the aims of the trial (Number)

	Lived in trial area	Lived outside the trial area
Base: All responses (number)	17	32
Very effective	3	7
Effective	3	2
Neither effective nor ineffective	1	4
Ineffective	0	3
Very ineffective	10	16

All those who selected not applicable for this question have been excluded

Due to a low base size, data is shown in number and should be treated as indicative

Appendix A Questionnaire

Catharine Place through-traffic restriction trial

Please read the [consultation support material](#) for background information before you answer the survey.

Please answer each of the question in turn. There is an opportunity at the end to add your own comments.

We will ask for your full name, address, email and postcode at the end of the survey to help us analyse feedback.

There are also optional equality monitoring questions.

A description of how we will use and protect your data is provided in our privacy notice.

About your interest in the Catharine Place trial

For the purposes of this questionnaire, '**the trial area**' includes the following streets: Bennett Street, Brock Street, Catharine Place, Circus Mews, Circus Place, Margaret's Buildings, Rivers Street, Rivers Street Mews, Russell Street, The Circus, Upper Church Street.

[View a map of the trial area](#)

How would you describe your main interest in the trial?

[View a map of the trial area](#)

- ☐ I live in the trial area as defined above (*section 1*)
- ☐ I am a visitor to the trial area (by any mode of transport) (*section 2*)
- ☐ I travel through the trial area to get to other locations (by any mode of transport) (*section 3*)
- ☐ Something else (such as you live in/visit a neighbouring area) (*Section 4*)

Please explain:

<Text box>

Two to three tailored questions follow for each of the different cohorts (1-4) and then there are some standard questions that apply to all (in most cases).

Section 1 questions (I live in the trial area)

Please tell us where you live in the area:

View a map of the trial area

- ☐ Bennett Street
- ☐ Brock Street
- ☐ Catharine Place (running east/west)
- ☐ Catharine Place (running north/south)
- ☐ Circus Mews
- ☐ Circus Place
- ☐ Margaret's Buildings
- ☐ Rivers Street
- ☐ River Street Mews
- ☐ Russell Street
- ☐ The Circus
- ☐ Upper Church Street
- ☐ Somewhere else

Name of road:

Do you have school-age children living with you?

- ☐ Yes
- ☐ No

If yes, which schools do they go to:

About your frequency of use before the trial

Before the trial, how often would you travel along Catharine Place (specifically) 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 we introduced the trial, what was your main mode of travel in the area?

- ☐ 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

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?

- ☐ 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

About the environment in the trial area

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

The trial has provided a safer environment for walking and cycling in the trial area.

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

The trial means that the area, as defined above, 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 safer environment for walking and cycling in Catharine Place specifically.

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

☐ I don't know

The trial means that Catharine Place specifically is a quieter, more pleasant place to live or visit.

☐ 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 through the trial area?

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

During peak times, my journey time through the area has increased

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree: Journey times have stayed the same.

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

During off-peak times, my journey time through the area has increased

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree: Journey times have stayed the same.

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

About parking in Catharine Place and River Street Mews

Before the introduction of the trial, what type of parking would you typically use in Catharine Place and River Street Mews?

☐ Permit holder bays using a permit

☐ Permit holder bays without using a permit outside the operational hours

☐ Dual use bays using a permit

Dual use bays can be used by those with a residents permit or by a visitor for a limited time.

☐ Dual use bays without using a permit

Dual use bays can be used by those with a residents permit or by a visitor for a limited time.

☐ Own driveway or garage

☐ Outside of the residents parking zone (outside of the trial streets)

☐ Disabled bay

☐ School car park

☐ Not applicable

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

Before the trial, I could usually find on-street parking in Catharine Place and River Street Mews

Using one of the following:

- Visitor bays
- Permit holder only bays
- Non-permit areas
- Disabled bays

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

Since the trial, I usually find on-street parking in Catharine Place and River Street Mews

- Visitor bays
- Permit holder only bays
- Non-permit areas
- Disabled bays

☐ 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 in the trial area

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough.

☐ 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 trial area with the trial in place.

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

Other impacts

The next two questions ask for your perception of positive and negative impacts on the key roads within the trial area and surrounding area.

Which of these roads both inside and outside the trial area do you feel have had positive impacts since we installed the trial? Please tick all that apply.

View a map of the trial area.

- ☐ Bennett Street
- ☐ Brock Street
- ☐ Catharine Place (running east/west)
- ☐ Catharine Place (running north/south)
- ☐ Circus Mews
- ☐ Circus Place
- ☐ Julian Road / Brunswick Place
- ☐ Lansdown (Belmont)
- ☐ Lansdown (Belvedere)
- ☐ Lansdown Road
- ☐ Margaret's Buildings
- ☐ Morford Street
- ☐ Rivers Street
- ☐ River Street Mews
- ☐ Russell Street
- ☐ The Circus
- ☐ Upper Church Street
- ☐ Another road

Name of road:

- ☐ None of these roads have been positively impacted
- ☐ I don't know

Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the positive impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

Which of these roads do you feel have had negative impacts since we installed the trial? Please tick all that apply.

View a map of the trial area.

- ☐ Bennett Street
- ☐ Brock Street
- ☐ Catharine Place (running east/west)
- ☐ Catharine Place (running north/south)
- ☐ Circus Mews
- ☐ Circus Place
- ☐ Julian Road / Brunswick Place
- ☐ Lansdown (Belmont)
- ☐ Lansdown (Belvedere)
- ☐ Lansdown Road
- ☐ Margaret's Buildings
- ☐ Morford Street
- ☐ Rivers Street
- ☐ River Street Mews
- ☐ Russell Street
- ☐ The Circus
- ☐ Upper Church Street
- ☐ Another road

Name of road:

☐ None of these roads have been negatively impacted

☐ I don't know

☐ Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the negative impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

Summary:

In your opinion, how effective are the bollards on Catharine Place in achieving the aims of the trial?

The aims of the trial are to improve the residential environment and create safer walking and cycling routes in the trial area by reducing through-traffic.

☐ Very effective

☐ Effective

☐ Neither effective nor ineffective

☐ Ineffective

☐ Very ineffective

☐ I don't know

☐ Not applicable

Catharine Place is one of three, linked trials in Lower Lansdown, also including through-traffic restrictions in Gay Street and Winifred's Lane.

Overall, how effective do you think the three linked trials are in achieving the aim of reducing the number of vehicles in the Lower

Lansdown and The Circus area, improving the residential environment, and creating safer walking and cycling routes?

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

About your support

Taking your answers above into account, please tell us to what extent you support or object to making the Catharine Place 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

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

Thank you for submitting this survey. You may return to the website to complete surveys on Gay Street and Winifred's Lane (should you have experience of these trials and wish to comment on them specifically).

SECTION 2 (I am a visitor to the trial area)

Please tell us your main reason for visiting the area (using any mode of transport).

[View a map of the trial area](#)

☐ I deliver goods and services to businesses/homes, including providing care

☐ I shop in the trial area

☐ I visit friends and family in the trial area

☐ I work/volunteer in the trial area

Name of business/organisation:

Please tell us where it is located using the drop-down menu:

☐ Bennett Street

☐ Brock Street

☐ Catharine Place (running east/west)

☐ Catharine Place (running north/south)

☐ Circus Mews

☐ Circus Place

☐ Margaret's Buildings

☐ Rivers Street

☐ River Street Mews

☐ Russell Street

☐ The Circus

☐ Upper Church Street

☐ Other

Name of road:

☐ Something else.

Please explain:

Section 3 (I travel through the area)

Please tell us the main reason you travel through the area (using any mode of transport)?

View a map of the trial area

☐ I drop off and collect from schools nearby

Please tell us the name of the school(s):

☐ I work/volunteer at a school nearby

Please tell us the name of the school(s):

☐ I travel through the area to get to other areas of Bath

☐ Something else.

Please explain:

About travel behaviours

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

ONLY FOR COHORT 3 (Travel through the area):

I'm less inclined to travel through the trial area (as illustrated above)

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

Section 4 – Something else

Standard questions.

Appendix B Full list of coded themes

The full list of coded themes shown here and split by those who lived in the trial area and those who lived outside of it.

Theme	Lived in the trial area*	Lived outside the trial area	Total
Total comments received	18	28	46
Traffic/congestion has increased elsewhere	11	18	29
Restrictions should be removed/are not wanted/it was fine the way it was	5	11	16
References Catharine Place	8	9	17
Restrictions have failed to achieve the desired effects of the proposals	4	7	11
Restrictions have increased journey times	6	6	12
Restrictions have affected ability to park vehicles	7	4	11
Traffic will/ has reduced/ calmed down	8	3	11
Air pollution has increased on other roads which cars are using more	3	6	9
Restrictions have made the surrounding area more dangerous/ unsafe	5	3	8
Other reason for opposing/ disagreeing with the trial becoming permanent	2	7	9
Restrictions will/ have made the neighbourhood feel more pleasant	5	4	9
References Circus Mews	5	4	9
References other road/ street/ avenue	3	6	9
Restrictions have made walking/ cycling less safe on surrounding roads	2	6	8
References River Street Mews	4	3	7
Restrictions will only benefit a few people but inconvenience many	0	6	6
Suggestion to improve the scheme	4	3	7
Some people are reliant on using their cars/driving/alternative options are not suitable	1	4	5
Proposals are a waste of time/money/resources	1	4	5
It will be/ it is safer to walk	3	3	6
It will be/ it is safer to cycle	2	3	5
Opposes the proposal (general comment)	1	3	4

Theme	Lived in the trial area*	Lived outside the trial area	Total
Restrictions have/will have a negative impact on businesses in the area	1	3	4
References Crescent Lane	1	3	4
References George Street	2	2	4
Seen no change	1	2	3
Restrictions have made driving less pleasant	2	1	3
Restrictions will/have reduced air pollution	3	1	4
References Julian Road	2	2	4
References Lansdown Road	2	2	4
Drivers are not obeying the restrictions/driving dangerously	0	2	2
Knock on effects have not been considered (general comment)	0	2	2
Restrictions have made driving less safe on other roads	1	1	2
Restrictions have made the surrounding area feel less pleasant	1	1	2
Restrictions have made the neighbourhood feel safer	2	1	3
References Winifred's Lane	0	2	2
Noise has increased elsewhere	0	2	1
Improved public transport is needed	0	1	1
Support the proposal	2	0	2
Restrictions have had a positive impact	2	0	2
References Gay Street	1	1	2
Restrictions will/has meant more people will walk/cycle/use active travel	1	0	1
Safety in the area has improved	1	0	1

*The comments from the respondent who submitted an email is included as someone who lived in the trial area, as this was indicated in the response..

Appendix C 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 whether the response is from someone who lived in the trial area or outside it. Responses are only shown in 'N=' and not in percentages due to a low base size.

Table C1: The trial has provided a safer environment for walking and cycling in the trial area (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	5	8	13
Agree	1	3	4
Neither agree nor disagree	0	0	0
Disagree	2	3	5
Strongly disagree	9	18	27
Base	17	32	49

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

Table C2: The trial means that the trial area is a quieter, more pleasant place to live or visit (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	5	8	13
Agree	1	3	4
Neither agree nor disagree	1	2	3
Disagree	1	3	4
Strongly disagree	9	16	25
Base	17	32	49

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

Table C3: The trial has provided a safer environment for walking and cycling in Catharine Place specifically (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	4	7	13
Agree	2	2	4
Neither agree nor disagree	1	1	2
Disagree	2	3	5
Strongly disagree	8	17	25
Base	17	32	49

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

Table C4: The trial means that Catharine Place specifically is a quieter, more pleasant place to live or visit (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	4	7	13
Agree	2	2	4
Neither agree nor disagree	1	2	3
Disagree	2	2	4
Strongly disagree	8	16	24
I don't know	0	1	1
Base	17	32	49

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

Table C5: During peak times my journey time through the area has increased (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	5	12	17
Agree	2	1	3
Neither agree nor disagree	6	9	15
Disagree	2	1	3
Strongly disagree	1	7	8
Base	17	32	49

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

Table C6: During off-peak times my journey time through the area has increased (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	6	12	18
Agree	2	1	3
Neither agree nor disagree	5	9	14
Disagree	2	1	3
Strongly disagree	1	8	9
Base	17	32	49

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

Table C7: I'm less inclined to travel through the trial area (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	0	2	2
Agree	0	1	1
Neither agree nor disagree	0	2	2
Disagree	0	7	7
Strongly disagree	0	12	12
Base	0	24	24

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

Table C8: I'm more inclined to walk or cycle to and from my destination in the trial area (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	1	8	9
Agree	3	1	4
Neither agree nor disagree	3	3	6
Disagree	2	3	5
Strongly disagree	7	15	22
Base	16	32	48

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

Table C9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	0	3	3
Agree	0	0	0
Neither agree nor disagree	1	2	3
Disagree	2	1	3
Strongly disagree	2	8	10
Base	5	14	19

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

Table C10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place (Number)

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	2	9	11
Agree	4	4	8
Neither agree nor disagree	5	4	9
Disagree	0	2	2
Strongly disagree	2	9	11
Base	13	28	41

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

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. Responses are only shown in 'N=' and not in percentages due to a low base size.

Table D1: The trial has provided a safer environment for walking and cycling in the trial area (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	3	1	0	4
Neither agree nor disagree	0	0	0	0
Disagree	1	0	4	5
Strongly disagree	0	0	27	27
Base	17	0	31	49

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

Table D2: The trial means that the trial area is a quieter, more pleasant place to live or visit (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	3	1	0	4
Neither agree nor disagree	1	0	2	3
Disagree	0	0	4	4
Strongly disagree	0	0	25	25
Base	17	0	31	49

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

Table D3: The trial has provided a safer environment for walking and cycling in Catharine Place specifically (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	3	1	0	4
Neither agree nor disagree	1	0	1	2
Disagree	0	0	5	5
Strongly disagree	0	0	25	25
Base	17	0	31	49

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

Table D4: The trial means that Catharine Place specifically is a quieter, more pleasant place to live or visit (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	2	1	1	4
Neither agree nor disagree	1	0	2	3
Disagree	0	0	4	4
Strongly disagree	0	0	24	24
I don't know	1	0	0	1
Base	17	1	31	49

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

Table D5: During peak times my journey time through the area has increased (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	2	0	15	17
Agree	0	0	3	3
Neither agree nor disagree	6	1	8	15
Disagree	3	0	0	3
Strongly disagree	5	0	3	8
Base	16	1	29	46

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

Table D6: During off-peak times my journey time through the area has increased (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	2	0	16	18
Agree	0	0	3	3
Neither agree nor disagree	6	1	7	14
Disagree	3	0	0	3
Strongly disagree	6	0	3	9
Base	17	1	29	47

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

Table D7: I'm less inclined to travel through the trial area (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	1	0	1	2
Agree	0	0	1	1
Neither agree nor disagree	1	0	1	2
Disagree	3	1	3	7
Strongly disagree	4	0	8	12
Base	9	1	14	24

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

Table D8: I'm more inclined to walk or cycle to and from my destination in the trial area (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	9	0	0	9
Agree	4	0	0	4
Neither agree nor disagree	3	1	2	6
Disagree	1	0	4	5
Strongly disagree	0	0	22	22
Base	17	1	28	46

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

Table D9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	3	0	0	3
Agree	0	0	0	0
Neither agree nor disagree	2	1	0	3
Disagree	0	0	3	3
Strongly disagree	0	0	10	10
Base	5	1	13	19

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

Table D10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place (Number)

Level of agreement	Support	Neither	Object	Total
Strongly agree	9	0	2	11
Agree	5	0	3	8
Neither agree nor disagree	1	1	7	9
Disagree	0	0	2	2
Strongly disagree	0	0	11	11
Base	15	1	25	41

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

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Bath and North East Somerset Council
Gay Street
Experimental Traffic Regulation Order
(ETRO) Consultation
Final Report

August 2025

Quality information

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1. Introduction

Gay Street in the Lower Lansdown area of Bath is one of several areas that Bath and North East Somerset Council (B&NES) is developing via its community-led Liveable Neighbourhood (LN) programme.

The Gay Street through-traffic restriction trial was installed under an Experimental Traffic Regulation Order (ETRO) in effect from 1 November 2024 for a minimum of six months. The trial remains in place until a decision is reached on the outcome of the trial later in 2025.

This is one of three linked restrictions in the Lower Lansdown ETRO trial, which is part of the B&NES Liveable Neighbourhood programme. The overall aim is to prevent motorists from using residential streets in the area as a short cut to using the main roads in the area, and to and from the A46/M4.

During the trial, its impacts on traffic and air quality were monitored and residents' views were sought in a six-month consultation running from Friday 1 November 2024 to Wednesday 30 April 2025. The Gay Street trial was installed on 4 and 5th November and residents and the public were advised in letters and the media to experience the trial for several weeks before responding to the consultation.

An annotated map, full summary of the proposals, and an online survey were also available online at <https://www.bathnes.gov.uk/gay-street-traffic-restriction-trial> with more background material on all three trials available at www.bathnes.gov.uk/lansdownetro

Alternative formats (print etc) were available on request and advisors were trained and in place to support residents.

The council also promoted the engagement via a press release, e-news and social media posts on X (formerly Twitter), Facebook and Instagram. A communications toolkit was developed and sent to ward councillors to help them share details of the public engagement.

1.1 The proposals

ETROs are used to see if schemes work in practice while monitoring the impacts and inviting feedback as people experience the trials over a period of six months. The Council will analyse and consider this information alongside consideration of council policy before deciding whether to permanently adopt the linked restrictions or remove them. The trials will remain in place until a decision is made.

The trial in Gay Street has been introduced under the B&NES [Liveable Neighbourhood \(LN\) programme](#). In line with the broader objectives of the LN programme, the restrictions aim to:

- Reduce excessive traffic in residential areas;
- Keep through-traffic on main roads and disperse local traffic across a wider area; and
- Create safer routes for walking and cycling through the area.

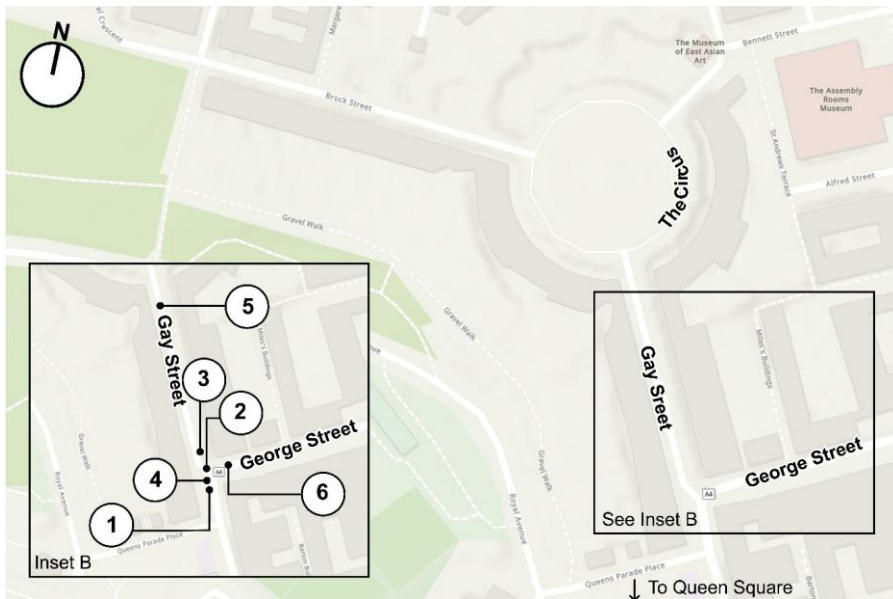
The trials are an outcome of earlier public engagement with the community, outlined on the [Lower Lansdown and The Circus Liveable neighbourhood web page](#).

1.2 Overview of the trial

Under the trial, northbound motorists could no longer enter Gay Street at its junction with George Street. Two-way traffic was still permitted on Gay Street, but with entry via The Circus only.

Motorists can leave Gay Street via The Circus or by turning left into George Street, but they are not permitted to travel south towards Queen Square. These new restrictions do not apply to cyclists. **Figure 1** shows the restrictions in place during the trial.

Figure 1: Gay Street ETRO Trial Details



Source: <https://www.bathnes.gov.uk/gay-street-traffic-restriction-trial>

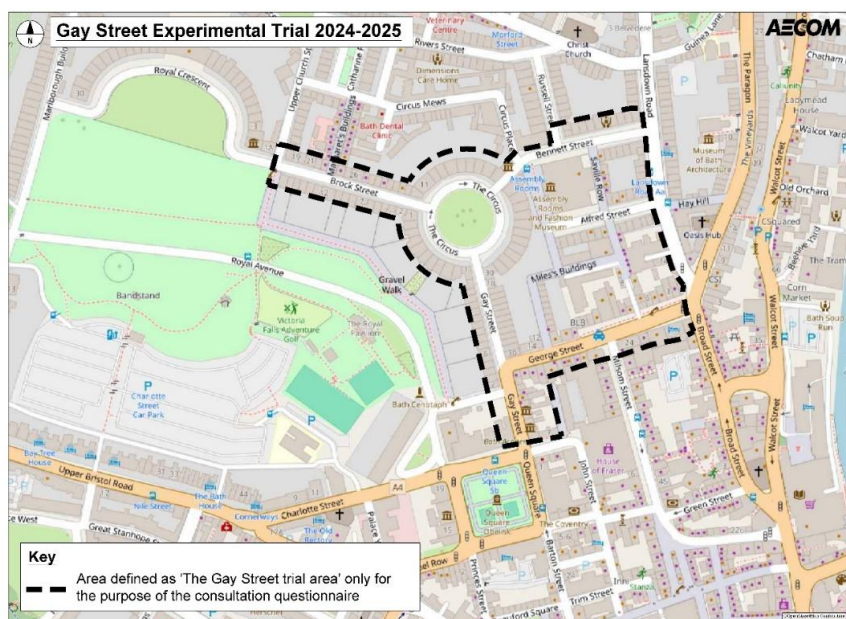
The following annotations correspond to the numbered map above:

1. A south-facing 'no entry except cycles' sign was installed at the junction of Gay Street with George Street to prevent northbound motorists from entering Gay Street
2. A north-facing 'no right turn except cycles' sign was installed on Gay Street at the junction with George Street to prevent southbound vehicles from travelling straight ahead to Queen Square.
3. One parking space was removed, south of the disabled bay on Gay Street, to provide access for larger vehicles and space to turn.
4. A temporary island build-out narrows the junction at the foot of Gay Street, creating a short stretch of cycle lane and an informal crossing point (with dropped kerbs and tactile paving).

5. Gay Street remains two-way with access to all homes and businesses from The Circus. Alternatively, motorists can exit the area by turning left into George Street.
6. The existing 'no right turn' sign on George Street warns westbound motorists that it is not possible to turn right into Gay Street.

Figure 2 shows how the trial area was defined for the purposes of the public consultation survey.

Figure 2: Map of the area defined as the Gay Street ETRO trial area



Source: <https://www.bathnes.gov.uk/Gay-Street-traffic-restriction-trial>

To ensure an unbiased interpretation of the responses received, AECOM was appointed to carry out the thematic coding and analysis of open-ended questions.

1.3 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; and
- Provided comments summarised to coded themes.

2. Methodology

2.1 Receiving responses

The consultation questionnaire was hosted on the Council's website <https://www.bathnes.gov.uk/Gay-Street-traffic-restriction-trial>. To ensure inclusivity, B&NES Council accepted responses via email, hard-copy questionnaire and online. A copy of the questionnaire can be found in **Appendix A**.

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 analyse 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 coder's work was 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 is 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.

2.3 Response overview

There were 159 responses to the ETRO Trial on Gay Street, received as follows:

- 157 responses using the consultation questionnaire; and
- 2 responses 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.

Before and during the trial, the council received additional representations from local residents/interest groups (outside of the official survey) relating more specifically to the Winifred's Lane element of the ETRO trial. The council considered and responded to these at the time, including a legal challenge relating more specifically to the Winifred's Lane element of the trial. They are discussed in the council's own stakeholder and engagement report to be considered as part of the decision-making process. These representations have not been provided to AECOM and are therefore not included in this report.

2.4 Response profile

Equality monitoring questions were asked as an option in the survey, and just under a third of responses were provided (n=47). Of the 47 responses provided, just over half were from those aged 55-years-old or over (n=26). There was a higher number of males (n=28) than females (n=19). The age and gender of the 47 responses provided is shown in **Tables 1 and 2**.

Table 1: Age group

Age Group	Number	Percent
Base: All who responded to the equality monitoring questions	47	100
Under 25	0	0
25 to 34	3	6
35 to 44	7	15
45 to 54	11	23
55 or over	26	55

Table 2: Gender

Gender	Number	Percent
Base: All who responded to the equality monitoring questions	47	100
Male	28	60
Female	19	40

Eleven of the 47 responses made to the equality monitoring questions were from those who had a physical or mental health condition or illness expected to last 12 months or more.

2.4.1 Response based on location

Each response provided confirmed the interest in the ETRO based on whether they lived in the area, travelled through the area, or visited the area for other reasons. For the purpose of this report, responses have been split into those from respondents living within the area and those living outside the area.

There were 24 (15%) of the responses from those who lived in the trial area with the remaining 133 (85%) from those who lived outside the trial area and either travelled through the area or visited the area, including those who selected other. The responses to this are shown in **Table 3**.

Table 3: Response by location

Location	Number	Percent
Base: All responses provided	157	100
I live in the trial area	24	15
I travel through the trial area	83	53
I am a visitor to the trial area	15	10
Other*	35	22

* Any responses who specifically mentioned they lived in the trial area in their comment have been re-allocated to the 'I live in the trial area' group. All 'other' responses shown in the table were from those who mentioned they lived adjacent or near the trial area but not in the trial area.

The location of the eight responses sent by email were unknown therefore they have not been included.

2.4.2 Responses from those who had school children living at home

Of the responses from those who lived in the trial area, five had school aged children who lived at home.

3. Findings

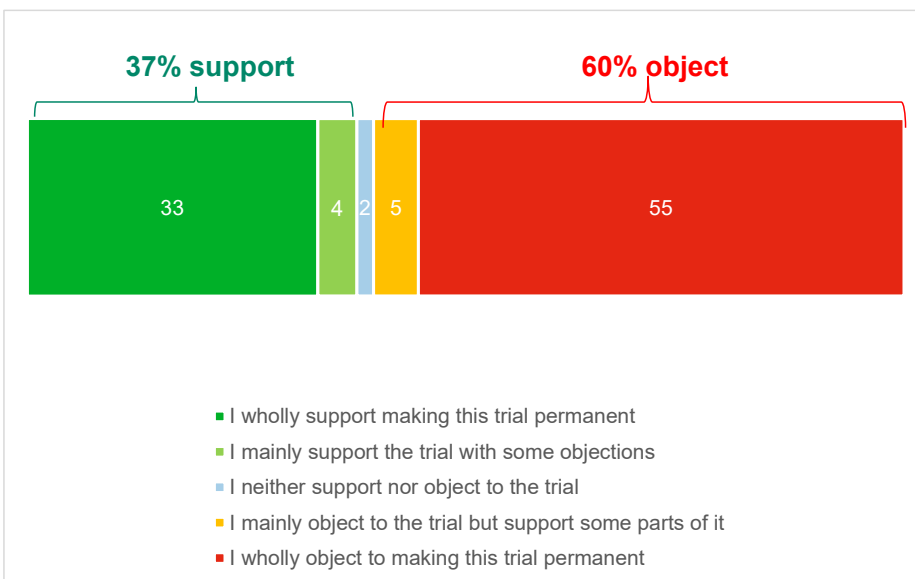
This section shows the findings from the consultation, specifically:

- 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; and
- Coded themes from the open-end, free text box, showing the reasons why there was support or objection to the trial scheme being made permanent.

3.1 Levels of support or objection for the trial scheme

Almost two thirds (60%) of the responses received either wholly or mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent, with a third (37%) who either wholly or mainly supported it being made permanent.

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



Base: All responses received: n=157

Table 4 shows 71% of responses from those who lived in the trial area supported the scheme being made permanent, with or without suggested improvements, more than those who lived outside the trial area (31%). Two-thirds (67%) of responses from those who lived outside the trial area objected to making the trial permanent, either wholly or because elements had not been considered.

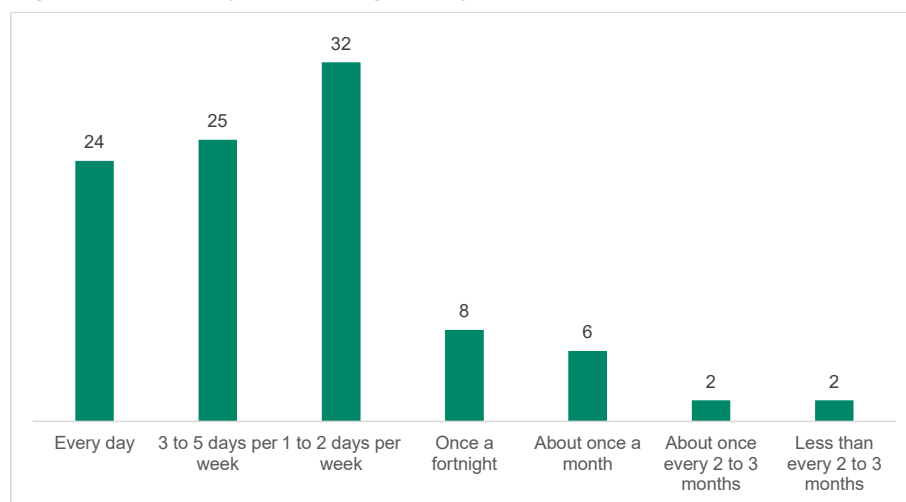
Table 4: Extent of supporting or objecting to making the trial permanent: area lived in (%)

	Total	Lived in the trial area	Lived outside the trial area
Base:	157	24	133
All responses (number)			
I wholly support making this trial permanent	33	71	26
I support the trial but would like you to consider making improvements	4	0	5
I neither support nor object to the trial	2	0	2
I object to part of the trial because there are elements which you have not considered	5	8	5
I wholly object to making this trial permanent	55	21	62

3.2 Main mode use and frequency of travel

3.2.1 Frequency of travel on Gay Street

As shown in **Figure 4**, 81% (n=128) travelled along Gay Street at least once a week before the trial. Of those who travelled along Gay Street at least weekly, 31% (n=40) supported the trial being made permanent and 66% (n=85) objected.

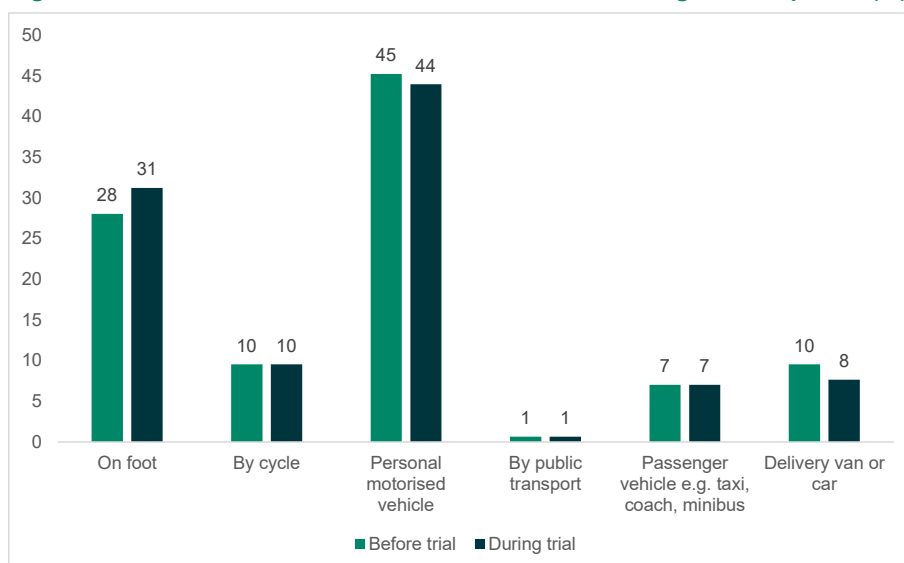
Figure 4: Frequency of travelling on Gay Street before the trial (%)

Base: All responses: n=157

3.2.2 Main mode used in the trial area

As shown in **Figure 5**, before the trial, 45% of responses provided were from those who mainly used a car or van to travel in the area, almost the same as since the trial had been implemented (44%). A quarter (28%) walked before the trial, increasing to 31% since the trial had been implemented, this data can only be seen as indicative due to the low number of responses and the potential for the same respondent to complete the engagement more than once (which was allowed over the six month trial period).

Figure 5: Main mode of travel in the area, before and during the trial period (%)



Base: All responses: n=157

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

Of the 59 responses from those who supported the trial being made permanent, the majority (86%) mainly walked or cycled in the area since the introduction of the trial, all others used a personal motorised vehicle or other passenger vehicle.

Of the 95 responses from those who objected to the trial being made permanent, two thirds (65%) used a personal motorised vehicle since the introduction of the trial and 13% mainly walked or cycled in the area. The remaining 22% used a different mode of transport, such as a delivery van or car (12%), passenger vehicle (9%) or public transport (1%).

Mode used by those who travelled through the trial area at least weekly

Of the 128 responses from those who travelled through the area weekly, almost half (46%) mainly used a personal motorised vehicle in the area since the introduction of the trial, and 36% used an active mode of travel (28% walking, 8% cycle).

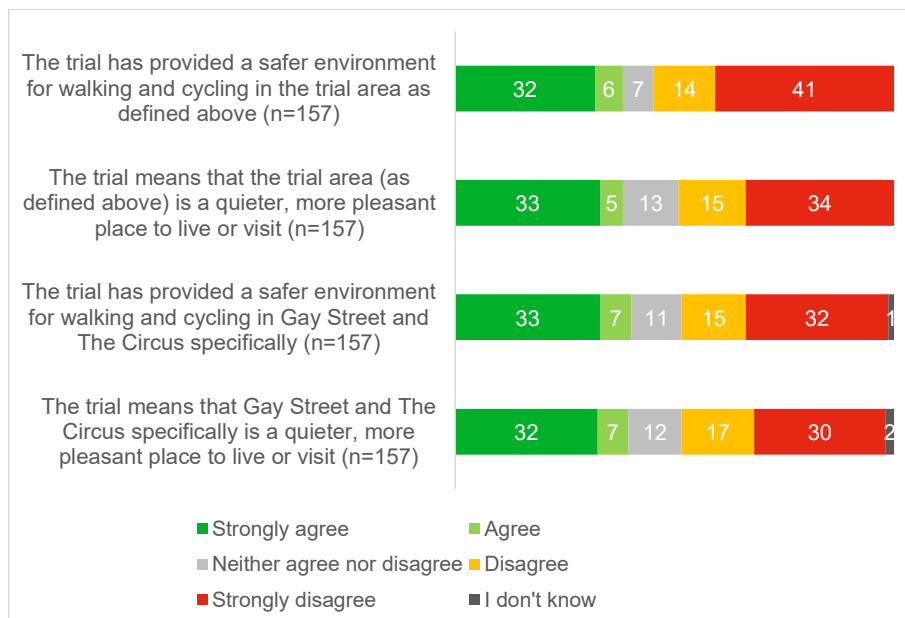
3.3 Impact: the environment in the trial area

A series of questions were asked about the impact of the trial both for Gay Street and the Circus specifically, and the trial area as defined in Figure 2. The outcomes are shown in **Figure 6**.

Two fifths (39%) of the responses agreed Gay Street and The Circus was quieter (47% disagreed), and 40% agreed it was a safe environment for walking and cycling in Gay Street (47% disagreed).

For the wider trial area, 38% of the responses agreed it was quieter (49% disagreed), and 38% agreed it the area was safer for walking and cycling (55% disagreed).

Figure 6: Level of agreement about the impact of the trial - environment (%)



Base (number stated in the chart): All responses, with those who selected not applicable removed from the data before analysis.

The level of agreement with these statements varied depending on whether responses came from those who lived inside or outside the trial area. The data tables are provided in **Appendix C Tables C1, C2, C3 and C4**.

Of those who lived in the trial area:

- **Gay Street impact:** Almost three quarters (71% each) agreed it was safer for walking and cycling and that it was quieter more pleasant place to live. A quarter disagreed (25% each).
- **Trial area impact:** Three quarters (75%) agreed the trial made the area safer for walking and cycling, while a quarter (25%) disagreed. Almost three quarters (71%) agreed the area was quieter and more pleasant to live however just over a quarter disagreed with this (28%).

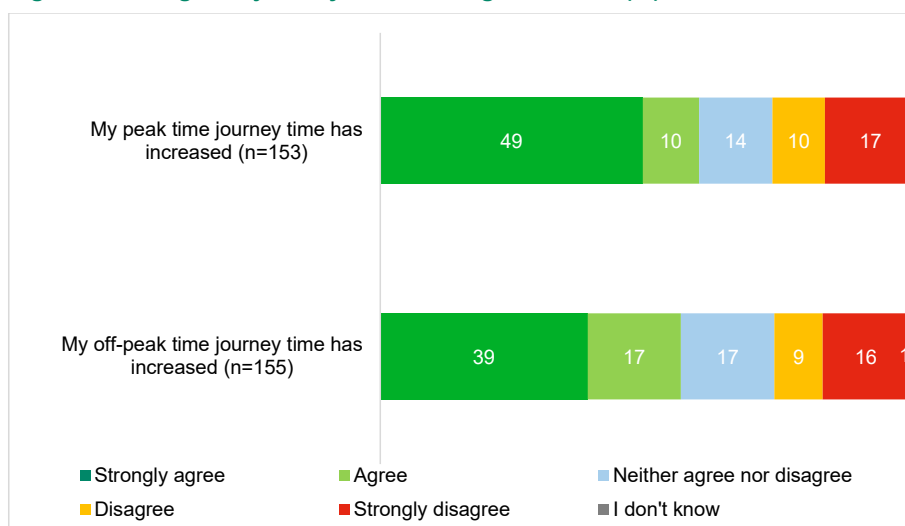
The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D1, D2, D3 and D4**.

Nearly all (c.95%) of those who supported the trial area being made permanent agreed with the four statements illustrated in Figure 6, compared to those who objected to making the trial permanent (this ranged from 2% to 5% agreed, depending on the statement).

3.4 Impact: journey times

Figure 7 shows it was felt journey times through the trial area had increased during the trial period (59% felt it had increased at peak time, and 56% felt it had increased during off-peak time). This applied to all types of transport used.

Figure 7: 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.

Responses provided by those who travelled by personalised motorised transport were most likely to have agreed that journey times had increased (93% during peak, 84% off-peak).

Peak time journeys

Table 5 shows differences in views about peak journey times increasing depending on whether the response was provided by those who lived in the trial area or otherwise. The responses provided from outside the trial area were more likely to agree that peak journey times had increased (64%) than those who lived in the trial area (37%).

Table 5: Peak time journeys had generally felt to have increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	24	129
Strongly agreed	29	53
Agreed	8	11
Neither agreed nor disagreed	21	12
Disagreed	4	11
Strongly disagreed	38	13

Off-peak time journeys

Table 6 shows differences in views about off-peak journey times increasing depending on whether the response was provided by those who lived in the trial area or otherwise. The responses provided from outside the trial area were more likely to agree that off-peak journey times had increased (62%) than those who lived in the trial area (25%).

Table 6: Off-peak time journeys had generally felt to have increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	24	131
Strongly agreed	17	43
Agree	8	19
Neither agreed nor disagreed	29	15
Disagreed	8	9
Strongly disagreed	38	12
Don't know	0	2

Nearly all (93%) of those who used a car or van to travel through the trial area at peak times before the trial felt their journey times had increased, and 85% felt they had increased for off-peak.

Those who cycled or walked in the trial area were less likely to feel that travel times had increased, 65% disagreed for journeys made during peak-time and 57% for off-peak.

3.5 Impact: travel behaviours

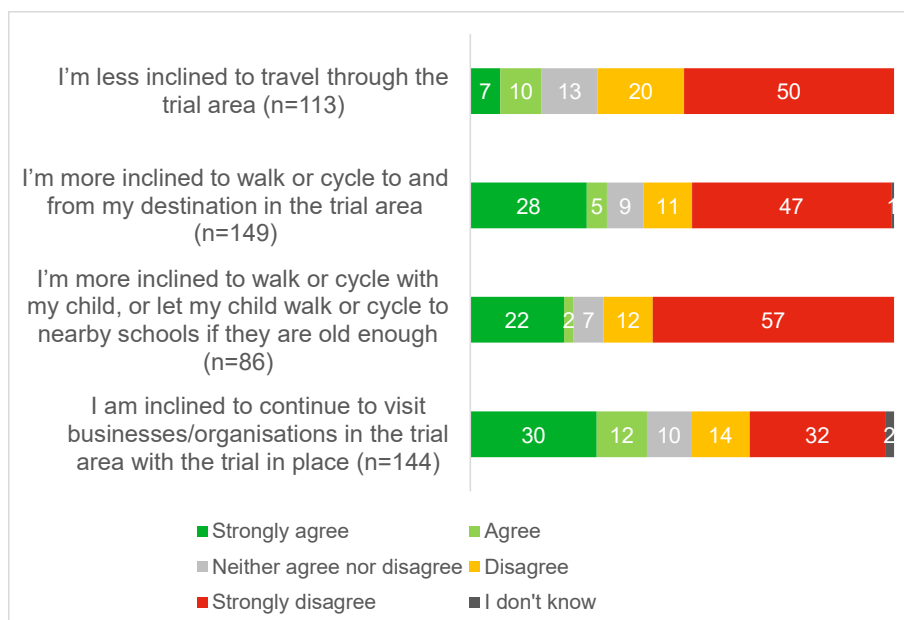
A series of questions were asked about the impact on travel behaviour. The outcomes are shown in **Figure 8**.

Of the 149 responses, 33% agreed they would be more inclined to walk or cycle to and from their destination in the trial area (58% disagreed) and of the 113 responses provided, 17% agreed they were less inclined to travel through the area (70% disagreed).

There were 24% of the 86 responses received which agreed they would be inclined to let children walk or cycle to nearby schools (69% disagreed).

Just under half (42%) of the 144 responses provided agreed they would continue to visit businesses in the area which was similar to those who disagreed (46%).

Figure 8: Level of agreement about the impact of the trial – travel behaviours (%)



Base (number stated in the chart): All responses, with those who selected not applicable removed from the data before analysis.

The level of agreement with these statements varied depending on whether responses came from those who lived inside or outside the trial area. The data tables are provided in **Appendix C Tables C7, C8, C9 and C10**.

Of those who lived in the trial area, 60% agreed they were more inclined to walk or cycle in the trial area (23% disagreed) and 70% agreed they would be more inclined to cycle with their child (30% disagreed).

The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D7, D8, D9 and D10**.

Of those who supported making the trial permanent 83% agreed they would be more inclined to walk in the trial area and 4% disagreed. Almost all, 95% agreed they would be more inclined to walk or cycle with their child to nearby schools (nobody disagreed). A similar proportion (91%) agreed they would continue to visit businesses in the area and 4% disagreed.

Of those who objected to making the trial permanent, just 2% agreed they would be more inclined to walk in the trial area (93% disagreed) and only 5% agreed they would be more inclined to walk or cycle with their child to nearby school (89% disagreed). Around a tenth (13%) agreed they would continue to visit businesses in the area (71% disagree).

Only 6% of those who supported making the trial permanent agreed they would be less inclined to travel through the area while 86% disagreed. Of those who opposed the trial being made permanent, almost a quarter (23%) agreed they would be less inclined to travel through the area, (61% disagreed). To note, this was only asked to those who travelled through the area, not those who lived in the trial area or visited it.

3.6 Impact: specific roads in the area

Respondents were asked which roads in the area, both inside and outside as defined in Figure 2, had been impacted either positively or negatively. **Table 7** shows the breakdown of roads by the type of impact that has been noticed.

The roads mentioned most often, as being positively impacted, were Gay Street (north of George Street junction) (n=75) and George Street itself (n=23). The most mentioned roads, for negative impacts, were George (n=87) and Julian Road (n=76).

Table 7: Which of these roads both inside and outside of the trial area do you feel have had impacts since we installed the trial? (Number)

	Roads impacted positively	Roads impacted negatively
Base:	139	141
All responses (number)		
Gay Street (north of George St Junction)	75	47
Brock Street	43	41
Bennet Street	40	41
Gay Street (south of George St Junction)	29	73
George Street	23	87
Alfred Street	21	36
Bartlett Street	16	33
Upper Church Street	15	34
Edgar Mews	15	28
Julian Road	11	76
Marlborough Lane / Buildings	11	58
Queens Square	10	68
Lansdown (Belmont)	8	67
The Paragon	8	53
Lansdown (Belvedere)	7	64
Lansdown Road	6	70
Morford Street	6	46
None of these roads	34	59

Respondents who selected don't know or not applicable have not been included.

Respondents were later given the opportunity to talk about roads that have been impacted. The main themes of these comments can be seen in section 3.7.3.

3.7 Coded themes from open ended comments

This section shows the number of times each theme was mentioned in a response. When a single 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**.

In total, 139 responses were received explaining reasons for supporting and/or objecting the trial and its effect on the area. These comments were grouped into the following topic areas, please note some responses could include both positive and negative themes:

- General support and positive impact on safety (53 comments received as shown in Table 8);
- Negative impacts on traffic and safety (111 comments received as shown in Table 9);

- Impacts on specific roads in the area (66 comments as shown in Table 10).

3.7.1 Comments explaining reasons for supporting the trial

In total 53 comments were made regarding positive impacts of the trial. The main themes are shown in **Table 8**, a full list of all codes can be found in **Appendix B**.

Table 8: Themes from comments which identified positive impacts of the trial

Theme	Number
Total comments received about positive impacts	53
Traffic has reduced or calmed down	29
Restrictions have made the neighbourhood feel more pleasant	27
It is safer to walk	20
It is safer to cycle	19
Supports further traffic calming measures in the surrounding area	13
Restrictions have had a positive impact (general comment)	9
Traffic noise has reduced	8

Traffic has reduced or calmed down

Most of the positive responses (n=29) related to a reduction in traffic, specifically on Gay Street and The Circus.

“It is much quieter now that there is reduced traffic and less pollution! It is also easier and safer to cross the road! The Circus is also much improved too which must make it more pleasant for residents and tourists alike!”

“My daily observation is the removal of northerly traffic in Gay Street has led to an immediate cessation of rat run traffic that used The Circus and Bennett Street. The southerly traffic has seen some reduction although, due to the lack of proper signage, many drivers still cross George Street into Gay Street south.”

The neighbourhood feels more pleasant

Twenty-seven comments suggested that restrictions had made the neighbourhood feel more pleasant with some emphasis on it being quieter.

“It is peaceful and safe. A haven for safe cycling going to and from town from Weston.”

“I often cycle/walk through this area to go to/from the city centre. The area is noticeably quieter and more pleasant without the through traffic.”

It is safer to walk/cycle

Twenty comments provided felt it was safer to walk in the area, especially around Gay Street itself and The Circus.

"I walk to and from my home every day and as a pedestrian the changes are very beneficial (safer, efficient, nicer)."

"In particular travelling north on Gay Street to The Circus it is safer for pedestrians. Most drivers wouldn't indicate left to travel on to Gay Street which made it a lottery when trying to cross."

A similar number (n=19) stated that it now feels safer to cycle due to the reduction in traffic.

"Less cars moving through the Circus area which is great when I am cycling, I feel it's safer"

3.7.2 Comments explaining reasons for objecting to the trial

In total 111 comments were received outlining why they objected to the trial being made permanent. The main themes are shown in **Table 9**. A full list of all code themes can be found in **Appendix B**.

Table 9: Themes from comments identifying the negative impacts

Theme	Number
Total comments received about negative impacts	111
Traffic/congestion has increased elsewhere	82
Air pollution has increased on other roads due to displacement	41
Restrictions have increased journey times	39
Restrictions should be removed/are not wanted/it was fine the way it was	24
Restrictions have failed to achieve the desired effects of the proposals	21
Drivers are not obeying the restrictions/driving dangerously	15
Restrictions have made walking/cycling less safe on surrounding roads	15
Restrictions will only benefit a few people but inconvenience many	14
No right turn is too restricting for residents in the area	14

Traffic/congestion has increased elsewhere

Almost all responses that mentioned a negative impact (n=82) commented that traffic has increased on surrounding roads.

"Since the start of the trial there seems to be more road traffic using Marlborough Buildings/Lane and at faster more dangerous speeds."

"You are pushing traffic onto other roads, not reducing it, thereby making residents not on Upper Gay Street and The Circus suffer increased pollution and traffic congestion."

George Street, in particular, was mentioned (n=18) as having heavier traffic now.

"Very significant increase in traffic along George Street turning left to go up Lansdown. The profile at the junction makes it risky for those turning left because it's quite common for a vehicle going straight on to cut into the path of the left lane."

"Traffic is now heavier on George Street due to local traffic not being able to use local roads and being forced to sit in through traffic."

Air pollution has increased on other roads which cars are using more

Forty-one comments mentioned that air pollution had increased as a result of increased traffic on other roads and longer driving distances.

"I used the roads as my business is in George Street and the extra miles I have to travel forces me to pollute areas that I never polluted before."

"Traffic pollution is worse near my house due to increased traffic congestion in the area as traffic is being prevented moving freely north through the city."

Again, George Street was mentioned most often as having worsened air pollution due to the perceived increase in congestion.

"The traffic and pollution has definitely increased along George Street and all routes around the restricted areas. This is detrimental to people living, working or walking along these routes to say nothing of how off-putting it is to people trying to visit Bath for shopping etc."

Restrictions have increased journey times

Thirty-nine responses provided noted the ETRO had increased journey times, including for local residents who use their cars as part of their daily routine.

"It added 15 mins more time for driving to town and back [from where I live]."

"It has created a rat run through the quieter streets and has added 10 minutes to my journey to and from school as we are now locked into an area and traffic has increased on the periphery roads causing more pollution."

Taxi and public transport users also commented on longer journey times.

"This trial has not taken into account the ability for taxi drivers to navigate the city centre and get back to waiting customers at ranks. If a customer needs to go to the Circus the customer may not get there as quick and also the driver will then not be able to use Milsom St via John St. This is a vital route for the driver who needs to get around traffic to provide a good service"

"My son waited 45 minutes for a bus, only to be stuck on George Street for more than 15 minutes. What used to be a journey of less than 30 minutes has now turned into an ordeal of over an hour."

Restrictions should be removed/are not wanted/it was fine the way it was

Twenty-four responses said that the restrictions should be removed because they weren't needed in the first place or that the money is better spent elsewhere.

"Once again there was no need to introduce this scheme! A waste of money! Traffic flow is like water flow - if you block one route the traffic doesn't simply disappear it just makes other routes more congested!"

Restrictions will only benefit a few people but inconvenience many

In their comments, 14 respondents said that not many people were benefiting from the changes made by the trial. Some said that the Council may be showing favouritism to wealthier residents.

"It makes a few streets nice at the detriment of loads of others."

"You have simply made already quiet streets even quieter for the benefit of some of the richest and most privileged residents of Bath."

Restrictions have made walking/cycling less safe on surrounding roads

There were 15 comments that included concerns over safety for walkers or cyclists, and many suggesting that reduced safety is due to the increase in traffic.

"Traffic is pushed onto already congested & polluted roads, causing traffic delays, driver aggression, higher levels of pollution, & making it more unsafe to cycle in the area."

Some comments suggested that pedestrians and cyclists are less safe due to driver behaviour attempting to get around the restrictions.

“Cars routinely ignore the left only sign at the bottom of Gay Street with George St. There are obviously fewer cars on the Circus, Brock St etc BUT it actually feels less safe walking and crossing the roads because the traffic is travelling faster in order to get around the restricted areas. Alfred St and Bennett St are a nightmare to cross on foot.”

3.7.3 Effects on specific roads in the area

In total 25 comments were received about a positive impact on specific roads and 41 were received about negative impacts. The main themes are shown in Table 10.

Table 10: Comments regarding impacts on specific roads (Number)

Road named in comment	Positive impact	Negative impact
Base (number)	25	41
Gay Street	17	16
George Street	3	18
The Circus	15	5
Lansdown Road	3	6
Marlborough Buildings	1	6
Queen Square	2	5
Julian Road/Brunswick Place	0	5
Lansdown Crescent/Lansdown Place East & West	1	2
References other road/street/avenue	4	13

Gay Street

Gay Street was commented on most of all (n=17) as a street with a positive impact, however almost as many felt it had been negatively impacted (n=16). Positive comments included that the road was quieter, safer and encouraged active travel.

“I cycle to and from my home 5 days per week and I find the changes very beneficial for this (safer, efficient, nicer).”

“Prior to the trial, Gay Street (north) was subject to a constant stream of speeding traffic, travelling up towards The Circus and using Gay Street as a cut through. This has been completely stopped.”

Negative comments about Gay Street mainly mentioned issues with crossing George Street near the Gay Street junction or a that signage is not being adhered to, creating congestion.

It's been noticeably more difficult to cross the road at the Gay Street/George Street junction due to the now constant flow of traffic. Before this trial there

would be gaps in the traffic....but now there is a steady flow around the corner."

"At least half of the vehicles that go down Gay Street do not turn left but continue to cross into lower Gay Street, despite the new signage. This means traffic continues to tail back in Upper Gay Street."

Some respondents said that Gay Street was the only road benefiting from the trial and that while they acknowledge an improvement on Gay Street, they do not necessarily support the scheme because of negative impacts on other roads.

"There has been no positive impact to any road, unless you happen to live on Gay Street and enjoy making everyone else's lives more difficult and forcing people to sit in longer traffic jams elsewhere."

Respondents also mentioned that drivers were ignoring the restrictions on Gay Street which reduced the impact of the trial.

"I notice that cars travelling south on Gay Street simply ignore the road signs and continue to cross over so as to get on to Queen Square."

The Circus

Fifteen comments were provided about positive impacts for The Circus such as safety and reduced traffic.

"Travelling north on Gay Street to The Circus is safer for pedestrians. Most drivers wouldn't indicate left to travel on to Gay Street which made it a lottery when trying to cross."

George Street

As mentioned previously, George Street was mentioned most often as having been negatively impacted by the restrictions (n=18). The main observation was the increase in traffic and therefore congestion and air pollution along the road.

"Going along George Street, waiting at traffic lights and going up Lansdown Road instead adds about 10 minutes to my journey (plus all the increased traffic emissions for those living, working and walking in these areas."

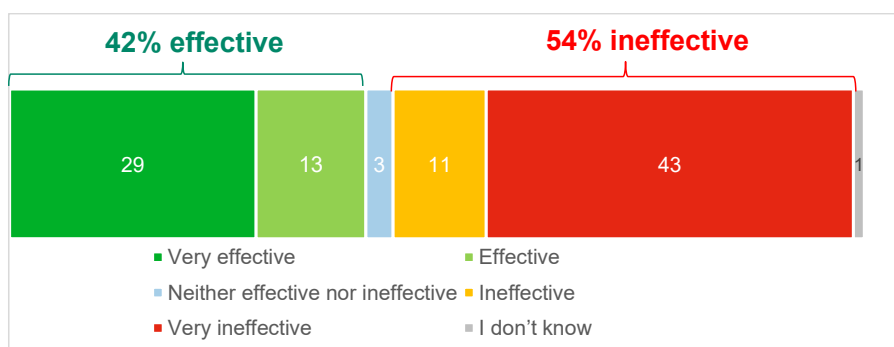
4. Summary: Effectiveness of the trial

All respondents were asked to give a final view on the effectiveness of the trial for Gay Street.

4.1 Effectiveness of the restrictions

There was a mixed view of whether the new restrictions were effective in achieving the aims of the trial. 42% considered they were effective and 54% ineffective.

Figure 9: Effectiveness of the new restrictions in Gay Street in achieving the aims of the trial (%)



Base: All responses received: n=156 (excludes all who answered 'not applicable')

Nearly all (97%) of those who supported the trial becoming permanent felt that the restrictions were effective or very effective, with most feeling they were very effective (75%). Nearly all of those who objected (86%) felt the restrictions were ineffective or very ineffective, with most feeling they were very ineffective (69%).

Table 11A: Support or object to making the trial permanent: Effectiveness of the new restrictions in Gay Street in achieving the aims of the trial

	Support (%)	Object (%)
Base:		
All responses (number)	59	94
Very effective	75	1
Effective	22	5
Neither effective nor ineffective	0	5
Ineffective	2	17
Very ineffective	2	69
I don't know	0	2

All those who selected not applicable for this question have not been included
Low base size for those who lived in the trial area, data should be treated as indicative

Around three quarters (71%) of those who lived in the trial area felt the restrictions were effective or very effective (29% felt they were ineffective or very ineffective). Similarly, over half (58%) of those who lived outside the trial area felt the restrictions were ineffective.

Table 11B: Lived in or outside the trial area: Effectiveness of the new restrictions in Gay Street in achieving the aims of the trial (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:	24	132
All responses (number)		
Very effective	58	23
Effective	13	13
Neither effective nor ineffective	0	4
Ineffective	4	12
Very ineffective	25	46
I don't know	0	2

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

Due to the low base size for those who lived in the trial area, the data should be treated as indicative

Appendix A Questionnaire

Gay Street through-traffic restriction trial

Please read the [consultation support material](#) for background information before you answer the survey.

Please answer each of the questions in turn. There is an opportunity at the end to add your own comments.

We will ask for your full name, address, email and postcode at the end of the survey to help us analyse feedback.

There are also optional equalities questions.

A description of how we will use and protect your data is provided in our [privacy notice](#).

About your interest in the Gay Street trial

For the purposes of this questionnaire, 'the trial area' includes the following streets: Alfred Street, Bartlett Street, Bennett Street, Brock Street, Edgar Mews, Gay Street (north of the junction with George Street), Gay Street (south of the junction with George Street), George Street, Miles's Buildings, Saville Row, The Circus

How would you describe your main interest in the trial?

View a map of the trial area

- ☐ I live in the trial area as defined above (section 1)
- ☐ I am a visitor to the trial area (by any mode of transport) (section 2)
- ☐ I travel through the trial area to get to other locations (by any mode of transport) (section 3)
- ☐ Something else (such as you live in/visit a neighbouring area) (Section 4)

Please explain:

<Text box>

Please tell us where you live in the area using the drop-down menu:

- ☐ Alfred Street
- ☐ Bartlett Street
- ☐ Bennet Street
- ☐ Brock Street
- ☐ Edgar Mews
- ☐ Gay Street (north of the George St junction)
- ☐ Gay Street (south of the George St junction)
- ☐ George Street
- ☐ Miles's Buildings
- ☐ Saville Row
- ☐ The Circus
- ☐ Other

Name of road:

Do you have school-age children living with you?

Yes

No

If yes, please tell us which school(s) they go to:

About your frequency of use before the trial

Before the trial, how often would you travel north along this stretch of Gay Street (specifically) 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?

- ☐ 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?

- ☐ 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 in the trial area

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

The trial has provided a safer environment for walking and cycling in the trial area as defined above.

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

The trial means that the trial area (as defined above) 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 safer environment for walking and cycling in Gay Street and The Circus (specifically).

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

The trial means that Gay Street and The Circus specifically is a quieter, more pleasant place to live or visit.

- ☐ 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 through the trial area? Peak journey times are defined as weekday 7-10am and 4-7pm.

During peak times my journey time through the area has increased

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

During off-peak times, my journey time through the area has increased

- ☐ 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 in the trial area

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

I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough.

- ☐ 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 trial area with the trial in place.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly disagree

- ☐ I don't know
- ☐ Not applicable

Other impacts

The next two questions ask for your perception of positive and negative impacts on the key roads within the trial area and surrounding area.

Which of these roads both inside and outside of the trial area do you feel have had positive impacts due to the trial? Please tick all that apply.

View a map of the trial area.

- ☐ Alfred Street
- ☐ Edgar Mews
- ☐ Bartlett Street
- ☐ Bennet Street
- ☐ Brock Street
- ☐ Gay Street (north of the George St junction)
- ☐ Gay Street (south of the George St junction)
- ☐ George Street
- ☐ Julian Road
- ☐ Lansdown (Belmont)
- ☐ Lansdown (Belvedere)
- ☐ Lansdown Road
- ☐ Marlborough Lane/Buildings
- ☐ Morford Street
- ☐ Queens Square
- ☐ The Paragon
- ☐ Upper Church Street
- ☐ Another road

Name of road:

☐ None of these roads have been positively impacted

☐ I don't know

☐ Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the positive impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

Which of these roads both inside and outside of the trial area do you feel have had negative impacts due to the trial? Please tick all that apply.

View a map of the trial area.

☐ Alfred Street

☐ Edgar Mews

☐ Bartlett Street

☐ Bennet Street

☐ Brock Street

☐ Gay Street (north of the George St junction)

☐ Gay Street (south of the George St junction)

☐ George Street

☐ Julian Road

☐ Lansdown (Belmont)

☐ Lansdown (Belvedere)

☐ Lansdown Road

☐ Marlborough Lane/Buildings

Prepared for: Bath and North East Somerset Council

- ☐ Morford Street
- ☐ Queens Square
- ☐ The Paragon
- ☐ Upper Church Street
- ☐ Another road

Name of road:

- ☐ None of these roads have been negatively impacted
- ☐ I don't know

Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the negative impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

In your opinion, how effective are the new restrictions in Gay Street (including the no entry into Gay Street and the left-only turn into George Street when exiting Gay Street) in achieving the aims of the trial?

The aims of the trial are to improve the residential environment and create safer walking and cycling routes in the trial area by reducing through-traffic.

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective

- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

Gay Street is one of three, linked trials in Lower Lansdown, also including through-traffic restrictions in Catharine Place and Winifred's Lane.

Overall, how effective do you think the three linked trials are in achieving the aim of reducing the number of vehicles in the Lower Lansdown residential area and creating safer walking and cycling routes?

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

About your support

Taking your answers above into account, please tell us to what extent you support or object to 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

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

Thank you for submitting this survey. You may return to the website to complete surveys on Catharine Place and Winifred's Lane (should you have experience of these trials and wish to comment on them specifically).

SECTION 2 (I am a visitor to the trial area)

Please tell us your main reason for visiting the area (using any mode of transport).

View a map of the trial area

- ☐ I deliver goods and services to businesses/homes (including care)
- ☐ I shop
- ☐ I visit friends and family
- ☐ I work/volunteer

Name of business/organisation:

Please tell us where it is located using the drop-down menu:

- ☐ Alfred Street
- ☐ Edgar Mews
- ☐ Bartlett Street
- ☐ Bennet Street
- ☐ Brock Street
- ☐ Gay Street (north of the George St junction)
- ☐ Gay Street (south of the George St junction)
- ☐ George Street
- ☐ Miles's Buildings
- ☐ Saville Row
- ☐ The Circus
- ☐ Other

Name of road

- ☐ Something else.

Please explain:

Section 3 (I travel through the area)

Please tell us the main reason you travel through the trial area (using any mode of transport)?

View a map of the trial area

☐ I drop off and collect from schools nearby

Please tell us the name of the school(s):

☐ I work at schools nearby

Please tell us the name of the school:

☐ I travel through the area to get to other areas of Bath

☐ I travel to and from the A46/A420/M4 via the trial area

☐ Something else.

Please explain:

I'm less inclined to travel through the trial area (as illustrated above)

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

Section 4 – Something else

Standard questions.

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.

Theme	Lived in the trial area (n)	Lived outside the trial area (n)	Total (n)
Total comments received	25	113	138
Traffic/congestion has increased elsewhere	7	75	82
Air pollution has increased on other roads which cars are using more	2	39	41
Restrictions have increased journey times	4	35	39
Traffic will/has reduced/calmed down	8	21	29
Restrictions will/have made the neighbourhood feel more pleasant	11	16	27
Restrictions should be removed/are not wanted/it was fine the way it was	2	22	24
Restrictions have failed to achieve the desired effects of the proposals	3	18	21
It will be/it is safer to walk	10	10	20
It will be/it is safer to cycle	7	12	19
Drivers are not obeying the restrictions/driving dangerously	5	10	15
Restrictions have made walking/cycling less safe on surrounding roads	2	13	15
Restrictions will only benefit a few people but inconvenience many	0	14	14
No right turn is too restricting for residents of the area	4	10	14
Supports further traffic calming measures in the surrounding area	7	6	13
Restrictions have made driving less safe on other roads	3	9	12
Knock on effects have not been considered (general comment)	0	10	10
Restrictions have/will have a negative impact on businesses in the area	0	10	10
Proposals are a waste of time/money/resources	0	10	10
Restrictions have had a positive impact (general comment)	6	3	9

Theme	Lived in the trial area (n)	Lived outside the trial area (n)	Total (n)
Some people are reliant on using their cars/driving/alternative options are not suitable	2	7	9
Traffic noise will/has reduced	5	3	8
Other traffic calming measures could have been used instead	1	7	8
Safety in the area has improved (general comment)	5	2	7
Restrictions will/have reduced air pollution	4	2	6
Restrictions have made the neighbourhood feel safer	6	0	6
Restrictions have made the surrounding area feel less pleasant	0	6	6
Signage is confusing/roads are difficult to navigate	1	5	6
Restrictions will/has meant more people will walk/cycle/use active travel	3	2	5
Restrictions have made driving less pleasant	1	4	5
Enforcement of the no right turning needs strengthening	0	4	4
Drivers have adjusted to the measures already	3	0	3
Opposes the proposal (general comment)	1	2	3
Restrictions should be elsewhere/ different to current ones	0	3	3
Walking/cycling usage will not increase/has decreased because of the restrictions	0	3	3
Noise has increased elsewhere	0	3	3
Restrictions have affected ability to park vehicles	2	1	3
Restrictions have made the surrounding area more dangerous/unsafe (general comment)	1	2	3
I have seen no change	1	2	3
Restrictions have increased traffic flow past schools	0	2	2
Improved public transport is needed	0	2	2
Support the proposal (general comment)	1	0	1
Consultation is biased/leading/unclear	0	1	1
Other reason for opposing/disagreeing with the trial becoming permanent	0	1	1

Appendix C Impact of the trial on the area by location

These tables show 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 whether the respondent lived in the trial area or outside it.

Table C1: The trial has provided a safer environment for walking and cycling in the trial area

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	17	71%	33	25%	50	32%
Agree	1	4%	9	7%	10	6%
Neither agree nor disagree	0	0%	11	8%	11	7%
Disagree	2	8%	20	15%	22	14%
Strongly disagree	4	17%	60	45%	64	41%
I don't know	0	0%	0	0%	0	0%
Total	24	100%	133	100%	157	100

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

Table C2: The trial means that the trial area is a quieter, more pleasant place to live or visit

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	17	71%	35	26%	52	33%
Agree	0	0%	8	6%	8	5%
Neither agree nor disagree	0	0%	20	15%	20	13%
Disagree	3	13%	21	16%	24	15%
Strongly disagree	4	17%	49	37%	53	34%
I don't know	0	0%	0	0%	0	0%
Total	24	100%	133	100%	157	100%

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

Table C3: The trial has provided a safer environment for walking and cycling in Gay Street specifically

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	16	67%	36	27%	52	33%
Agree	1	4%	10	8%	11	7%
Neither agree nor disagree	1	4%	17	13%	18	11%
Disagree	2	8%	21	16%	23	15%
Strongly disagree	4	17%	47	35%	51	32%
I don't know	0	0%	2	2%	2	1%
Total	24	100%	133	100%	157	100%

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

Table C4: The trial means that Gay Street specifically is a quieter, more pleasant place to live or visit

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	17	71%	34	26%	51	32%
Agree	0	0%	11	8%	11	7%
Neither agree nor disagree	1	4%	18	14%	19	12%
Disagree	2	8%	24	18%	26	17%
Strongly disagree	4	17%	43	32%	47	30%
I don't know	0	0%	3	2%	3	2%
Total	24	100%	133	100%	157	100

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

Table C5: During peak times my journey time through the area has increased

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	7	29%	68	53%	75	49%
Agree	2	8%	14	11%	16	10%
Neither agree nor disagree	5	21%	16	12%	21	14%
Disagree	1	4%	14	11%	15	10%
Strongly disagree	9	38%	17	13%	26	17%
I don't know	0	0%	0	0%	0	0%
Total	24	100%	129	100%	153	100%

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

Table C6: During off-peak times my journey time through the area has increased

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	4	17%	56	43%	60	39%
Agree	2	8%	25	19%	27	17%
Neither agree nor disagree	7	29%	20	15%	27	17%
Disagree	2	8%	12	9%	14	9%
Strongly disagree	9	38%	16	12%	25	16%
I don't know	0	0%	2	2%	2	1%
Total	24	100%	131	100%	155	100%

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

Commented [OL1]: add space after colon

Table C7: I'm less inclined to travel through the trial area

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	N/A	N/A	8	7%	8	7%
Agree	N/A	N/A	11	10%	11	10%
Neither agree nor disagree	N/A	N/A	15	13%	15	13%
Disagree	N/A	N/A	23	20%	23	20%
Strongly disagree	N/A	N/A	56	50%	56	50%
I don't know	N/A	N/A	0	0%	0	0%
Total	N/A	N/A	113	100%	113	100%

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

Table C8: I'm more inclined to walk or cycle to and from my destination in the trial area

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	12	55%	29	23%	41	28%
Agree	1	5%	6	5%	7	5%
Neither agree nor disagree	4	18%	9	7%	13	9%
Disagree	2	9%	15	12%	17	11%
Strongly disagree	3	14%	67	53%	70	47%
I don't know	0	0%	1	1%	1	1%
Total	22	100%	127	100%	149	100%

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

Table C9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	6	60%	13	17%	19	22%
Agree	1	10%	1	1%	2	2%
Neither agree nor disagree	0	0%	6	8%	6	7%
Disagree	2	20%	8	11%	10	12%
Strongly disagree	1	10%	48	63%	49	57%
I don't know	0	0%	0	0%	0	0%
Total	10	100%	76	100%	86	100%

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

Table C10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	14	67%	29	24%	43	30%
Agree	1	5%	16	13%	17	12%
Neither agree nor disagree	0	0%	15	12%	15	10%
Disagree	4	19%	16	13%	20	14%
Strongly disagree	1	5%	45	37%	46	32%
I don't know	1	5%	2	2%	3	2%
Total	21	100%	123	100%	144	100%

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

Appendix D Impact of the trial on the area by level of support

These tables show 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 has provided a safer environment for walking and cycling in the trial area

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	49	83%	0	0%	1	1%	50	32%
Agree	7	12%	2	67%	1	1%	10	6%
Neither agree nor disagree	2	3%	0	0%	9	9%	11	7%
Disagree	1	2%	0	0%	21	22%	22	14%
Strongly disagree	0	0%	1	33%	63	66%	64	41%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	59	100%	3	100%	95	100%	157	100%

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

Table D2: The trial means that the trial area is a quieter, more pleasant place to live or visit

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	51	86%	0	0%	1	1%	52	33%
Agree	4	7%	2	67%	2	2%	8	5%
Neither agree nor disagree	3	5%	0	0%	17	18%	20	13%
Disagree	1	2%	0	0%	23	24%	24	15%
Strongly disagree	0	0%	1	33%	52	55%	53	34%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	59	100%	3	100%	95	100%	157	100%

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

Table D3: The trial has provided a safer environment for walking and cycling in Gay Street specifically

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	50	85%	0	0%	2	2%	52	33%
Agree	6	10%	2	67%	3	3%	11	7%
Neither agree nor disagree	3	5%	0	0%	15	16%	18	11%
Disagree	0	0%	0	0%	23	24%	23	15%
Strongly disagree	0	0%	1	33%	50	53%	51	32%
I don't know	0	0%	0	0%	2	2%	2	1%
Base	59	100%	3	100%	95	100%	157	100%

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

Table D4: The trial means that Gay Street specifically is a quieter, more pleasant place to live or visit

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	50	85%	0	0%	1	1%	51	32%
Agree	7	12%	2	67%	2	2%	11	7%
Neither agree nor disagree	2	3%	0	0%	17	18%	19	12%
Disagree	0	0%	0	0%	26	27%	26	17%
Strongly disagree	0	0%	1	33%	46	48%	47	30%
I don't know	0	0%	0	0%	3	3%	3	2%
Base	59	100%	3	100%	95	100%	157	100%

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

Table D5: During peak times my journey time through the area has increased

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	0	0%	2	67%	73	77%	75	49%
Agree	3	5%	1	33%	12	13%	16	10%
Neither agree nor disagree	16	29%	0	0%	5	5%	21	14%
Disagree	12	22%	0	0%	3	3%	15	10%
Strongly disagree	24	44%	0	0%	2	2%	26	17%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	55	100%	3	100%	95	100%	153	100%

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

Table D6: During off-peak times my journey time through the area has increased

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	2	4%	2	67%	56	59%	60	39%
Agree	1	2%	1	33%	25	26%	27	17%
Neither agree nor disagree	19	33%	0	0%	8	8%	27	17%
Disagree	9	16%	0	0%	5	5%	14	9%
Strongly disagree	24	42%	0	0%	1	1%	25	16%
I don't know	2	4%	0	0%	0	0%	2	1%
Base	57	100%	3	100%	95	100%	155	100%

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

Table D7: I'm less inclined to travel through the trial area

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	1	3%	0	0%	7	9%	8	7%
Agree	1	3%	0	0%	10	14%	11	10%
Neither agree nor disagree	3	8%	0	0%	12	16%	15	13%
Disagree	6	17%	0	0%	17	23%	23	20%
Strongly disagree	25	69%	3	100%	28	38%	56	50%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	36	100%	3	100%	74	100%	113	100%

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

Table D8: I'm more inclined to walk or cycle to and from my destination in the trial area

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	39	70%	0	0%	2	2%	41	28%
Agree	7	13%	0	0%	0	0%	7	5%
Neither agree nor disagree	7	13%	1	33%	5	6%	13	9%
Disagree	2	4%	0	0%	15	17%	17	11%
Strongly disagree	0	0%	2	67%	68	76%	70	47%
I don't know	1	2%	0	0%	0	0%	1	1%
Base	56	100%	3	100%	90	100%	149	100%

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

Table D9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	17	89%	0	0%	2	3%	19	22%
Agree	1	5%	0	0%	1	2%	2	2%
Neither agree nor disagree	1	5%	1	50%	4	6%	6	7%
Disagree	0	0%	0	0%	10	15%	10	12%
Strongly disagree	0	0%	1	50%	48	74%	49	57%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	19	100%	2	100%	65	100%	86	100%

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

Table D10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	41	76%	0	0%	2	2%	43	30%
Agree	8	15%	0	0%	9	10%	17	12%
Neither agree nor disagree	3	6%	1	33%	11	13%	15	10%
Disagree	1	2%	0	0%	19	22%	20	14%
Strongly disagree	1	2%	2	67%	43	49%	46	32%
I don't know	0	0%	0	0%	3	3%	3	2%
Base	54	100%	3	100%	87	100%	144	100%

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

Bath and North East Somerset Council
Winifred's Lane
Experimental Traffic Regulation Order
(ETRO) Consultation
Final Report

August 2025

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1. Introduction

Winifred's Lane in the Lower Lansdown area of Bath is one of several areas that Bath and North East Somerset Council (B&NES) is developing via its community-led Liveable Neighbourhood (LN) programme.

The Winifred's Lane through-traffic restriction trial was installed under an experimental traffic regulation order (ETRO) for a minimum of six months from Wednesday 6 November 2024. It remains in place until a decision is reached on the outcome of the trial later in 2025.

This is one of three linked restrictions in the Lower Lansdown ETRO trial, which is part of the B&NES Liveable Neighbourhood programme. The overall aim is to prevent motorists from using residential streets in the area as a short cut to and from the A46/M4.

During the trial, its impacts on traffic and air quality were monitored and residents' views were sought in a six-month consultation from Wednesday 1 November 2024 to Wednesday 30 April 2025. The Winifred's Lane trial was installed on 6 November and residents, local businesses and the public were advised in letters and the media to experience the trial for several weeks before responding to the consultation.

An annotated map, full summary of the proposals, and an online survey were also available online at <https://www.bathnes.gov.uk/Winifred's-lane-through-traffic-restriction-trial> with more background material on all three trials available at www.bathnes.gov.uk/lansdownetro

Alternative formats (print etc) were available on request and advisors were trained and in place to support residents.

The council also promoted the engagement via a press release, e-news and social media posts on X (formerly Twitter), Facebook and Instagram. A communications toolkit was developed and sent to ward councillors to help them share details of the public engagement, and to local schools.

1.1 The proposals

ETROs are used to see if schemes work in practice while monitoring the impacts and inviting feedback as people experience the trials over a period of six months. The Council will analyse and consider this information alongside consideration of council policy before deciding whether to permanently adopt the linked restrictions or remove them. The trials will remain in place until a decision is made.

The trial in Winifred's Lane has been introduced under the B&NES [Liveable Neighbourhood \(LN\) programme](#). In line with the broader objectives of the LN programme, the restrictions aim to:

- Reduce excessive traffic in residential areas;
- Keep through-traffic on main roads and disperse local traffic across a wider area; and
- Create safer routes for walking and cycling through the area.

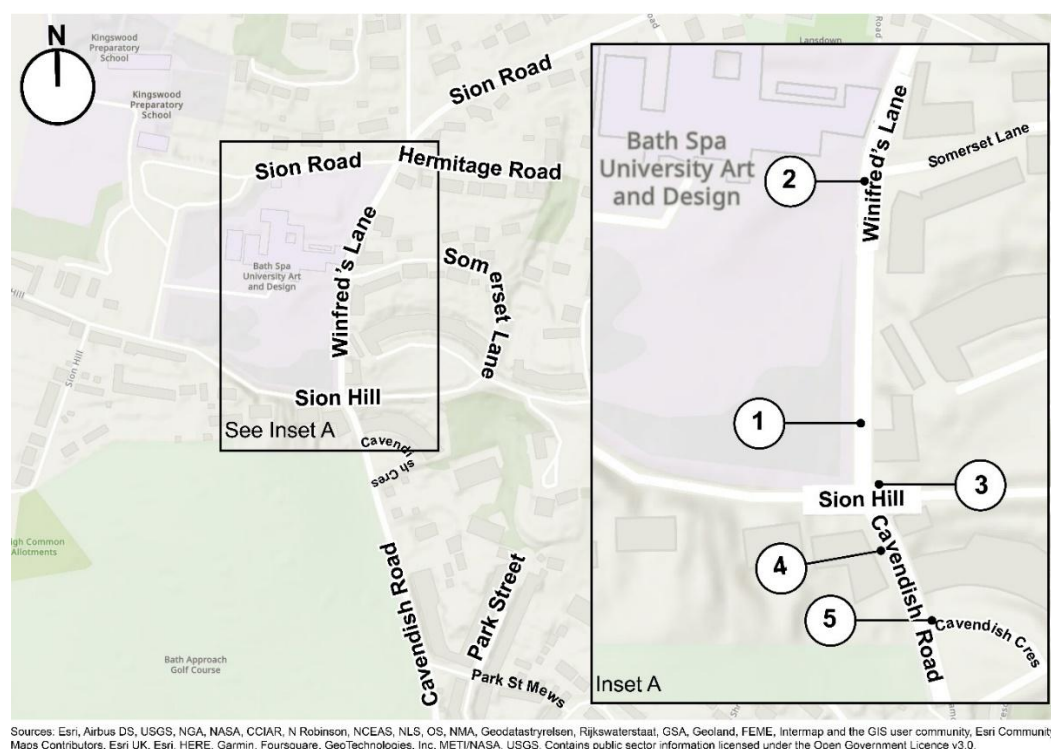
The trials are an outcome of earlier public engagement with the community, outlined on the [Lower Lansdown and The Circus Liveable neighbourhood web page](#).

1.2 Overview of the trial

The Council installed two sets of bollards on Winifred's Lane to prevent motorists from using the lane as a short cut. Pedestrians, cyclists and people with mobility aids are still able to pass through. Additionally, a no-right-turn was introduced into Sion Hill (East) from the northern end of Cavendish Road which does not apply to cyclists.

The section of Winifred's Lane north of its junction with Somerset Lane remains one way (northbound). Vehicle access to properties in Somerset Lane is via Lansdown Crescent, and the option to exit Somerset Lane into Winifred's Lane (northbound) is retained. Emergency services and authorised waste vehicles can remove the bollards to gain access. **Figure 1** shows the restrictions in place during the trial

Figure 1: Winifred's Lane ETRO Trial Details



The following annotations correspond to the numbered map above:

1. The first set of bollards were located just north of Holywell House (with access to and from properties here maintained from the southern end of Winifred's Lane);
2. The second set of bollards were located just south of the junction with Somerset Lane, allowing vehicle access to the northern section of Winifred's Lane from Somerset Lane (one way northbound);
3. A 'no through route for motorists except for access' sign was located at the southern entrance of Winifred's Lane;
4. A 'no right turn except cycles' sign was located at the northern end of Cavendish Road to prevent all northbound traffic from turning right into Sion Hill (East); and
5. A 'new road layout ahead' sign on Cavendish Road was located at its junction with Cavendish Crescent to alert motorists to the changes in road layout.

Before the trial, and until 16 December 2024, the Council placed temporary variable message signs at the corner of Weston Road and Cavendish Road for motorists approaching from the west, south and east. These informed motorists of the no-through-route to Lansdown using Cavendish Road/Winifred's Lane.

The Council placed two additional signs for the duration of the trial at both ends of Marlborough Buildings, alerting drivers to the no-through-route to Lansdown via Winifred's Lane.

Figure 2 shows how the trial area was defined.

Figure 2: Map of the area defined as the Winifred's Lane ETRO trial area



Source: <https://www.bathnes.gov.uk/Winifred's-lane-through-traffic-restriction-trial>

To ensure an unbiased interpretation of the responses received, AECOM was appointed to carry out the thematic coding and analysis of open-ended questions.

1.3 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; and
- Provided comments summarised to coded themes.

2. Methodology

2.1 Receiving responses

The consultation questionnaire was hosted on the Council's website <https://www.bathnes.gov.uk/Winifred's-lane-through-traffic-restriction-trial>. To ensure inclusivity, B&NES Council accepted responses via email, hard copy questionnaire and online. A copy of the questionnaire can be found in **Appendix A**.

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 analyse 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 coder's work was 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 is 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.

2.3 Response overview

There were 1,297 responses to the ETRO Trial on Winifred's Lane, received as follows:

- 1,289 responses using the consultation questionnaire; and
- 8 responses 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.

Before and during the trial, the council received additional representations from local residents and interest groups (outside of the official survey) which the council considered and responded to at the time, including a legal challenge. These are also outlined in the council's own stakeholder and engagement report which will be considered as part of the decision-making process. These representations have not been provided to AECOM and are therefore not included in this report.

2.4 Response profile

Equality monitoring questions were asked as an option in the survey, and a quarter (26%) of responses were provided (n=346). Of the 346 responses provided, just over half were from those aged 55-years-old or over (57%). There was a higher proportion of females (56%) than males (40%). The age and gender of the 346 responses provided is shown in **Tables 1 and 2**.

Table 1: Age group

Age Group	Number	Percent
Base: All who responded to the equality monitoring questions	346	100
Under 25	4	1
25 to 34	12	4
35 to 44	41	12
45 to 54	81	23
55 or over	196	57
Prefer not to say	12	4

Table 2: Gender

Gender	Number	Percent
Base: All who responded to the equality monitoring questions	346	100
Male	137	40
Female	192	56
Other	2	0
Prefer not to say	15	4

Of the 346 responses to the equality monitoring questions, 67 (19%) were from those who had a physical or mental health condition or illness expected to last 12 months or more. This data may be skewed due to the age of those who responded to these equality questions (57% aged 55-years-old or over).

2.4.1 Response based on location

Each response provided confirmed the interest in the ETRO based on whether they lived in the area, travelled through the area, or visited the area for other reasons. For the purpose of this report, respondents have been split into those living within the area and those living outside the area. Around one-third (35%) of responses were from those who lived in the trial area and two-thirds (65%) were from those who lived outside the trial area and either travelled through the area or visited the area, including those who selected other. The responses to this are shown in **Table 3**. The location of the eight responses sent by email were unknown therefore they have not been included.

Table 3: Response by location

Location	Number	Percent
Base: All responses provided	1,289	100
I live in the trial area	453	35
I travel through the trial area	635	49
I am a visitor to the trial area	114	9
Other*	87	7

* Any responses who specifically mentioned they lived in the trial area in their comment have been re-allocated to the 'I live in the trial area' group. All 'other' responses shown in the table were from those who mentioned they lived adjacent or near the trial area but not in the trial area.

2.4.2 Responses from those who had school children living at home

Of the responses provided from those who lived in the trial area, just over a quarter (28%, n=108) had school aged children living in their home.

3. Findings

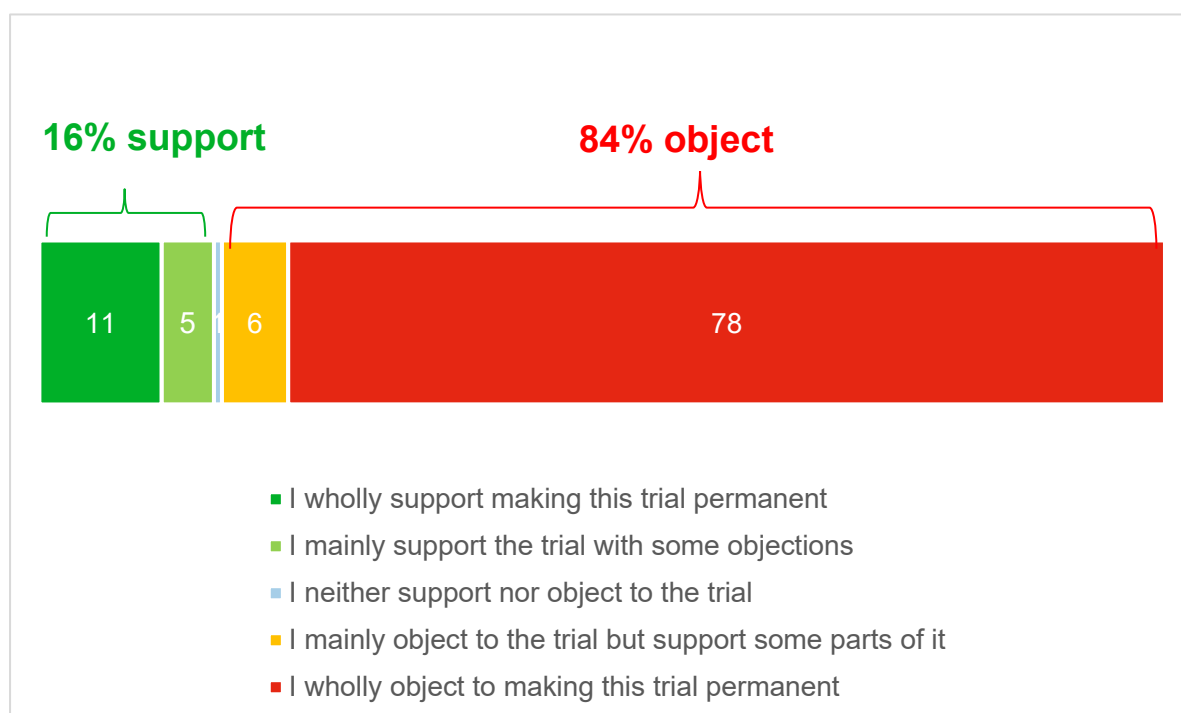
This section shows the findings from the consultation, specifically:

- 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; and
- Coded themes from the open-end, free text box, showing the reasons why there was support or objection to the trial scheme being made permanent.

3.1 Levels of support or objection for the trial scheme

More than three-quarters (84%) of the responses received were either wholly or mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent, while 16% either wholly or mainly supported it being made permanent.

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



Base: All responses received: n=1,289

Table 4 shows a quarter (26%) of responses from those who lived in the trial area supported the scheme being made permanent, with or without suggested improvements to the trial scheme. This was more than those who lived outside the trial area (9%). Three-quarters (72%) of responses provided from those who lived in the trial area objected to the trial scheme being made permanent, either wholly or 'due to elements not considered'.

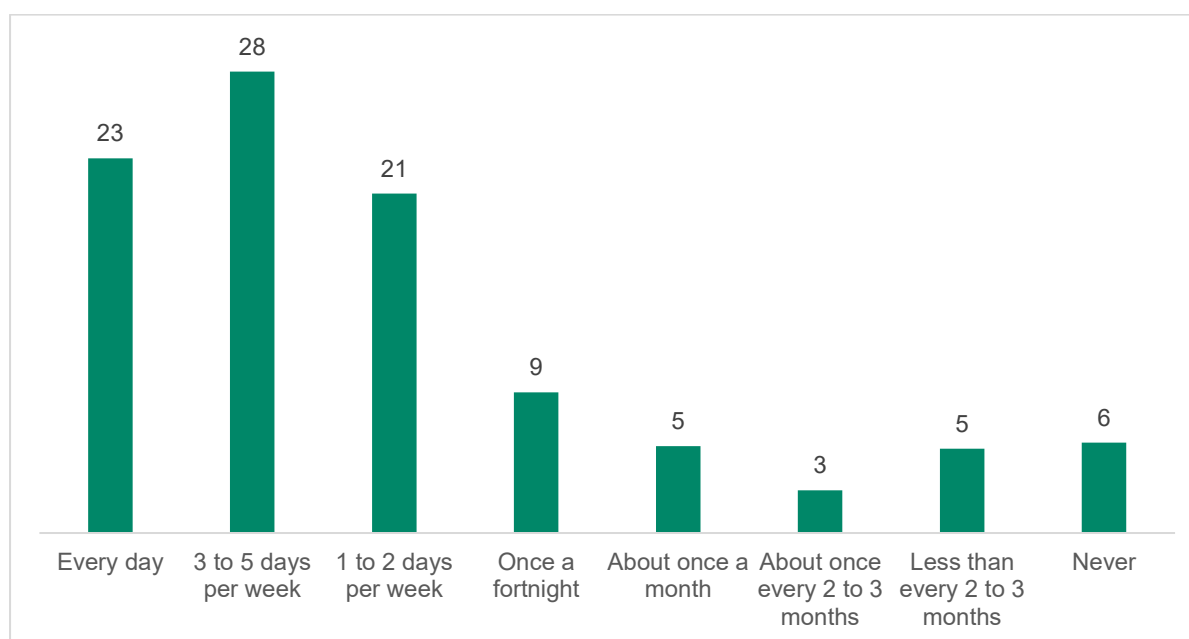
Table 4: Percentage of people supporting or objecting to making the trial permanent (by area lived in)

	Total	Lived in the trial area	Lived outside the trial area
Base:			
All responses (number)	1,289	454	835
I wholly support making this trial permanent (%)	11	19	6
I support the trial but would like you to consider making improvements (%)	5	7	3
I neither support nor object to the trial (%)	1	1	0
I object to part of the trial because there are elements which you have not considered (%)	6	7	5
I wholly object to making this trial permanent (%)	78	65	85

3.2 Main mode used and frequency of travel

3.2.1 Frequency of travel on Winifred's Lane

As shown in **Figure 4**, almost three quarters (72%) of responses provided were from those who travelled along Winifred's Lane at least once a week before the trial. Of those who travelled on Winifred's Lane at least once a week, 12% (n=114) supported the trial with 87% (n=815) objecting.

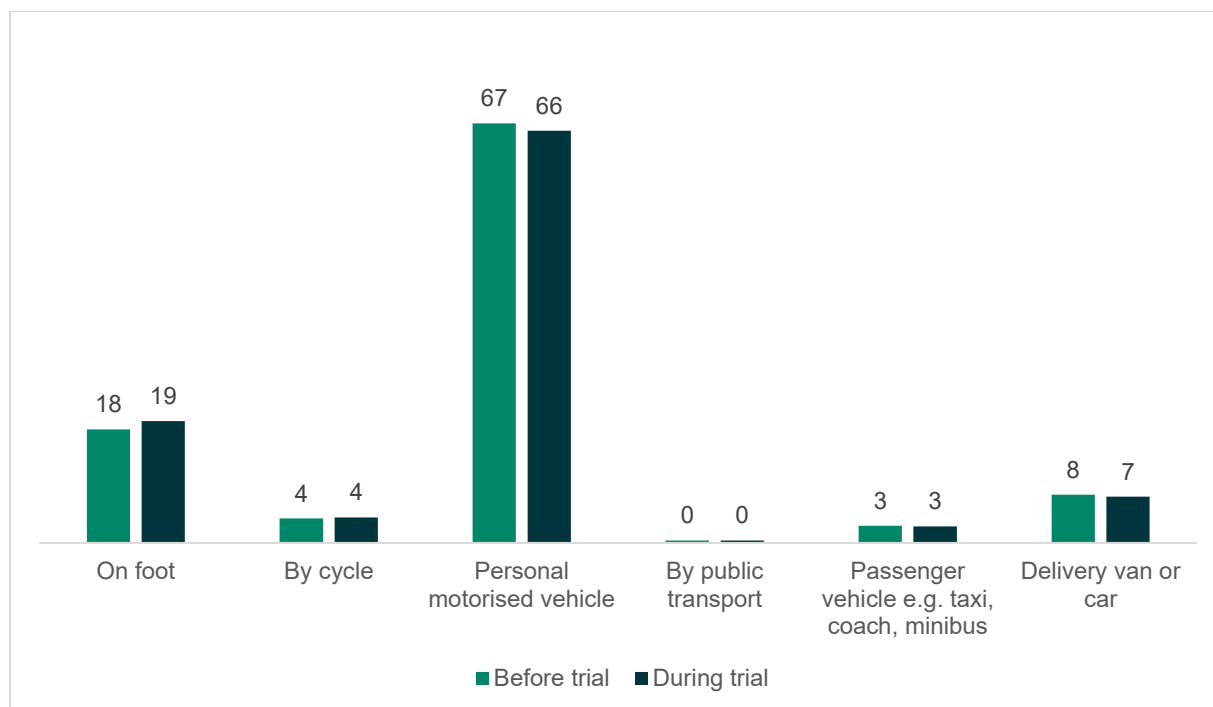
Figure 4: Frequency of travelling on Winifred's Lane before the trial (%)

Base: All responses: n=1,289

3.2.2 Main mode used in the trial area

Figure 5 shows that more than two thirds of responses were from those who mainly used a car or van to travel in the trial area (67%) before the trial with almost a quarter (22%) using active modes of transport (on foot or cycling). The responses indicated no notable change in mode use since the trial.

Figure 5: Main mode of travel in the trial area, before and during the trial period (%)



Base: All responses: n=1,289

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

Of the 200 responses from those who supported the trial being made permanent, half (56%) mainly walked or cycled in the area since the introduction of the trial, and 39% (n=78) used a personal motorised vehicle. The remaining 5% used a different mode of transport.

Of the 1,080 who objected to the trial being made permanent, most (72%) used a personal motorised vehicle since the introduction of the trial and 15% mainly walked or cycled in the area. The remaining 13% used a different mode of transport.

Mode used by weekly travellers through the trial area

Of the 935 responses from those who travelled through the trial area weekly, almost three quarters (70%, n=655) mainly used a personal motorised vehicle in the area since the introduction of the trial, and 19% used an active mode of travel (16% walking, 3% cycling).

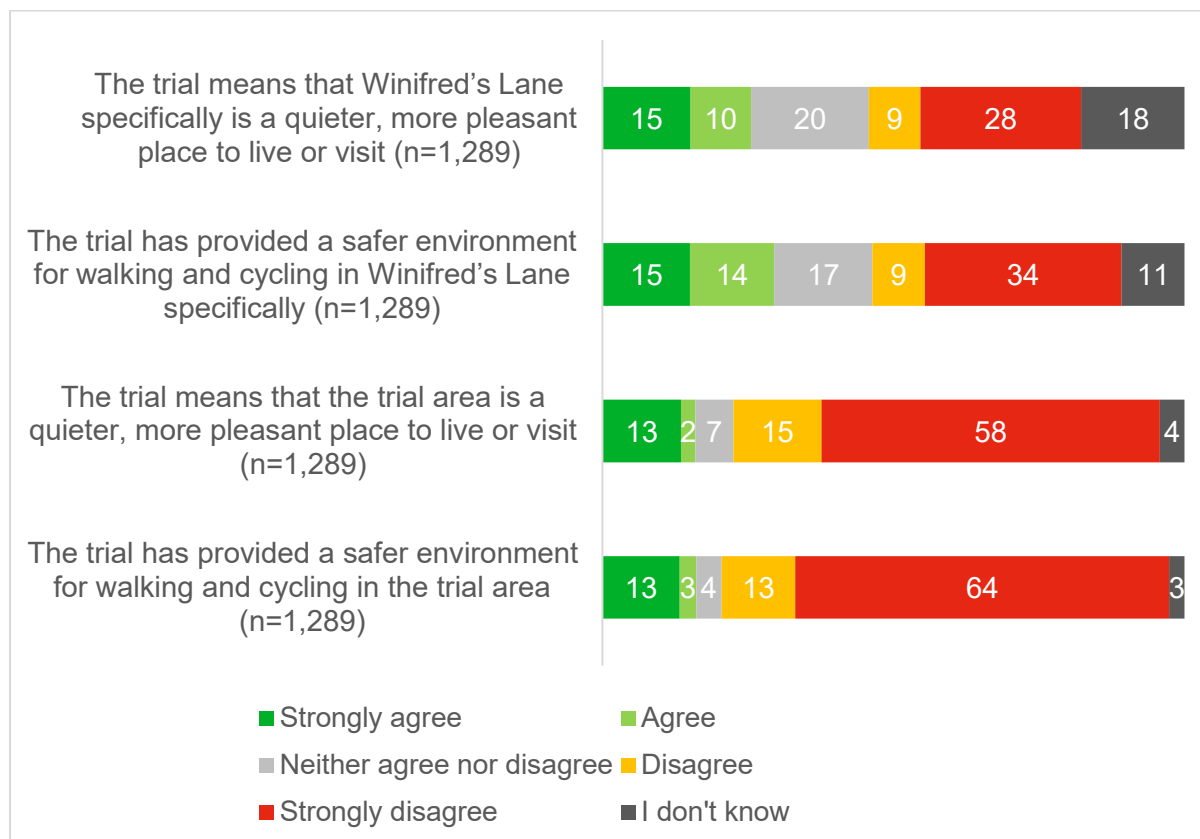
3.3 Impact: the environment in the trial area

A series of questions were asked about the impact of the trial both for Winifred's Lane and the trial area. The outcomes are shown in **Figure 6**.

A quarter (25%) of the responses provided were in agreement that Winifred's Lane was quieter (37% disagreed), and 29% agreed it was a safe environment for walking and cycling in Winifred's Lane (43% disagreed).

For the trial area, 15% of the responses provided were in agreement that the trial area was a more pleasant place to live or visit (73% disagreed), and 16% agreed that the trial area was safer for walking and cycling (67% disagreed).

Figure 6: Level of agreement about the impact of the trial - environment (%)



Base (number stated in the chart): All responses, with those who selected not applicable removed from the data before analysis.

The level of agreement with these statements varied depending on whether responses came from those who lived inside or outside the trial area. The data tables are provided in **Appendix C Tables C1, C2, C3 and C4**.

Of those who lived in the trial area:

- **Winifred's Lane impact:** Around a third of responses were in agreement that the trial had provided a more pleasant place to live and was safer for walking and cycling for Winifred's Lane (35% and 38% respectively), with similar percentages in disagreeing.
- **Trial area impact:** Fewer responses (approximately a quarter) were in agreement that the trial had provided a more pleasant place to live and was safer for walking and cycling for the trial area (both 27%), with around two-thirds disagreeing.

Of those who lived outside the trial area, the impact of Winifred's Lane and the trial area were similar, in all cases there was slightly lower agreement and higher disagreement.

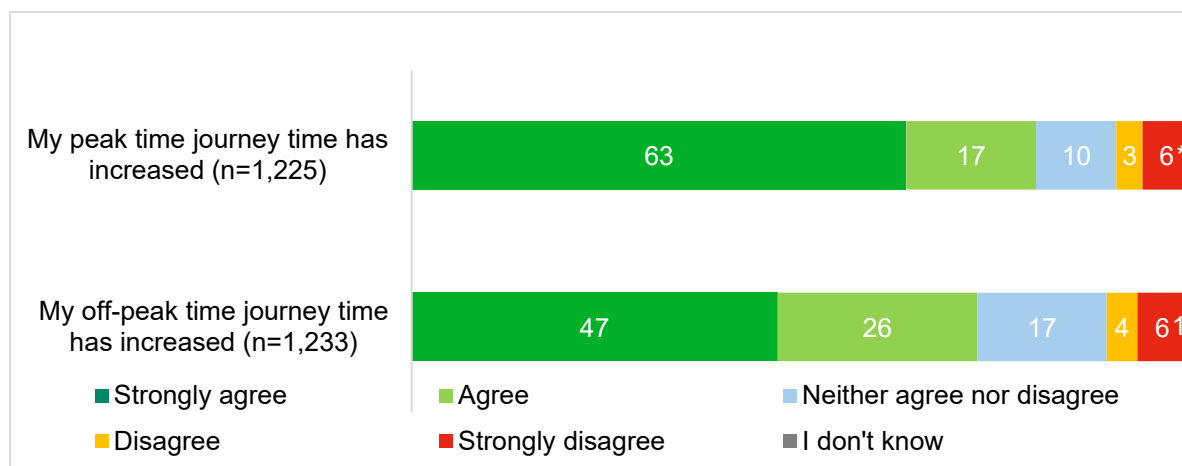
The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D1, D2, D3 and D4**.

Nearly all (c. 95%) of those who supported the trial being made permanent agreed with the four statements about the environment compared to those who objected to making the trial permanent (from 2% to 17% agreed, depending on the statement).

3.4 Impact: journey times

Figure 7 shows it was felt journey times through the trial area had increased during the trial period (80% felt it had increased at peak time, and 73% felt it had increased during off-peak time). This applied to all types of transport used.

Figure 7: 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 5 shows differences in views about peak journey times increasing depending on whether the response was provided by those who lived in the trial area or otherwise. The responses provided from outside the trial area were more likely to agree or strongly agree that peak journey times had increased (85%) than those who lived in the trial area (71%).

Table 5: Level of agreement that peak journey time has increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	434	791
Strongly agreed	54	68
Agreed	17	17
Neither agreed nor disagreed	13	9
Disagreed	5	2
Strongly disagreed	10	4
Don't know	0	1

Off-peak time journeys

Table 6 shows differences in views about off-peak journey times increasing depending on whether the response was provided by those who lived in the trial area or otherwise. The responses provided from outside the trial area were more likely to agree that off-peak journey times had increased (78%) than those who lived in the trial area (62%).

Table 6: Level of agreement that off-peak journey time has increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	436	797
Strongly agreed	40	51
Agree	22	27
Neither agreed nor disagreed	22	13
Disagreed	5	3
Strongly disagreed	10	4
Don't know	0	1

Most responses (66%, n=846) 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, 93% felt journey times had increased during peak time journeys, and 83% also felt this during off-peak journeys.

Those who cycled or walked in the trial area were less likely to feel that travel times had increased (38% peak, 34% off-peak), with a third who disagreed that travel times had increased (33% for both peak and off-peak).

3.5 Impact: travel behaviours

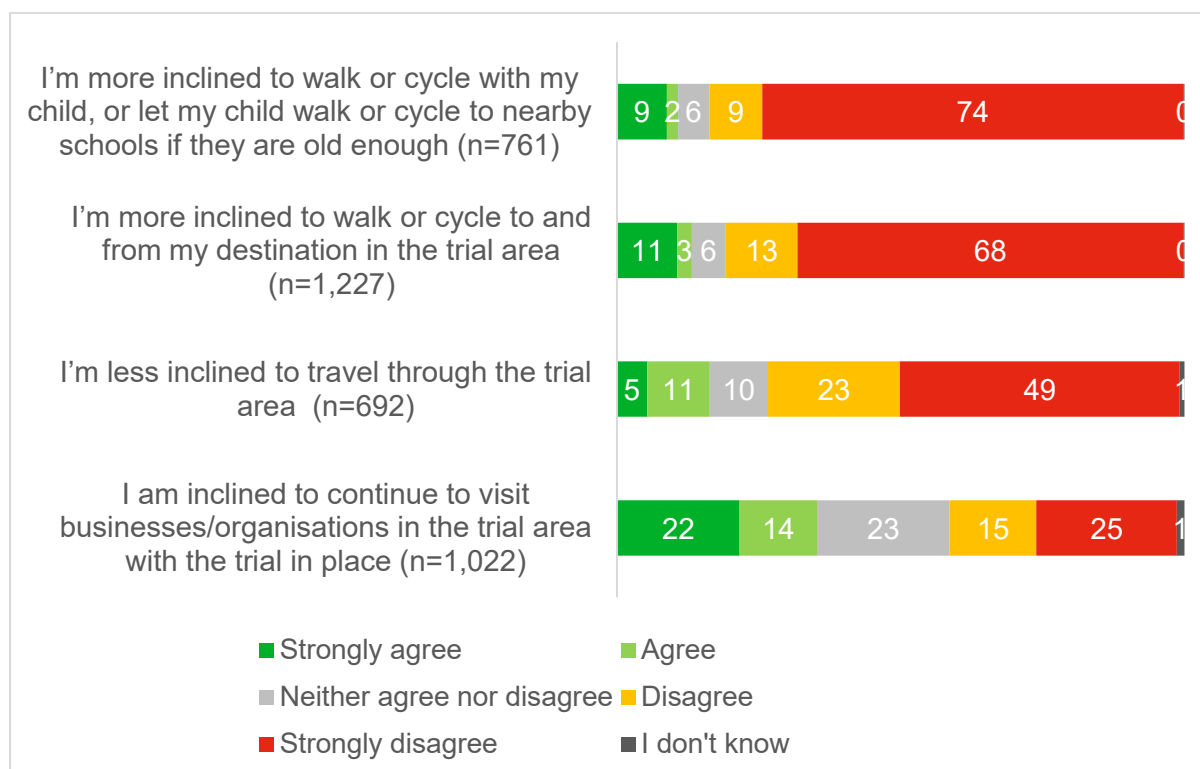
A series of questions were asked about the impact on travel behaviour. The outcomes are shown in **Figure 8**.

Fewer agreed they would be more inclined to walk or cycle than disagreed (14% and 81% respectively), and of the 761 responses who responded about children, 11% agreed they would be more inclined to let children walk or cycle to nearby schools (83% disagreed).

There was an even split of those who agreed and disagreed that they would continue to visit businesses in the area (36% agreed, 40% disagreed).

Of the 692 responses from those who travelled through the area, 72% disagreed they would be less inclined to travel through the area (16% agreed).

Figure 8: Level of agreement about the impact of the trial – travel behaviours (%)



Base (number stated in the chart): All responses, with those who selected not applicable removed from the data before analysis.

The level of agreement with these statements varied depending on whether responses came from those who lived inside or outside the trial area. The data tables are provided in **Appendix C Tables C7, C8, C9 and C10**.

Of those who lived in the trial area, 22% agreed they were more likely to walk or cycle in the trial area (68% disagreed) and 21% agreed they would be more inclined to cycle with their child (72% disagreed).

The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D7, D8, D9 and D10**.

Of those who supported making the trial permanent, 77% agreed that they would be more inclined to walk in the trial area and 8% disagreed. Levels of agreement were lower among those who objected to making the scheme permanent (1% agreed and 95% disagreed). Of those who supported making the trial permanent, 83% also agreed they would be more inclined to walk or cycle with their child to nearby schools (6% disagreed). Again, levels of agreement were lower among those who objected to the scheme (1% agreed, 94% disagreed).

Of those who supported making the trial permanent, 89% agreed they would continue to visit businesses in the area (nobody disagreed). Levels of agreement were lower among those that objected to the scheme, (24% agreed, 48% disagreed).

Of those who supported making the trial permanent, 19% agreed they would be less inclined to travel through the area, (49% disagreed). This is similar among those who objected to the scheme (16% agreed, 75% disagreed). To note, this was only asked to those who travelled through the area, not those who lived in the trial area or visited it.

3.6 Impact: specific roads in the area

Respondents were asked which roads in the area, both inside and outside of the area as defined in Figure 2, had been impacted either positively or negatively. **Table 7** shows the breakdown of roads by the type of impact noticed.

The roads most often mentioned as being positively impacted were Winifred's Lane (n=439) and Lansdown Crescent/Lansdown Place East & West (n=257). The most mentioned roads for negative impacts were Sion Hill (West of Cavendish Road junction) (n=807), Sion Road (n=799) and Julian Road/Brunswick Place (n=732)

Table 7: Which of these roads both inside and outside of the trial area do you feel have had impacts since we installed the trial? (Number)

	Roads impacted positively	Roads impacted negatively
Base:		
All responses (number)	1,164	1,160
Winifred's Lane	439	260
Lansdown Crescent/Lansdown Place East & West	257	341
Cavendish Road	181	392
Sion Hill (East of Cavendish Road junction)	152	529
Somerset Lane	117	270
Marlborough Buildings	83	383
Sion Road	79	799
Sion Hill (West of Cavendish Road junction)	56	807
Julian Road/Brunswick Place	53	732
Sion Hill Place	53	637
Hermitage Road	52	206
Lansdown Road	52	625
Morford Street	34	604
None of these roads	629	179

Respondents who selected don't know or not applicable have not been included.

Respondents were later given the opportunity to talk about roads that have been impacted. The main themes of these comments can be seen in section 3.8.5.

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**.

In total, 1,295 responses were received which gave a comment explaining reasons for feeling the trial should or should not be made permanent and its effect on the area. These comments were grouped into topic areas.

- General support and positive impact on safety (289 comments received, as shown in Table 8);
- Negative impacts on traffic and safety (1,084 comments received as shown in Table 9);
- Impacts on specific roads in the area (642 comments as shown in Table 10).

3.7.1 Comments explaining positive impacts of the trial

In total, 289 comments were received outlining positive impacts of the trial on Winifred's Lane and the trial area. The main themes are shown in **Table 8**.

Table 8: Themes from comments which identified positive impacts of the trial

Theme	Number (n)
Total comments received about positive impacts	289
Traffic will/has reduced/calmed down	94
It is safer to walk	79
Traffic noise will/has reduced	70
Safety has improved (general comment)	43
Restrictions will/has meant more people will walk/cycle/use active travel	41
Restrictions have had a positive impact (general comment)	33
It is safer to cycle	30

Traffic will/has reduced/calmed down

The most frequently occurring positive response (n=94) relates to reduction in traffic, specifically on Winifred's Lane.

"At last we can walk down/up Winifred's Lane safely without fear of being mowed down by speeding cars and vans. I no longer have to trespass through Bath Spa College site to avoid this danger."

Seventy comments provided suggested that noise in the area had reduced, or that the roads were quieter in the area.

"Immediate reduction in noise, danger and nuisance."

Similar to the comments about the reduction in traffic in the area, many of the comments that suggest Winifred's Lane is quieter also suggest that other areas have been made worse as a result.

"Obviously Winifred's Lane is quieter....Sion Hill and Sion Road are definitely not quieter."

Restriction has meant more people will walk/cycle/use active travel

Forty-one comments provided suggested that the trial has allowed more people to walk or cycle on Winifred's Lane with some suggesting that the road is now quieter without the through-traffic.

"Walking up and down Winifred's Lane is more pleasant, and definitely safer. I no longer feel I am battling all the fast traffic and feel much more confident taking my grandchildren up and down the road. It encourages me to walk or use the bus more. Winifred's Lane is just a narrow lane designed for horses and people rather than fast cars in a hurry. It is now a nicer place to be in or near"

"It is much safer to use Winifred's Lane and there is no danger now from speeding traffic. I am running and cycling on the lane now which wouldn't have been possible before the changes. I used to dread going out onto the road because I thought I'd get hit by speeding motorists and there were lots of vans and small lorries driving dangerously. The noise was horrible and the road totally unsuitable for the level of traffic."

Positive impacts on safety

There were 116 comments which suggested that safety has improved in some way, the majority of these (n=79) suggested that the trial had made walking safer.

"I always considered Winifred's Lane as unsafe for drivers and pedestrians. It's now much safer."

Along with comments on safety for pedestrians, there were comments on general safety improving, and safety improving for cyclists

"Fewer vehicles less hazardous."

"These roads are quieter with less vehicles thus making them safer for walkers and cyclists."

3.7.2 Comments explaining reasons for opposing the trial

In total 1,084 comments were received explaining reasons the trial should not be made permanent. The main themes are shown in **Table 9**.

Table 9: Themes from comments which identified negative impacts of the trial

Theme	Number (n)
Total comments received about negative impacts	1,084
Traffic/congestion has increased elsewhere	774
Restrictions have increased traffic flow past schools	443
Restrictions have made walking/cycling less safe on surrounding roads	403
Restrictions have made the surrounding area more dangerous/unsafe (general comment)	345
Air pollution has increased on other roads which cars are using more	293
Drivers are not obeying the restrictions/driving dangerously	278
Restrictions have made driving less safe on other roads	255
Restrictions will only benefit a few people but inconvenience many	243
Restrictions have increased journey times	239

Traffic/congestion has increased elsewhere

There were 774 comments with the view that traffic was worse on surrounding roads. On many occasions, a combination of Sion Road and Sion Hill were considered worse, as were Julian Road and Morford Street.

“Morford Street and Julian Road have become very congested, with awkward junctions onto Lansdown Road. Sion Road, Sion Hill Place initially quiet, but as access to Lansdown Road is known, getting busier.”

Those who commented on traffic being worse in surrounding areas suggested that there were more bottlenecks on Sion Road due to it being a very narrow two-way road. It was felt the bottlenecks were a result of vehicles travelling in one direction but would have previously taken Winifred's Lane, and cars travelling in the other would have taken Sion Road, but they were now choosing to use Sion Road for both directions.

“I use the road going to and coming from a property in Sion Road. Sion Rd is very unsuitable for this level of 2 way traffic. Winifred's Lane pretty much made the whole area as a one way circuit. now it's extremely dangerous.”

“The traffic has increased so much on Sion Road coming up towards Lansdown Road that it is no longer safe to drive there but I have no other choice. There are many bottlenecks on Sion Road as it is narrow and winding and there are frequent traffic holdups especially during peak travel times.”

Restrictions have increased traffic flow past schools

There were 443 comments which highlighted that the trial restrictions either redirects traffic past schools, or that they have seen an increase in the traffic around schools, nurseries or universities in the area. There were 341 comments specifically about children being in danger due to traffic.

“Massive increase in traffic idling by St Andrews, huge danger to the children that walk to school on side roads around Royal High and Kingswood and very inconvenient to those who have to drop their children by car”

“The exit to Kingswood Prep (school) necessitates me using Sion Road, it has been dangerous and busier than ever after funnelling all the traffic that way. The allowance of parked cars along Sion Road and the closure of Winifred's Lane together has made it more dangerous for cyclists and pedestrians.”

Air pollution has increased on other roads which cars are using more

There were 293 comments which mentioned that the trial had most likely made air pollution worse on surrounding roads due to congestion, with 144 of these mentioning that traffic has increased past a school in their response or expressed a specific concern that this is bad for the health of the school children.

“I still drive through the area but now travel further around more residential roads causing more noise and pollution.”

“I have to walk through this area but also neighbouring roads. They have become much more polluted.”

Drivers are not obeying the restrictions/driving dangerously

There were 278 responses which commented about drivers who either did not obey the restrictions set out in the trial or were driving dangerously. The restrictions refer to the ban on the right turn into Lansdown Crescent. Dangerous driving included speeding on roads, performing three-point turns, or U-turns to enter Lansdown Crescent, mounting the kerb, or other general forms of dangerous driving.

“Winifred's Lane is closed to through traffic! Fewer vehicles now enter Sion Hill (East), though a considerable number now do 3-point turns at the junction of Sion Hill (West) and Sion Road & then enter Sion Hill (East) legally.”

“The roads are more dangerous and unsafe. It is not safe to walk from the P & R [Park and Ride] bus stop on Lansdown Road to my home, for fear of vehicles coming on the pavement, plus speeding vehicles taking the new bend at the top of Cavendish Road.”

“This has made most of the roads more dangerous to cross especially bottom of Winifred's Lane and Sion road where cars are now mounting pavement to pass on blind bend.”

Restrictions will only benefit a few people but inconvenience many

There were 243 comments which mentioned there are not many people that benefit from the changes made by the trial and it was raised that the Council may be showing favouritism to wealthier residents.

“It is now impossible to get to Lansdown Crescent from Julian Road without an extended journey. Great for those residents but not for anyone else.”

“A very small lane has benefitted while the wider area has been considerably made worse.”

“I live in Lansdown Place West, but I don't agree with it. It's basically the rich people who are getting a good deal and pushing the traffic to the poorer residential areas.”

Restrictions have increased journey times

Increased journey times, delays or longer routes were mentioned 239 times. They attribute these longer routes to no longer being able to travel up Winifred's Lane, or along Lansdown Crescent, and to the increased traffic along the roads they would normally travel on. Some also highlight the fact that it uses more fuel and causes more pollution.

"It's the shortest most economical way to get to the area of Bath I need to get to. Any other way would take longer, is busier with traffic causing delays."

"Journey time has increased. More pollution. More congestion outside the trial area. Dangerous blind junctions to navigate. School children at risk."

"More distance to travel, more traffic, more pollution."

Negative impacts regarding safety

In total, 669 comments received mentioned that safety had decreased, either in the area, or in the surrounding area. Out of this total, some indicated that safety has been made worse for active travel users, some that it was worse for drivers, and some that it has generally worsened the safety in the area.

"There has been absolutely no positive impact from this trial, and it has only made the area more unsafe and unpleasant."

Restrictions have made walking/cycling less safe on surrounding roads

There were 403 comments which included concerns over safety for walkers or cyclists, many suggesting that this reduction in safety is due to the increase in traffic.

"Traffic jams. Traffic congestion. Vehicles reversing. Angry and confused drivers. Pedestrians at risk from congested traffic."

Some comments also suggest that pedestrians and cyclists are less safe on Winifred's Lane, as vehicles were now travelling faster past its entry points due to changes made by the scheme, and due to how steep the road is. Cyclists now travel at speed down the road into oncoming traffic.

"Winifred's lane is now super dangerous as it has traffic reversing blind onto a hazardous bend. It has cyclists travelling at speed into oncoming traffic. Morford Street and Sion hill road have taken massive increases in displaced traffic and St Andrews school area is even more hazardous. Dangerous overloading of Morford street junction onto Lansdown Road."

Restrictions have made driving less safe on other roads

There were 255 comments received about how the restrictions had made driving less safe on other roads. This is often because of increased congestion and frustrated drivers. Many who suggest that safety has decreased attribute this decrease to more vehicles needing to travel on narrow roads with blind bends.

"All are busier, more congested and more dangerous for cyclists and motorists"

"Dangerous blind bends on Sion Road. Waste of fuel travelling further."

Restrictions have made the surrounding area more dangerous/unsafe

345 comments mention safety generally without specifically identifying whether it has decreased for drivers, pedestrians or cyclists.

"I have used Winifred's Lane every day for 40 years without concerns for my safety however in the last few weeks of HAVING to use Sion Road I have seen dozens of near misses of cars traveling in opposite directions especially at the entrance to the college and also the sharp turns - I have come close to an accident myself and I am a qualified driving instructor. In short the Winifred's Lane closure has increased the danger not reduced it."

3.7.3 Effects on specific roads in the area

In total 146 comments were received about a positive impacts on specific roads and 496 were received about negative impacts. The roads mentioned most often are shown in **Table 10**.

Table 10: Comments regarding impacts on specific roads (Number)

Road named in comment	Positive impact	Negative impact
Total comments received about impact on specific roads	146	496
Winifred's Lane	110	46
Lansdown Crescent/Lansdown Place East & West	31	44
Cavendish Road	23	78
Julian Road/Brunswick Place	2	180
Lansdown Road	2	100
Morford Street	1	119
Sion Hill (East of Cavendish Road junction)	6	161
Sion Hill (West of Cavendish Road junction)	4	205
Sion Road	2	239

Winifred's Lane

There were 110 comments that mentioned positive impacts on Winifred's Lane. Most comments were about feeling safer, that Winifred's Lane was quieter, and that it encouraged people to be more active.

"At last we can walk down/up Winifred's Lane safely without fear of being mowed down by speeding cars and vans. I no longer have to trespass through Bath Spa College site to avoid this danger."

"Now I can walk down to Golf course /park via a blissfully quiet and safe Winifred's Road."

Even though most of the comments that mention Winifred's Lane mentioned positive impacts, there were also 46 comments that it had a negative impact, with a view that residents on Winifred's Lane is so steep, it is not a suitable place for cycling and walking anyway, so cyclists do not want to travel up it, and those that travel down do so at speeds that are very high into oncoming traffic at the bottom of the road.

"Winifred's Lane has a very steep gradient and has never been a pleasant place to walk or cycle up and down. When walking I walk through the Uni Campus, because it is not so steep"

"Winifred's Lane is incredibly steep. Walking or cycling on it is very difficult especially for older residents and visitors"

Lansdown Crescent

There was a mix of comments about Lansdown Crescent 31 mentioned a positive impact and 44 that it had been affected negatively.

"The no right turn at Lansdown Crescent has made the crescent far safer, Cavendish Road is quieter."

"I'm only guessing that as Winifred's Lane and Lansdown Crescent are closed to traffic it will inevitably be quieter on those roads."

Negative comments on Lansdown Crescent highlight a perceived reduction in safety, and complain that the ban on the right turn into it is causing them to detour, which increases their travel time

"Traffic continues to turn right from Cavendish into Sion Hill (E) despite the no right turn road signs, often on the wrong side of the road, making it hazardous for traffic approaching that junction from Lansdown Crescent."

Sion Hill and Sion Road

In many cases, Sion Hill and Sion Road were mentioned in the same response. There were 239 responses received that suggested Sion Road has been negatively impacted and 216 comments for Sion Hill (East, West, or both).

"Sion Hill, Sion Hill Place and Sion Road are far more dangerous as they are two-way streets. As a one-way street Winifred's Lane was far safer to use. The narrow roads are far busier."

Comments about these roads were often made about increased level of traffic that the roads cannot contain and cars parked on either side, the narrow width of the roads and the winding blind bends adds to these concerns.

"There are more vehicles using Sion Hill, Sion Road and Sion Hill Place with the closure of Winifred's Lane. Increased traffic in this area with parked cars and restricted sight lines by the junction of Sion Hill into Sion Road and along Sion Road, especially at the exit of Kingswood Prep School, have made this an unsafe area for drivers, cyclists and pedestrians."

Julian Road and Morford Street

Similar to the section on Sion Hill and Sion Road, often Julian Road and Morford Street are mentioned as a pair, 180 comments mentioned Julian Road was impacted negatively, and 119 were about Morford Street. Generally, the comments mentioned an increase in traffic which endangered road users.

"Re-routing traffic aiming to head up to Lansdown Crescent, which can no longer turn right at the top of Cavendish Road, has seen more traffic on Julian Road, Morford Street and Lansdown Road. Sion Hill West now presumably has to put up with many cars travelling up there to do a U-turn to then head up to the Lansdown Crescent."

“Traffic jams and heavier traffic at key times of the day, especially on Julian Road, Morford Street and Sion Hill. All of which are residential roads. What is significant is the increased safety risk especially on these roads to traffic users and in particular pedestrians.”

Cavendish Road

There were 78 comments that suggested Cavendish Road was now more dangerous as cars now travel a lot faster along it, and often drivers ignore the restriction on turning right.

“I use the roads by bus, on foot and by car. The Sion Hill to Cavendish Road section is now more dangerous. I don't see ANY positive impact.”

“The trial does not appear to deter cars driving up Cavendish Road. Most now drive up Sion Hill West, but many make the prohibited turn right into Sion Hill East, making this road busier than before.”

“Driving to work and walking the dog - increased traffic. More queuing and idling traffic as they queue. Traffic driving faster up Cavendish Road”

Lansdown Road

There were 100 comments about negative impacts to Lansdown Road, specifically about worse traffic, with some specifically mentioning junctions.

“Junctions into Lansdown Rd much busier, takes a long time to cross the road outside St Andrews school at pick up and drop off, dangerous!”

“This is my route home from the Weston area and is now longer, more dangerous and adds to the high volume of traffic on Lansdown Road.”

“Two-way traffic travelling along Sion Road has to negotiate difficult corners outside the entrance to Kingswood School. Morford Street is often at a standstill as the junction with Lansdown Road is difficult to negotiate.”

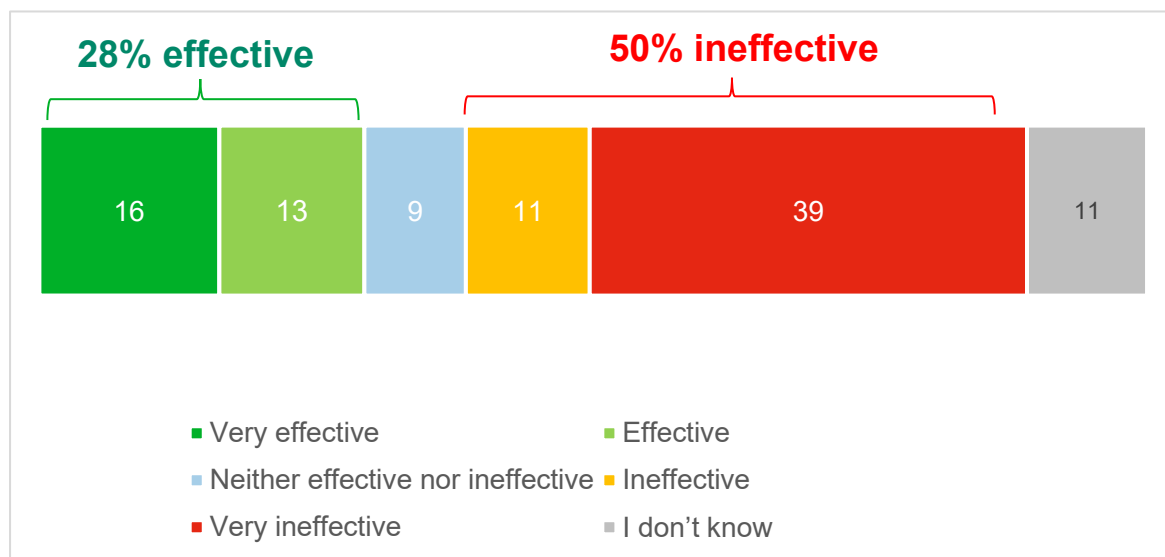
4. Summary: Effectiveness of the trial

All respondents were asked to give a final view on the effectiveness of the trial for Winifred's Lane.

4.1 Effectiveness of the bollards

A quarter (28%) felt the bollards were effective in achieving the aims of the trial, 50% felt they were ineffective.

Figure 9: Effective of the bollards on Winifred's Lane in achieving the aims of the trial (%)



Base: All responses received: n=1,244 (excludes all who answered 'not applicable')

Nearly all (94%) of those who supported the trial being made permanent felt the bollards were effective or very effective with most feeling they were effective. Nearly two-thirds of those who objected felt the bollards were ineffective or very ineffective with most feeling they were ineffective.

Table 11A: Support or object to making the trial permanent: Effectiveness of the bollards on Winifred's Lane in achieving the aims of the trial (%)

	Support (%)	Object (%)
Base:		
All responses (number)	200	1,053
Very effective	78	4
Effective	16	12
Neither effective nor ineffective	3	11
Ineffective	3	13
Very ineffective	0	47
I don't know	3	12

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

Around one-third (37%) of those who lived in the trial area felt the bollards were effective or very effective (49% felt they were ineffective or very ineffective). Similarly, half (51%) of those who lived outside the trial area felt the bollards were ineffective.

Table 11B: Lived in or outside the trial area: Effectiveness of the bollards on Winifred's Lane in achieving the aims of the trial (%)

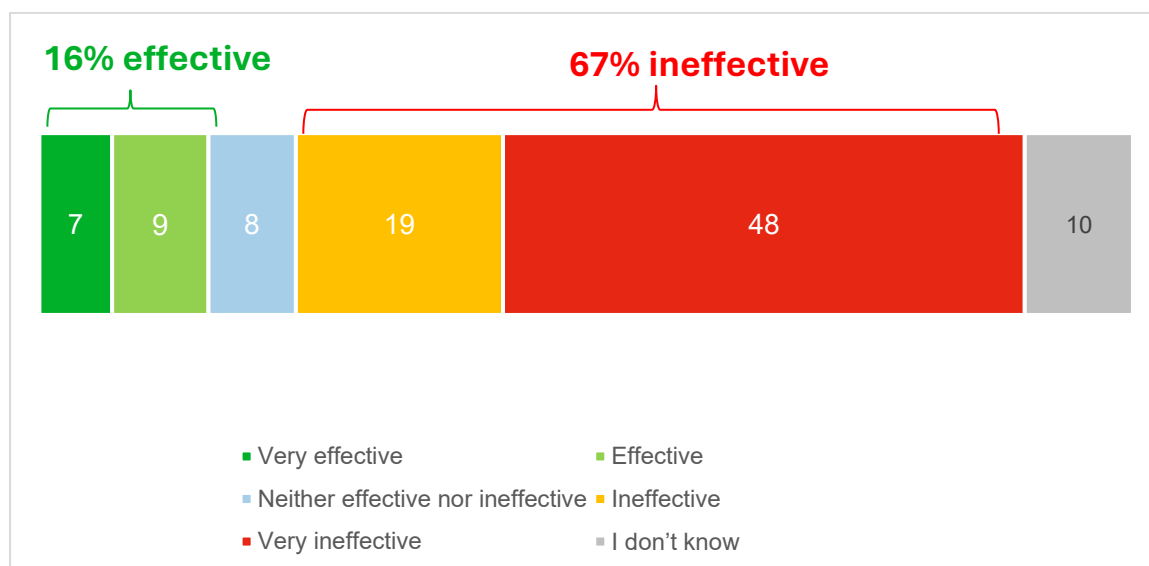
	Lived in trial area (%)	Lived outside the trial area (%)
Base:	441	803
All responses (number)		
Very effective	24	12
Effective	13	13
Neither effective nor ineffective	6	11
Ineffective	13	10
Very ineffective	36	41
I don't know	8	13

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

4.2 Effectiveness of the no-right turn to Sion Hill (East)

Only 16% felt the no-right turn into Sion Hill (East) was effective in achieving the aims of the trial. 67% felt it was ineffective.

Figure 10: Effectiveness of the complementary no-right-turn into Sion Hill (East) in achieving the aims of the trial (%)



Base: All responses received: n=1,262 (excludes all who answered 'not applicable')

Two-thirds (69%) of those who supported the trial being made permanent felt the no-right turn was effective or very effective and 5% who objected felt it was effective. Three-quarters (76%) of those who objected felt the no-right turn was ineffective or very ineffective, as did 20% of those who supported the trial being made permanent.

Table 12A: Support or object to making the trial permanent: Effectiveness of the no-right-turn into Sion Hill (East) in achieving the aims of the trial (%)

	Support (%)	Object (%)
Base:		
All responses (number)	200	1,053
Very effective	37	1
Effective	32	4
Neither effective nor ineffective	5	8
Ineffective	13	20
Very ineffective	7	56
I don't know	8	10

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

A quarter (24%) of those who lived in the trial area felt the no-right turn was effective or very effective, however two-thirds (65%) felt it was ineffective or very ineffective. This view was reflected in the comments earlier where 278 comments were received about the no-right turn not being respected/adhered to.

Table 12B: Lived in or outside the trial area: Effectiveness of the no-right-turn into Sion Hill (East) in achieving the aims of the trial (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	450	812
Very effective	11	4
Effective	13	6
Neither effective nor ineffective	5	10
Ineffective	23	17
Very ineffective	42	51
I don't know	5	13

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

Appendix A Questionnaire

Winifred's Lane through-traffic restriction trial

Please read the [consultation support material](#) for background information before you answer the survey.

Please answer each of the questions in turn (you can choose non-applicable if it is not relevant to your situation). There is an opportunity at the end to add your own comments.

We will ask for your full name, address, email and postcode at the end of the survey to help us analyse feedback.

There are also optional equality monitoring questions.

A description of how we will use and protect your data is provided in our privacy notice.

About your interest in the Winifred's Lane trial

For the purposes of this questionnaire, '**the trial area**' includes the following streets surrounding the trial: All Saints Road, Cavendish Crescent, Cavendish Lodge, Cavendish Road, Dixon Gardens, Hermitage Road, Lansdown Crescent/Lansdown Place West/Lansdown Place East, Sion Hill (East), Sion Hill (West), Sion Hill Place, Sion Road, Somerset Lane, Somerset Place, Summerhill Road, Upper Lansdown Mews and Winifred's Lane.

How would you describe your main interest in the trial?

Please note that there are no schools within the immediate trial area defined above.

- ☐ I live in the trial area as defined above (section 1)
- ☐ I am a visitor to the trial area (by any mode of transport) (section 2)
- ☐ I travel through the trial area to get to other locations (by any mode of transport) including to schools in Lansdown and to the A46, A420 and M4 (section 3)
- ☐ Something else (such as you live in/visit a neighbouring area) (section 4)

Please tell us where you live in the area using the drop-down menu:

- ☐ All Saints Road
- ☐ Cavendish Crescent
- ☐ Cavendish Lodge
- ☐ Cavendish Road
- ☐ Dixon Gardens
- ☐ Hermitage Road
- ☐ Lansdown Crescent / Lansdown Place East & West
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Somerset Place
- ☐ Summerhill Road
- ☐ Upper Lansdown Mews
- ☐ Winifred's Lane
- ☐ Other

Name of road:

Do you have school-age children living with you?

- ☐ Yes
- ☐ No

If yes, which school(s) do they go to:

About your frequency of use before the trial

Before the trial, how often would you travel along Winifred's Lane (specifically) 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 in the area

Before the trial, what was your main mode of travel in the area?

- ☐ 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

Since the introduction of the trial, what is your main mode of travel in the area?

View a map of the area.

- ☐ 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 in the trial area

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

The trial has provided a safer environment for walking and cycling in the trial area as defined above.

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

The trial means that the trial area (as defined above) 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 safer environment for walking and cycling in Winifred's Lane specifically.

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

The trial means that Winifred's Lane specifically is a quieter, more pleasant place to live or visit.

- ☐ 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 through the trial area? Peak journey times are defined as weekday 7-10am and 4-7pm.

During peak times my journey time through the area has increased

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

During off-peak times my journey time through the area has increased

- ☐ 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 in the trial area

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

I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough.

- ☐ 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 trial area with the trial in place.

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

Other impacts

The next two questions ask for your perception of positive and then negative impacts on the key roads within the trial area and surrounding area.

**Which of these roads both inside and outside of the trial area do you feel have had positive impacts since we installed the trial?
Please tick all that apply.**

- ☐ Cavendish Road
- ☐ Hermitage Road
- ☐ Julian Road
- ☐ Lansdown Crescent/Lansdown Place East & West
- ☐ Lansdown Road
- ☐ Marlborough Buildings
- ☐ Morford Street
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Winifred's Lane
- ☐ Another road:

Name of road:

- ☐ None of these roads have been positively impacted
- ☐ I don't know
- ☐ Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the **positive** impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

Which of these roads both inside and outside of the trial area do you feel have had negative impacts since we installed the trial?
Please tick all that apply.

View a map of the trial area.

- ☐ Cavendish Road
- ☐ Hermitage Road
- ☐ Julian Road
- ☐ Lansdown Crescent/Lansdown Place East & West
- ☐ Lansdown Road
- ☐ Marlborough Buildings
- ☐ Morford Street
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Winifred's Lane
- ☐ Another road:

Name of road:

- ☐ None of these roads have been negatively impacted
- ☐ I don't know
- ☐ Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the **negative** impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

Summary:

In your opinion, how effective are the bollards on Winifred's Lane in achieving the aims of the trial?

The aims of the trial are to improve the residential environment and create safer walking and cycling routes in the trial area by reducing through-traffic.

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

In your opinion, how effective is the complementary no-right-turn into Sion Hill (East) in achieving the aims of the trial?

The aims of the trial are to improve the residential environment and create safer walking and cycling routes in the trial area by reducing through-traffic.

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

Winifred's Lane is one of three, linked trials in Lower Lansdown, also including through-traffic restrictions in Gay Street and Catharine Place.

Overall, how effective do you think the three linked trials are in achieving the aim of reducing the number of vehicles in the Lower Lansdown and The Circus area, improving the residential environment, and creating safer walking and cycling routes?

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

About your support

Taking your answers into account, please tell us to what extent you support or object to making the Winifred's Lane 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

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

SECTION 2 (I am a visitor to the trial area)

Please tell us your main reason for visiting the trial area (using any mode of transport).

Please note that there are no schools in the immediate trial area illustrated above. If you are typically travelling to a nearby school, please go back and select 'I travel through the area' in section 1.

- ☐ I deliver goods and services to businesses/homes, including providing care
- ☐ I shop
- ☐ I visit friends and family
- ☐ I work/volunteer

Name of business/organisation:

Please tell us where it is located using the drop-down menu:

- ☐ All Saints Road
- ☐ Cavendish Crescent
- ☐ Cavendish Lodge
- ☐ Cavendish Road
- ☐ Dixon Gardens
- ☐ Hermitage Road
- ☐ Lansdown Crescent / Lansdown Place East & West
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Somerset Place
- ☐ Summerhill Road
- ☐ Upper Lansdown Mews

☐ Winifred's Lane

☐ Other

Name of road:

☐ Something else.

Please explain:

Section 3 (I travel through the area)

Please tell us the main reason you travel through the trial area (using any mode of transport)?

☐ I drop off and collect from schools nearby

Please tell us the name of the school(s):

☐ I work/volunteer at schools nearby

Please tell us the name of the school:

☐ I travel through the area to get to other areas of Bath

☐ I travel to and from the A46/A420/M4 via the trial area

☐ Something else.

Please explain:

I'm less inclined to travel through the trial area (as illustrated above)

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

Section 4 – Something else

Straight to the standard questions.

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.

Theme	Lived in the trial area	Lived outside the trial area	Total
Total comments received	429	762	1,191
Traffic/congestion has increased elsewhere	235	533	768
Restrictions have increased traffic flow past schools	130	302	432
Restrictions have made walking/cycling less safe on surrounding roads	167	227	394
Restrictions have made the surrounding area more dangerous/unsafe (general comment)	111	231	342
Air pollution has increased on other roads which cars are using more	79	209	288
Drivers are not obeying the restrictions/driving dangerously	151	122	273
Restrictions have made driving less safe on other roads	91	159	250
Restrictions will only benefit a few people but inconvenience many	60	186	246
Restrictions have increased journey times	87	149	236
Walking/cycling usage will not increase/has decreased because of the restrictions	74	98	172
Restrictions should be removed/are not wanted/it was fine the way it was	27	107	134
Restrictions have failed to achieve the desired effects of the proposals	49	57	106
Traffic will/has reduced/calmed down	60	36	96
Other reason for opposing/disagreeing with the trial becoming permanent	36	58	94
Some people are reliant on using their cars/driving/alternative options are not suitable	30	60	90
It will be/it is safer to walk	43	38	81
Proposals are a waste of time/money/resources	21	59	80
Traffic noise will/has reduced	44	25	69
Restrictions have made the surrounding area feel less pleasant	30	34	64
Supports further traffic calming measures in the surrounding area	21	31	52

Theme	Lived in the trial area	Lived outside the trial area	Total
Enforcement of the no right turning needs strengthening	37	14	51
Opposes the proposal (general comment)	20	29	49
Noise has increased elsewhere	26	18	44
Safety in the area has improved (general comment)	28	15	43
No right turn is too restricting for residents of the area	21	22	43
Restrictions will/has meant more people will walk/cycle/use active travel	24	17	41
Consultation is biased/leading/unclear	13	27	40
Restrictions have made driving less pleasant	12	27	39
Support the proposal (general comment)	19	15	34
Restrictions have had a positive impact (general comment)	13	20	33
Restrictions should be elsewhere/ different to current ones	11	22	33
It will be/it is safer to cycle	12	18	30
Signage is confusing/roads are difficult to navigate	11	19	30
Restrictions will/have made the neighbourhood feel more pleasant	18	11	29
Knock on effects have not been considered (general comment)	5	23	28
Other traffic calming measures could have been used instead	12	16	28
Restrictions have/will have a negative impact on businesses in the area	6	10	16
Restrictions will/have reduced air pollution	12	3	15
Suggests restrictions on particular vehicle types	3	10	13
Restrictions have made the neighbourhood feel safer	11	1	12
I have seen no change	4	1	5
Drivers have adjusted to the measures already	3	1	4
Restrictions have affected ability to park vehicles	2	2	4

Appendix C Impact of the trial on the area

The tables below show 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 whether the respondent lived in the trial area or outside it.

Table C1: The trial has provided a safer environment for walking and cycling in the trial area

Level of agreement	Lived in trial area		Lived outside trial area		Total response	
	N	%	N	%	N	%
Strongly agree	103	23%	68	8%	171	13%
Agree	19	4%	18	2%	37	3%
Neither agree nor disagree	16	4%	40	5%	56	4%
Disagree	44	10%	119	14%	163	13%
Strongly disagree	268	59%	560	67%	828	64%
I don't know	4	1%	30	4%	34	3%
Total	454	100%	835	100%	1,289	100%

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

Table C2: The trial means that the trial area is a quieter, more pleasant place to live or visit

Level of agreement	Lived in trial area		Lived outside trial area		Total response	
	N	%	N	%	N	%
Strongly agree	107	24%	67	8%	174	13%
Agree	14	3%	18	2%	32	2%
Neither agree nor disagree	28	6%	56	7%	84	7%
Disagree	50	11%	145	17%	195	15%
Strongly disagree	254	56%	495	59%	749	58%
I don't know	1	0%	54	6%	55	4%
Total	454	100%	835	100%	1,289	100%

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

Table C3: The trial has provided a safer environment for walking and cycling in Winifred's Lane specifically

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	113	25%	81	10%	194	15%
Agree	61	13%	125	15%	186	14%
Neither agree nor disagree	64	14%	154	18%	218	17%
Disagree	43	9%	73	9%	116	9%
Strongly disagree	136	30%	299	36%	435	34%
I don't know	37	8%	103	12%	140	11%
Total	454	100%	835	100%	1,289	100%

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

Table C4: The trial means that Winifred's Lane specifically is a quieter, more pleasant place to live or visit

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	114	25%	81	10%	195	15%
Agree	45	10%	89	11%	134	10%
Neither agree nor disagree	91	20%	170	20%	261	20%
Disagree	32	7%	82	10%	114	9%
Strongly disagree	102	22%	254	30%	356	28%
I don't know	70	15%	159	19%	229	18%
Total	454	100%	835	100%	1,289	100%

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

Table C5: During peak times my journey time through the area has increased

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	236	54%	538	68%	774	63%
Agree	72	17%	131	17%	203	17%
Neither agree nor disagree	58	13%	68	9%	126	10%
Disagree	22	5%	19	2%	41	3%
Strongly disagree	45	10%	30	4%	75	6%
I don't know	1	0%	5	1%	6	0%
Total	434	100%	791	100%	1,225	100%

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

Table C6: During off-peak times my journey time through the area has increased

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	173	40%	403	51%	576	47%
Agree	97	22%	218	27%	315	26%
Neither agree nor disagree	98	22%	106	13%	204	17%
Disagree	23	5%	25	3%	48	4%
Strongly disagree	45	10%	34	4%	79	6%
I don't know	0	0%	11	1%	11	1%
Total	436	100%	797	100%	1,233	100%

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

Table C7: I'm less inclined to travel through the trial area

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	N/A	N/A	37	5%	37	5%
Agree	N/A	N/A	76	11%	76	11%
Neither agree nor disagree	N/A	N/A	70	10%	71	10%
Disagree	N/A	N/A	161	23%	161	23%
Strongly disagree	N/A	N/A	341	49%	341	49%
I don't know	N/A	N/A	6	1%	6	1%
Total	N/A	N/A	691	100%	692	100%

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

Table C8: I'm more inclined to walk or cycle to and from my destination in the trial area

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	77	18%	53	7%	130	11%
Agree	19	4%	13	2%	32	3%
Neither agree nor disagree	43	10%	30	4%	73	6%
Disagree	62	14%	93	12%	155	13%
Strongly disagree	233	53%	601	76%	834	68%
I don't know	2	0%	1	0%	3	0%
Total	436	100%	791	100%	1,227	100%

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

Table C9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	38	18%	29	5%	67	9%
Agree	8	4%	7	1%	15	2%
Neither agree nor disagree	13	6%	29	5%	42	6%
Disagree	24	11%	47	9%	71	9%
Strongly disagree	132	61%	432	79%	564	74%
I don't know	1	0%	1	0%	2	0%
Total	216	100%	545	100%	761	100%

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

Table C10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	83	25%	138	20%	221	22%
Agree	53	16%	86	13%	139	14%
Neither agree nor disagree	83	25%	156	23%	239	23%
Disagree	44	13%	112	16%	156	15%
Strongly disagree	67	20%	186	27%	253	25%
I don't know	4	1%	10	1%	14	1%
Total	334	100%	688	100%	1,022	100%

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

Appendix D Impact of the trial on the area

The tables below show 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 has provided a safer environment for walking and cycling in the trial area

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	165	83%	0	0%	6	1%	171	13%
Agree	23	12%	3	33%	11	1%	37	3%
Neither agree nor disagree	5	3%	2	22%	49	5%	56	4%
Disagree	3	2%	0	0%	160	15%	163	13%
Strongly disagree	3	2%	2	22%	823	76%	828	64%
I don't know	1	1%	2	22%	31	3%	34	3%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D2: The trial means that the trial area is a quieter, more pleasant place to live or visit

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	168	84%	0	0%	6	1%	174	13%
Agree	22	11%	0	0%	10	1%	32	2%
Neither agree nor disagree	2	1%	3	33%	79	7%	84	7%
Disagree	3	2%	2	22%	190	18%	195	15%
Strongly disagree	4	2%	1	11%	744	69%	749	58%
I don't know	1	1%	3	33%	51	5%	55	4%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D3: The trial has provided a safer environment for walking and cycling in Winifred's Lane specifically

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	178	89%	0	0%	16	1%	194	15%
Agree	15	8%	3	33%	168	16%	186	14%
Neither agree nor disagree	2	1%	3	33%	213	20%	218	17%
Disagree	1	1%	0	0%	115	11%	116	9%
Strongly disagree	2	1%	0	0%	433	40%	435	34%
I don't know	2	1%	3	33%	135	13%	140	11%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D4: The trial means that Winifred's Lane specifically is a quieter, more pleasant place to live or visit

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	175	88%	0	0%	20	2%	195	15%
Agree	16	8%	3	33%	115	11%	134	10%
Neither agree nor disagree	3	2%	2	22%	256	24%	261	20%
Disagree	0	0%	0	0%	114	11%	114	9%
Strongly disagree	1	1%	0	0%	355	33%	356	28%
I don't know	5	3%	4	44%	220	20%	229	18%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D5: During peak times my journey time through the area has increased

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	2	1%	0	0%	772	75%	774	63%
Agree	18	10%	3	43%	182	18%	203	17%
Neither agree nor disagree	69	37%	4	57%	53	5%	126	10%
Disagree	26	14%	0	0%	15	1%	41	3%
Strongly disagree	68	37%	0	0%	7	1%	75	6%
I don't know	2	1%	0	0%	4	0%	6	0%
Total	185	100%	7	100%	1,033	100%	1,225	100%

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

Table D6: During off-peak times my journey time through the area has increased

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	3	2%	0	0%	573	55%	576	47%
Agree	11	6%	1	14%	303	29%	315	26%
Neither agree nor disagree	71	38%	5	71%	128	12%	204	17%
Disagree	30	16%	1	14%	17	2%	48	4%
Strongly disagree	68	37%	0	0%	11	1%	79	6%
I don't know	2	1%	0	0%	9	1%	11	1%
Total	185	100%	7	100%	1,041	100%	1,233	100%

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

Table D7: I'm less inclined to travel through the trial area

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	6	12%	0	0%	31	5%	37	5%
Agree	4	8%	0	0%	72	11%	76	11%
Neither agree nor disagree	17	33%	2	50%	52	8%	71	10%
Disagree	6	12%	0	0%	155	24%	161	23%
Strongly disagree	19	37%	2	50%	320	50%	341	49%
I don't know	0	0%	0	0%	6	1%	6	1%
Total	52	100%	4	100%	636	100%	692	100%

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

Table D8: I'm more inclined to walk or cycle to and from my destination in the trial area

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	122	63%	0	0%	8	1%	130	11%
Agree	28	14%	0	0%	4	0%	32	3%
Neither agree nor disagree	28	14%	4	50%	41	4%	73	6%
Disagree	11	6%	2	25%	142	14%	155	13%
Strongly disagree	5	3%	2	25%	827	81%	834	68%
I don't know	0	0%	0	0%	3	0%	3	0%
Total	194	100%	8	100%	1,025	100%	1,227	100%

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

Table D9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	62	70%	0	0%	5	1%	67	9%
Agree	11	13%	0	0%	4	1%	15	2%
Neither agree nor disagree	10	11%	1	33%	31	5%	42	6%
Disagree	3	3%	1	33%	67	10%	71	9%
Strongly disagree	2	2%	1	33%	561	84%	564	74%
I don't know	0	0%	0	0%	2	0%	2	0%
Total	88	100%	3	100%	670	100%	761	100%

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

Table D10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	117	68%	0	0%	104	12%	221	22%
Agree	36	21%	2	40%	101	12%	139	14%
Neither agree nor disagree	18	11%	3	60%	218	26%	239	23%
Disagree	0	0%	0	0%	156	18%	156	15%
Strongly disagree	0	0%	0	0%	253	30%	253	25%
I don't know	0	0%	0	0%	14	2%	14	1%
Total	171	100%	5	100%	846	100%	1,022	100%

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

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Lower Lansdown and The Circus Liveable Neighbourhood

Traffic Monitoring

Document Ref: 30187260-ARC-XXX-XX-TR-TP-00001

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Lower Lansdown and The Circus Liveable Neighbourhood

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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 individual vehicles passing a camera location and record the length of time it takes a vehicle 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 and active travel flows, vehicle turning counts, and vehicle speed data collected by a third party on behalf of the Council before the installation of the through-traffic restriction trial. It allows a comparison to be made 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 through-traffic restrictions.
Link	A road, or a section of a road between junctions, for example Lansdown Road (Belmont) between Bennett Street and Alfred Street.
Link Count	The observed or recorded volume of motor vehicles on a roadway connecting two nodes (e.g. intersections, junctions or other points of interest). Expressed as the number of vehicles recorded during the stated time-period. Including OGVs, LGVs, car, bus, and motorcycle.
Liveable Neighbourhood	An area identified under the Council's Liveable Neighbourhood programme where plans are in place for 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 but can 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 it 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.

Term	Definition
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.
Post-Installation (In-trial) 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

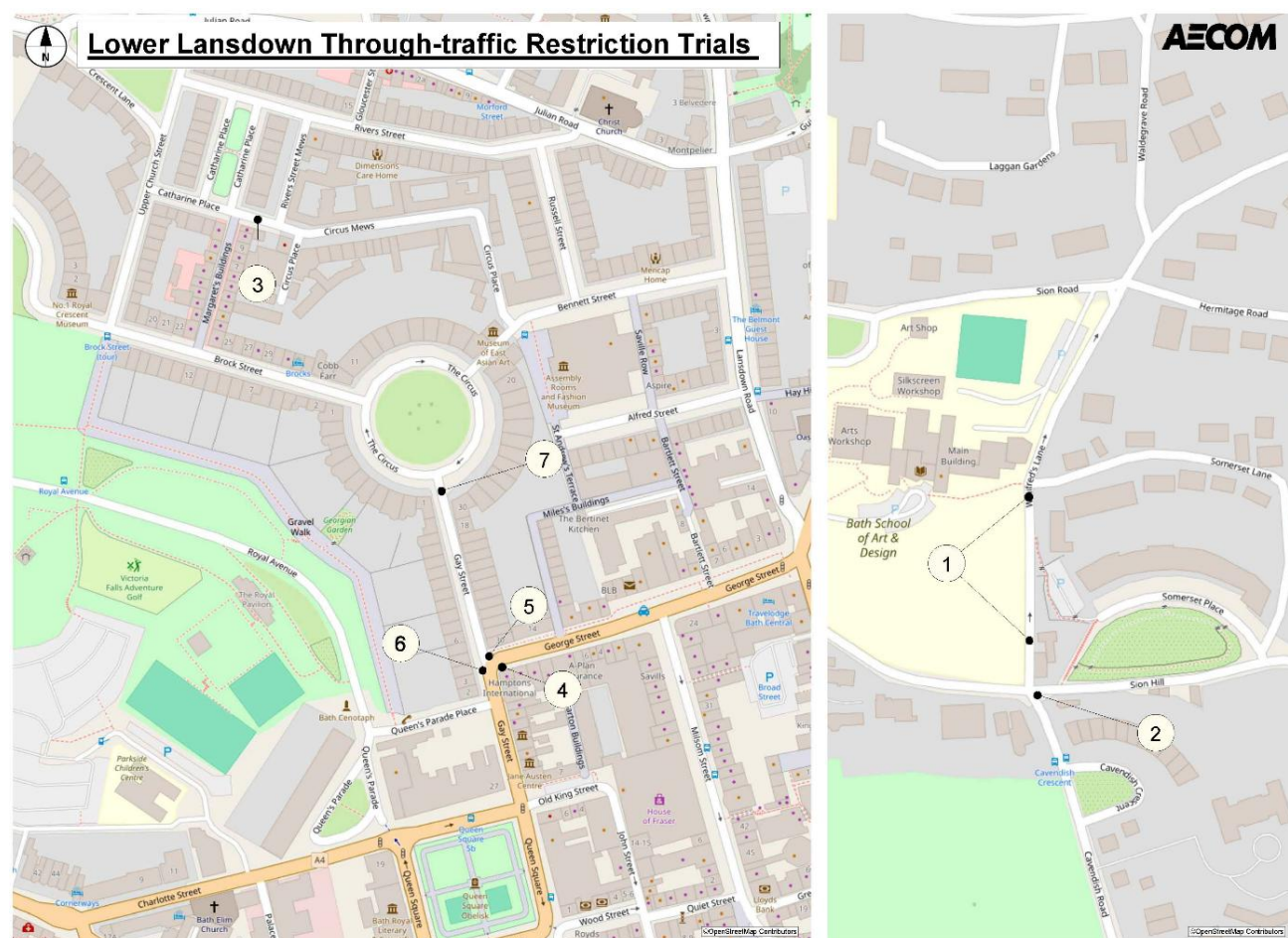
1.1 Overview

- 1.1.1 This report has been prepared by Arcadis on behalf of Bath & North East Somerset Council (B&NES). It presents a comparison of traffic data collected before and after three, linked through-traffic restriction trials were installed on Catharine Place, Gay Street and Winifred's Lane in November 2024 as part of the Lower Lansdown and The Circus Liveable Neighbourhood (LN).
- 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 The Trial

- 1.2.1 The three, linked through-traffic restrictions were installed under a single Experimental Traffic Regulation Order (ETRO) in November 2024 for an initial period of six months. The measures listed and numbered below relate to the numbers on the map illustrated in Figure 1:
 - 1. A through-traffic restriction on Winifred's Lane comprising one set of bollards placed just north of Holywell House and one set of bollards placed just south of Somerset Lane
 - 2. A no right turn into Sion Hill (east) from the top of Cavendish Road applying to motor vehicles but not cyclists
 - 3. A through-traffic restriction on Catharine Place comprising of a set of bollards between the junctions of Margaret's Buildings and River Street Mews
 - 4. A no-entry into Gay Street (north) from the George Street (A4) junction applying to all northbound vehicles but not cyclists
 - 5. A left-turn-only into George Street for vehicles exiting this upper stretch of Gay Street. Additionally, a contraflow bike lane and pedestrian island crossing was installed at the foot of Gay Street (north).
 - 6. Vehicles prohibited from travelling south towards Queen Square when exiting the upper stretch of Gay Street
 - 7. Two-way traffic is maintained but with entry only via The Circus

Figure 1 Lower Lansdown Through-Traffic Restriction Trials



1.2.2 The trials in Winifred's Lane, Catharine Place and Gay Street have been introduced under the Council's **LN programme**. In line with the broader objectives of the LN programme, the restrictions aim to:

- Reduce excessive traffic in this central, residential area,
- Discourage commuter traffic using residential streets in the area as a short cut to and from the A46/M4,
- Keep through-traffic on the main road and disperse local traffic across a wider area, and
- Create safer routes for walking and cycling through the area.

1.2.3 Before the trial was installed at the beginning of November, and until 16th December 2023, the Council placed temporary variable message signs at the junction of Weston Road and Cavendish Road for motorists approaching from the west, south and east. These informed motorists of the no-through-route to Lansdown using Cavendish Road/Winifred's Lane.

1.2.4 The Council placed two additional signs for the duration of the trial at both ends of Marlborough Buildings, alerting drivers to the no-through-route to Lansdown via Winifred's Lane.

1.2.5 The trial does not restrict vehicular access to homes or businesses, but it may require drivers to take alternative routes.

1.3 Description of Trials

- 1.3.1 Under the trial, through-traffic restrictions (two rows of bollards across the road) were installed on Winifred's Lane, placed just south of Somerset Lane and just north of Sion Hill. The aim of this trial was to sever a popular short cut taken by motorists along Cavendish Road and Winifred's Lane to avoid the main roads including Lansdown Road and/or Julian Road. Along with a through-traffic restriction (row of bollards) the council introduced a no right turn into Sion Hill (east) that also feeds into Lansdown Road, (albeit further south) to reduce northbound short-cuts via Cavendish Road.
- 1.3.2 The area has several private schools and a Bath Spa University campus to the north of Cavendish Road and Winifred's Lane, drawing pupils, students and visitors from around the city. Traffic and active travel were monitored in the private-school holiday and all-school holidays during the first two weeks in April, respectively, to measure the impact of the school-run.
- 1.3.3 A row of bollards was also placed on Catharine Place in Lower Lansdown between the junction of Rivers Street Mews and Margaret's Buildings.
- 1.3.4 Additionally, traffic restrictions were applied to Gay Street (north) at its junction with George Street. This included no access to Gay Street (north) from the A4 Gay Street (south) and no-exit from Gay Street (north) to A4 Gay Street (south). Under the restrictions, motor vehicles can enter and exit Gay Street (north) via The Circus and exit by turning left onto the A4 George Street.
- 1.3.5 During the trial, a contraflow bike lane and pedestrian island crossing were also installed at the foot of Gay Street (north) where the junction was narrowed. The aim is to sever a direct north-south short cut for motor vehicles through the historic centre of Bath and improve access for cyclists and pedestrians through the area.

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 restrictions; 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 trials on Winifred's Lane, Gay Street and Catharine Place, as described above in Section 1.2.

2.3 About the Monitoring

- 2.3.1 The legal order for the scheme came into effect on 1st November 2024 and the consultation for the through-traffic restriction trial was in effect from 1 November 2024 to 30 April 2025. Construction of all trials was complete by 6 November 2024.
- 2.3.2 Baseline data was collected in 2023 in and around the area in anticipation of the trials. The data was collected during:
- 6th November to 13th November 2023
 - 15th November to 21st November 2023
 - 30th November to 1st December 2023.
- 2.3.3 The baseline data gathered average daily counts over the course of seven consecutive days.
- 2.3.4 Additionally, baseline data was collected for Somerset Lane in the Winifred's Lane area on seven consecutive days from 4th June 2024 to 10th June 2024.
- 2.3.5 In-trial traffic data was collected over the course of seven consecutive days during the following dates:
- 8th November – 14th November 2024
 - 31st January – 6th February 2025
 - 7th March – 13th March 2025
 - 28th March – 3rd April 2025
 - 8th April – 14th April 2025.
- 2.3.6 By comparing in-trial average daily counts with baseline data, the impacts of the trial can be considered.
- 2.3.7 Monitoring was conducted outside of school holidays as per usual practice, except for 28th March – 3rd April 2025 (private school holidays) and 8th – 14th April 2025 (private and state school holidays) for the purpose of analysing the impact of private and state school traffic local to the area.

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 2, Figure 3 and Figure 4. 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.
- 2.4.2 Table 1 shows variance in baseline dates between sites and some slight variance in in-trial dates for November 2024. This is due to a range of factors including roadworks, contractor and equipment availability.

Table 1 Baseline and In-trial Data Collection Methodology

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Motor Vehicle Counts						
Bennett Street, between Circus Place and Russell Street	L10	ATC8	Link Count	ATC	15/11/2023 - 21/11/2023	08/11/2024 - 14/11/2024 10/02/2025 - 16/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 13/04/2025
Brock Street, between Upper Church Street and Margaret's Buildings	L12	ATC7	Link Count	ATC	15/11/2023 - 21/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	ATC2	Link Count	ATC	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Crescent Lane, between Julian Road and Upper Church Street	L14	ATC4 / ATC5	ATC	ATC	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Gloucester Street, between Julian Road and Rivers Street	L6	ATC11	Link Count	ATC	15/11/2023 - 21/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Julian Road, between Crescent Lane and Northampton Street	L16		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Lansdown Crescent / Lansdown Place East	L3a		Radar Survey		07/12/2023 - 13/12/2023	

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Lansdown Lane, between Beresford Gardens and Leighton Road	L17		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Lansdown Road, between Lansdown Park and Fonthill Road	L18		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Lansdown Road (Belmont), between Bennett Street and Alfred Street	L11		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Morford Street, between Lansdown Road and Julian Road	L7	ATC12	Link Count	ATC	30/10/2023 - 12/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Rivers Street, between Gloucester Street and Russell Street	L8	ATC5 / ATC6	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Russell Street between Rivers Street and Bennett Street	L9	ATC8 / ATC9	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Sion Hill (East), between Cavendish Road and Somerset Place	L3	ATC3	ATC	ATC	N/A	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Sion Road, between Sion Hill (West) and The Gardens (Bath Spa University Campus)	L5	ATC1	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Somerset Lane, between Winifred's Lane and Somerset Place	L2	ATC1 / ATC4	ATC	ATC	04/06/2024 - 10/06/2024	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Upper Church Street, between Julian Road and Rivers Street	L15	ATC9 / ATC10	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Winifred's Lane (North), between Somerset Lane and Sion Road	L1a		N/A	Link Count inc. active travel	N/A	31/01/2025 - 06/02/2025
Winifred's Lane (South), between Sion Hill and Somerset Lane	L1		Link Count inc. active travel	Link Count inc. active travel	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Travel Times on Roads						
A4 Gay Street, between George Street and Queen Square	TTL8		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
A4 George Street, between Gay Street and Lansdown Road	TTL7		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Bennett Street, between Lansdown Road and The Circus	TTL10		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Brock Street, between The Circus and Upper Church Street	TTL11		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Cavendish Road, between Sion Hill and Weston Road	TTL17		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Crescent Lane, between Julian Road and Upper Church Street	TTL13		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Gay Street, between The Circus and George Street	TTL9		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Julian Road, between Crescent Lane and Morford Street	TTL14		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Julian Road, between Morford Street and Lansdown Road	TTL15		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	TTL19		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Bennett Street and George Street	TTL6		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between College Road and Sion Road	TTL1		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Julian Road and Bennett Street	TTL5		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Morford Street and Julian Road	TTL4		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Morford Street and Lansdown Place East	TTL3		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Sion Road and Lansdown Place East	TTL2		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Morford Street, between Lansdown Road and Julian Road	TTL16		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Hill, between Sion Road and Winifred's Lane	TTL21		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Hill, between Winifred's Lane and Somerset Place	TTL18		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Road, between Lansdown Road and Winifred's Lane	TTL23		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Road, between Sion Hill and Winifred's Lane	TTL22		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Upper Church Street, between Brock Street and Crescent Lane	TTL12		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Winifred's Lane, between Sion Hill and Sion Road	TTL20		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Active Travel Counts						
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13		Link Count inc. Active Travel	Link Count inc. Active Travel	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Winifred's Lane (South), between Sion Hill and Somerset Lane	L1		Link Count inc. active travel	Link Count inc. active travel	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025

Note: Some ATC Nos. vary due to re-siting of survey equipment and changes in survey methodologies between monitoring periods.

Baseline

2.4.3 Baseline data was collected across the Lansdown area, including on the three linked trial streets and on surrounding residential streets and main roads that might also benefit from the trials or carry potential displacement traffic during the trials. The baseline monitoring was conducted during the periods of:

- 7th November 2023 to 13th November 2023
- 15th November 2023 to 21st November 2023
- 30th November 2023 to 1st December 2023
- 7th December 2023 to 13th December 2023
- 3rd June 2024 to 11th June 2024

2.4.4 The following baseline data was collected:

- Motor vehicle traffic flow data from Automatic Traffic Counters (ATCs), permanent survey sites, and temporary radar surveys.
- Motor vehicle and active travel traffic flow data from temporary camera surveys.
- Motor vehicle turning count data (i.e. nos. of vehicles turning into a junction) using temporary camera surveys

2.4.5 In addition, baseline ATC data was also collected for the month of June 2024 for Somerset Lane.

2.4.6 The above surveys are described in more detail in the sections that follow.

Motor Vehicle Traffic Flows

2.4.7 The position of monitors to measure traffic flow in the area, plus the methods used and the dates that the monitoring was conducted, are described in Table 1. The motor vehicle traffic surveys recorded the following vehicle types:

- Motorcycles
- Cars
- Light goods vehicles (vans)
- Heavy good vehicles (lorries)
- Buses and coaches

2.4.8 Most baseline counts were conducted using ATCs and Link Counts (video survey) except Sion Hill (East) (L3), which was conducted using junction turning counts.

2.4.9 All baseline counts were undertaken in November 2023 except for Somerset Lane which was undertaken in June 2024 which was added on request.

2.4.10 All baseline counts were undertaken for continuous 24-hour periods, apart from L1 and L13 (Winifred's Lane (South) and Catharine Place) which were conducted during 0600-2200. These counts were undertaken via temporary camera survey in order to capture active travel movements. The cameras did not record for 24 hours therefore the data was recorded for the hours 0600-2200 daily.

Active Travel Flows

- 2.4.11 A baseline survey of active travel flows was conducted using temporary camera surveys on Catharine Place (between Margarets Buildings and Rivers Street Mews, and on Winifred's Lane (between Somerset Lane and Sion Hill) from 7th to the 13th of November 2023.
- 2.4.12 In addition, cyclist flows on Gay Street (North) have been derived from the turning count data recorded at the junction of the A4 Gay Street / A4 George Street / Gay Street.
- 2.4.13 Active travel flows were recorded from 0600 to 2200.
- 2.4.14 The active travel surveys recorded the following travel modes (except for on Gay Street (North), as set out above):
- Pedestrians (inclusive of wheelchair users or mobility scooters).
 - Cyclists.

In Trial

- 2.4.15 In-trial data was collected during the periods of:
- 7th November – 15th November or 8th November – 14th November 2024
 - 31st January – 6th February 2025
 - 7th March – 13th March 2025
 - 28th March – 3rd April 2025
 - 8th April – 14th April 2025
- 2.4.16 The following monitoring data was collected:
- Motor vehicle traffic flow data from Automatic Traffic Counters (ATCs), permanent survey sites, and temporary radar surveys.
 - Motor vehicle and active travel traffic flow data from temporary camera surveys.
- 2.4.17 The in-trial data collection periods, methods and locations are set out in Table 1.
- 2.4.18 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

- 2.4.19 During the in-trial data collection periods, data was collected mostly by ATC and by link counts for L1, L1a, L5, L11, L13, L16 and L17.
- 2.4.20 All motor vehicle in-trial counts were undertaken for continuous 24-hour periods, apart from L1 and L13 (Winifred's Lane (South) and Catharine Place) which were conducted during 0600-2200. These counts were undertaken via temporary camera survey in order to capture active travel movements. The cameras did not record for 24 hours therefore the data was recorded for the hours 0600-2200 daily.

Active Travel Flows

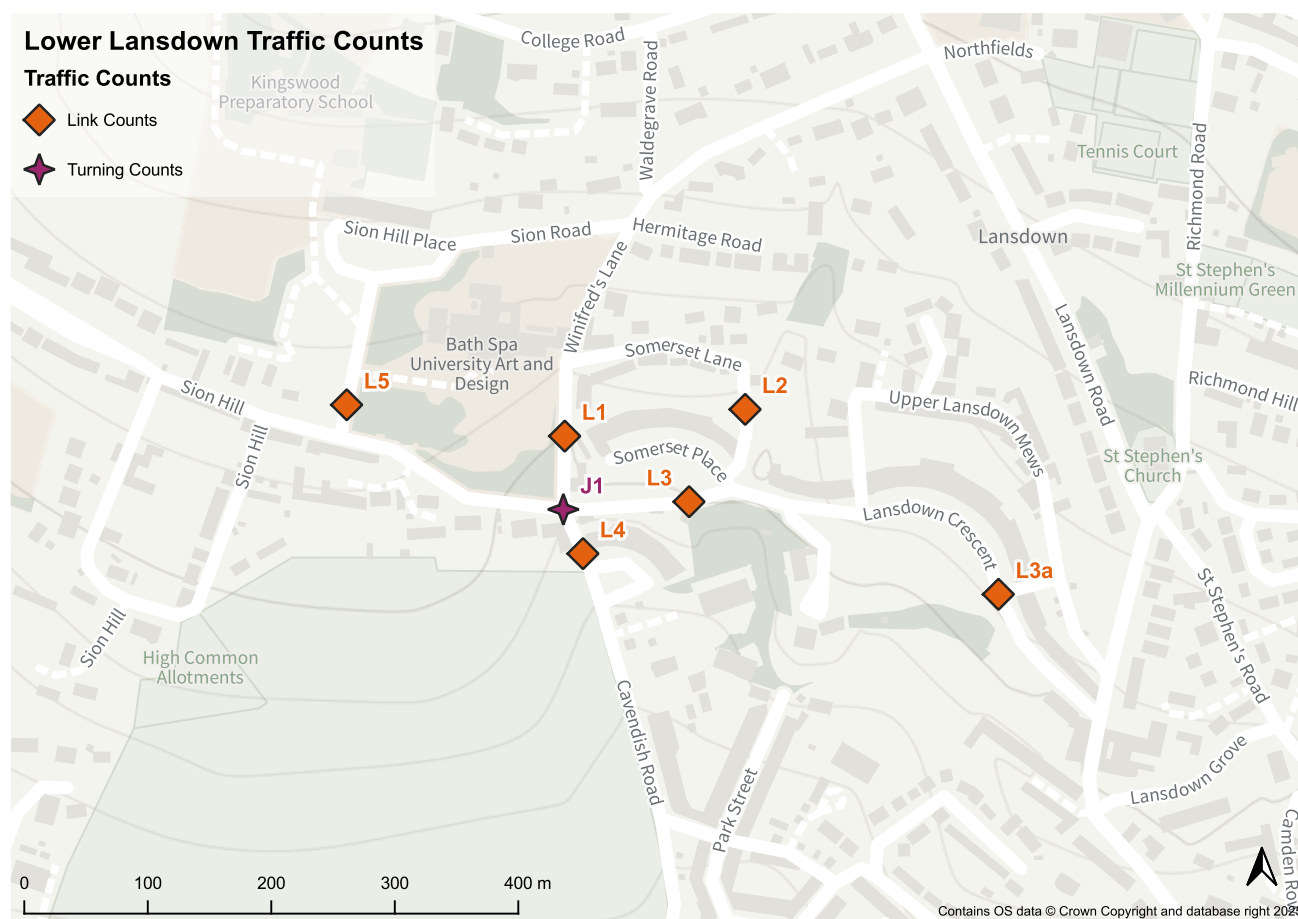
- 2.4.21 In-trial surveys of active travel flows were conducted using temporary camera surveys on Catharine Place (between Margarets Buildings and Rivers Street Mews, and Winifred's Lane (between Somerset Lane and Sion Hill).
- 2.4.22 In addition, cyclist flows on Gay Street (North) have been derived from the turning count data recorded at the junction of the A4 Gay Street / A4 George Street / Gay Street
- 2.4.23 In-trial active travel flows were recorded from 0600 to 2200.
- 2.4.24 The in-trial active travel surveys recorded the following travel modes (except for on Gay Street (North), as set out above):
- Pedestrians (inclusive of wheelchair users or mobility scooters).
 - Cyclists.

3 Analysis

3.1 Data Presentation

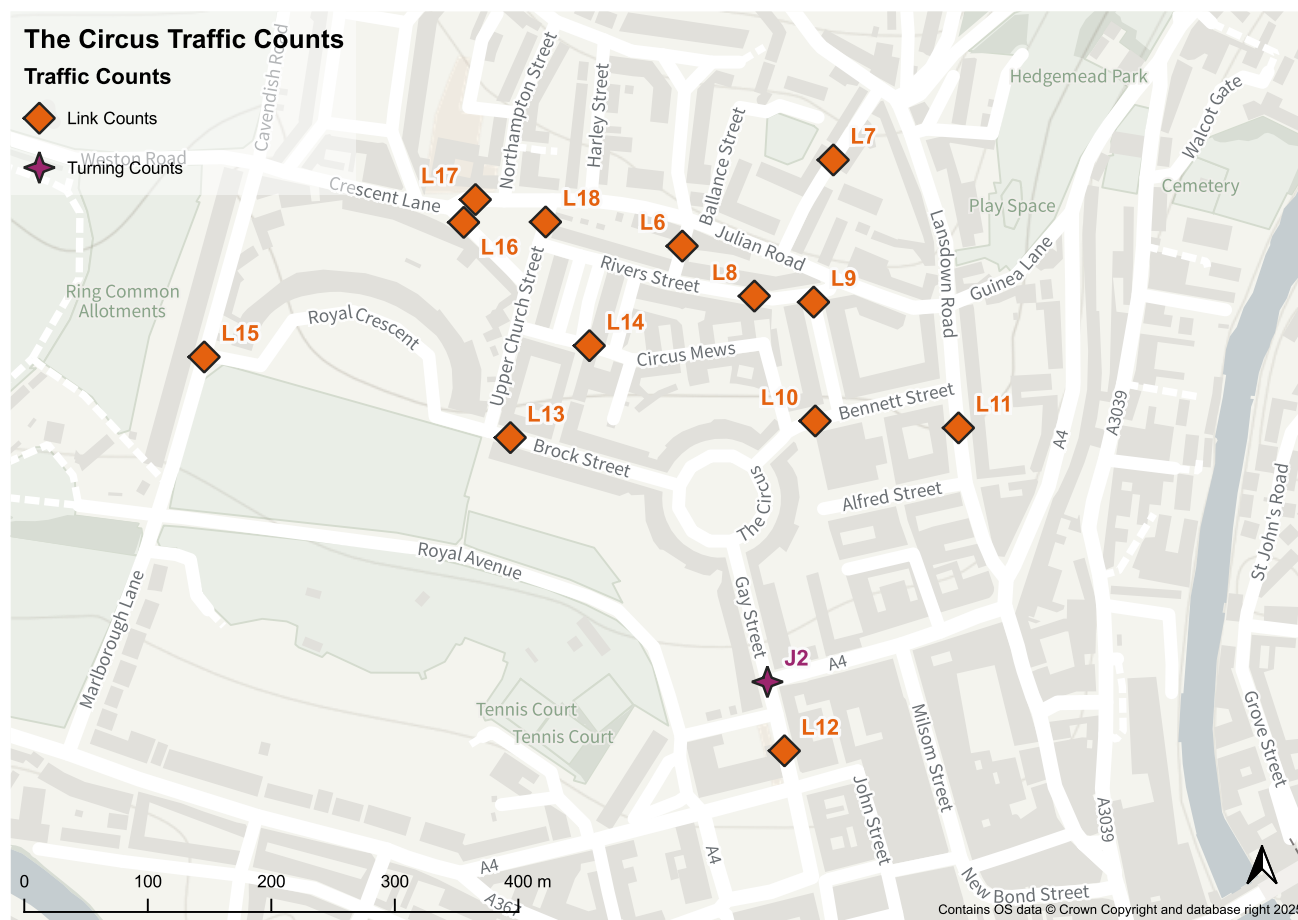
- 3.1.1 Most of the motor-vehicle traffic flows were collected for 7 days for continuous 24-hour periods. On this basis, motor-vehicle traffic flows, for both the baseline and in-trial periods, are presented as average day 24-hour flows. Where motor-vehicle flows were recorded for other periods, factors 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 during 0600 to 2200 hours, therefore average day 0600-2200 data is presented for both the baseline and in-trial periods.
- 3.1.3 The locations of the traffic counts around the Lower Lansdown area are mapped in Figure 2.

Figure 2 Locations of Lower Lansdown Traffic Counts



- 3.1.4 The locations of the traffic counts around The Circus area are mapped in Figure 3.

Figure 3 Locations of The Circus Traffic Counts



3.1.5 The locations of the traffic counts around the Upper Weston and Lansdown areas are mapped in Figure 4.

Upper Weston and Lansdown Traffic Counts

Traffic Counts

- Link Counts
- Turning Counts

0 250 500 750 1,000 m

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3.2.1 The following sections set out the observations made following 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.

Baseline

- Lower Lansdown and The Circus Liveable Neighbourhood
Traffic Monitoring
30187260-ARC-XXX-XX-TR-TP-00001-P06 Lower Lansdown The Circus Traffic Monitoring

Table 2 Baseline Motor-Vehicle Traffic Flows (7-day average 24 hours totalling both directions)

Road Name	Count No.	All Vehicles
Bennett Street, between Circus Place and Russell Street	L10	2,839
Brock Street, between Upper Church Street and The Circus	L12	1,279
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13	415
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	3,248
Crescent Lane, between Julian Road and Upper Church Street	L14	1,590
Gloucester Street, between Julian Road and Rivers Street	L6	189
Julian Road, between Upper Church Street and Harley Street	L16	8,365
Lansdown Crescent / Lansdown Place East	L3a	1,502
Lansdown Lane, between Beresford Gardens and Leighton Road	L17	7,336
Lansdown Road, between Bennett Street and Alfred Street	L11	8,452
Lansdown Road, between Lansdown Park and Fonthill Road	L18	8,346
Morford Street, between Lansdown Road and Julian Road	L7	4,040
Rivers Street, between Gloucester Street and Russell Street	L8	331
Russell Street, between Rivers Street and Bennett Street	L9	630
Sion Hill (East), between Cavendish Road and Somerset Place	L3	*
Sion Road, between Sion Hill and The Gardens	L5	1,022
Somerset Lane, between Winifred's Lane and Somerset Place	L2	50
Upper Church Street, between Julian Road and Rivers Street	L15	564
Winifred's Lane, between Somerset Lane and Sion Hill	L1	1,303

* Monitoring on Sion Hill (East) was conducted during the trial but not at baseline, primarily to measure non-compliance with the new no-right-turn at the top of Cavendish Road which was introduced as part of the Winifred's Lane trial.

Figure 5 Lower Lansdown Baseline Motor Vehicle Two-way Traffic Flows

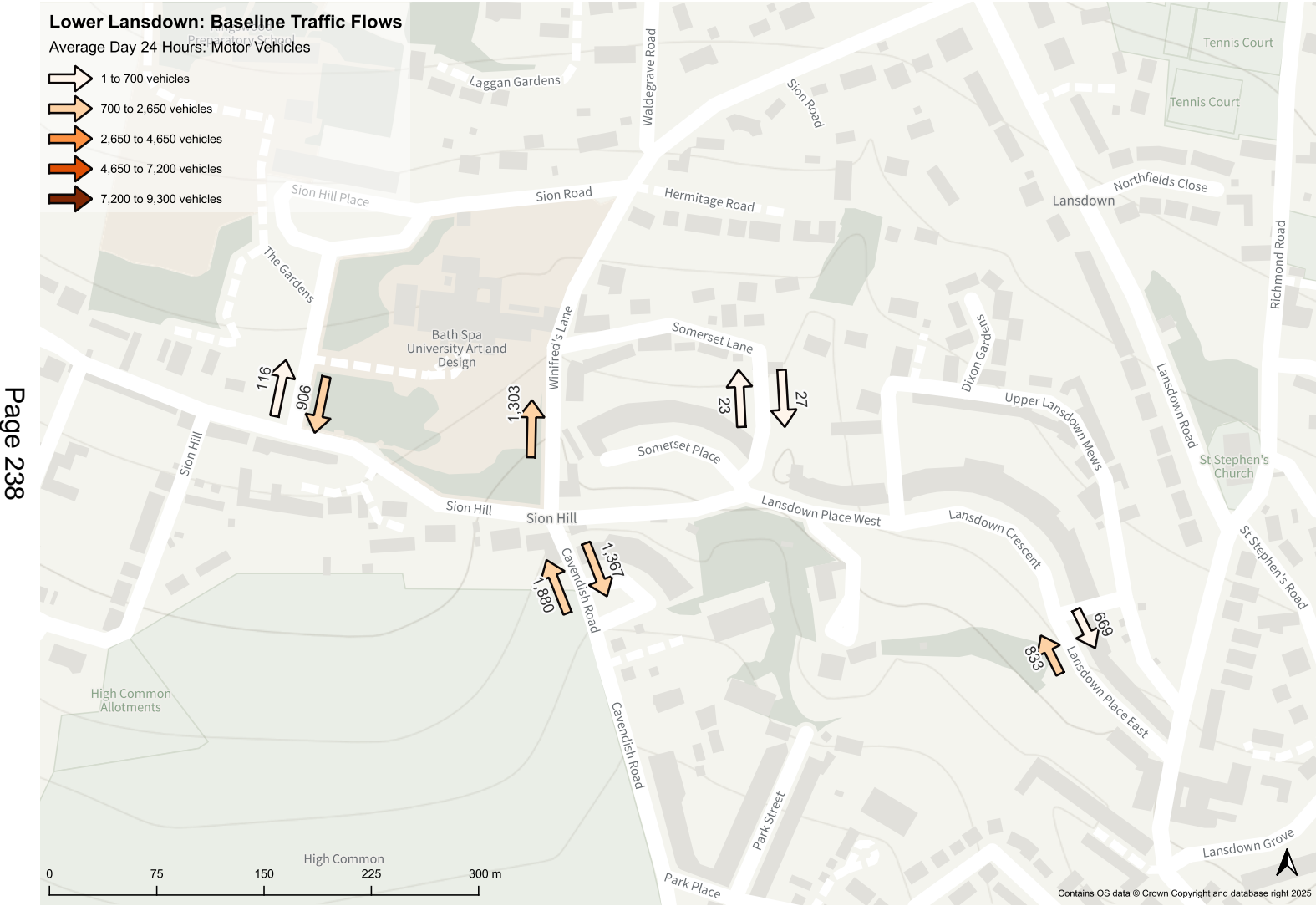


Figure 6 The Circus Baseline Motor Vehicle Two-way Traffic Flows

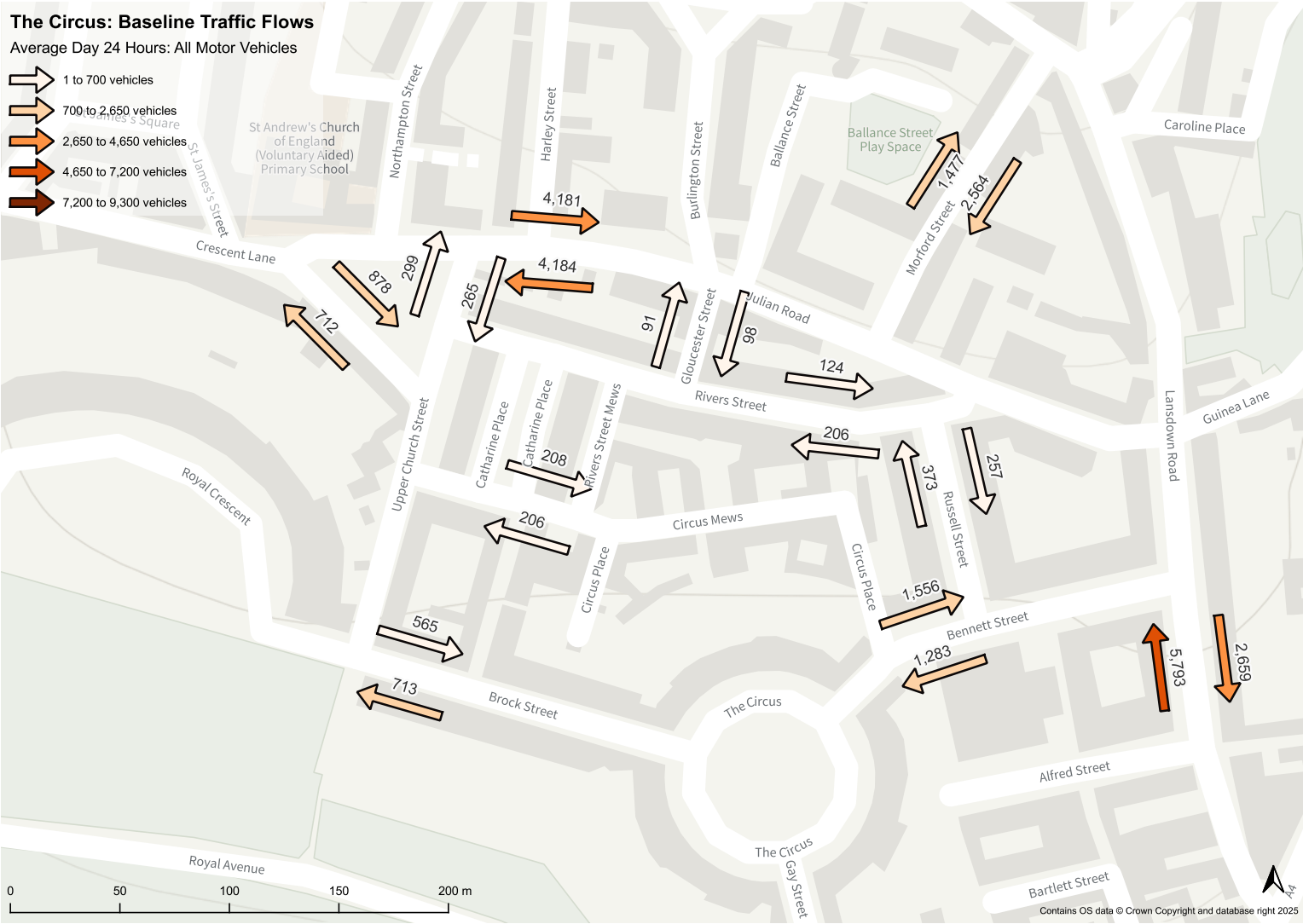


Figure 7 Upper Weston and Lansdown Baseline Motor Vehicle Two-way Traffic Flows



- 3.2.3 The data shows that, over 7 days, Lansdown Road carried the highest traffic flows during the baseline survey period, with a daily average of 8,346 to 8,452 motor vehicles travelling on the road (i.e. in both directions). Julian Road was used by a daily average of 8,365 motor vehicles, and Lansdown Lane was used by 7,336 motor vehicles.
- 3.2.4 Morford Street carried a daily average of 4,040 motor vehicles, Cavendish Road carried 3,248, and Bennett Street and Brock Street carried 2,839 and 1,279 motor vehicles respectively.
- 3.2.5 Sion Road carried a daily average of 1,022 vehicles, Winifred's Lane carried 1,303 vehicles, and Crescent Lane carried 1,590 vehicles.
- 3.2.6 The local roads of Catharine Place, Gloucester Street, Rivers Street, Russell Street, Somerset Lane and Upper Church Street carried a daily average of 50 to 630 motor vehicles in both directions.
- 3.2.7 For most roads, the directional split of motor traffic flows was within six percentage points of a 50:50 split. However, it was found that:
- On Lansdown Road, between Bennett Street and Alfred Street, the majority (69%) of traffic travelled northbound. This is likely due to eastbound traffic using Guinea Lane as a shorter route towards the A4 London Road.
 - On Morford Street and Russell Street the majority (63% and 62% respectively) of traffic travelled southbound.
 - On Sion Road, between Sion Hill and The Gardens, the majority (89%) of traffic travelled southbound.
 - On Winifred's Lane, between Somerset Lane and Sion Hill, 100% of traffic travelled northbound as per the one-way system in place at the time.

In-Trial

- 3.2.8 Average in-trial motor-vehicle traffic flows are set out in Table 3. The flows are mapped in Figure 8 to Figure 22 for November 2024, February 2025, March 2025 and April 2025 (Week 1 and 2).
- 3.2.9 NB: Baseline counts for Sion Hill (east) were not collected and only introduced during the trial to monitor non-compliance with the new right-hand turn.

Table 3 In-trial Motor-vehicle traffic flows (7-day average totalling both directions)

Road	Baseline	Count No.	November 2024 All Vehicles	February 2025 All Vehicles	March 2025 All Vehicles	April Wk1 2025 All Vehicles	April Wk2 2025 All Vehicles
Bennett Street, between Circus Place and Russell Street	2,839	L10	1,178	1,177	1,084	1,356	977
Brock Street, between Upper Church Street and The Circus	1,279	L12	1,108	1,003	993	1,086	997
Catharine Place, between Margarets Buildings and Rivers Street Mews	415	L13	10	12	17	23	5
Cavendish Road, between Sion Hill and Cavendish Crescent	3,248	L4	2,714	2,450	2,519	2,231	1,932
Crescent Lane, between Julian Road and Upper Church Street	1,590	L14	1,084	1,008	1,080	1,104	1,021
Gloucester Street, between Julian Road and Rivers Street	189	L6	191	312	183	284	278
Julian Road, between Upper Church Street and Harley Street	8,365	L16	9,001	8,078	8,975	9,099	8,481
Lansdown Crescent / Lansdown Place East	1,502	*	*	*	*	*	*
Lansdown Lane, between Beresford Gardens and Leighton Road	7,336	L17	7,916	7,608	7,347	8,100	7,511
Lansdown Road, between Bennett Street and Alfred Street	8,452	L11	9,529	8,983	9,302	9,276	8,449

Road	Baseline	Count No.	November 2024 All Vehicles	February 2025 All Vehicles	March 2025 All Vehicles	April Wk1 2025 All Vehicles	April Wk2 2025 All Vehicles
Lansdown Road, between Lansdown Park and Fonthill Road	8,346	L18	8,119	8,042	8,148	7,809	6,833
Morford Street, between Lansdown Road and Julian Road	4,040	L7	4,441	4,409	4,545	4,771	4,211
Rivers Street, between Gloucester Street and Russell Street	331	L8	390	396	350	347	267
Russell Street, between Rivers Street and Bennett Street	630	L9	492	461	252	423	60
Sion Hill (east), between Cavendish Road and Somerset Place	*	L3	841	733	735	670	588
Sion Road, between Sion Hill and The Gardens	1,022	L5	1,909	2,196	1,983	1,617	1,328
Somerset Lane, between Winifred's Lane and Somerset Place	50	L2	57	61	68	57	53
Upper Church Street, between Julian Road and Rivers Street	564	L15	566	580	579	587	561
Winifred's Lane, between Somerset Lane and Sion Hill	1,303	L1	7	6	6	10	4

Figure 8 Lower Lansdown November 2024 In-trial Traffic Flows

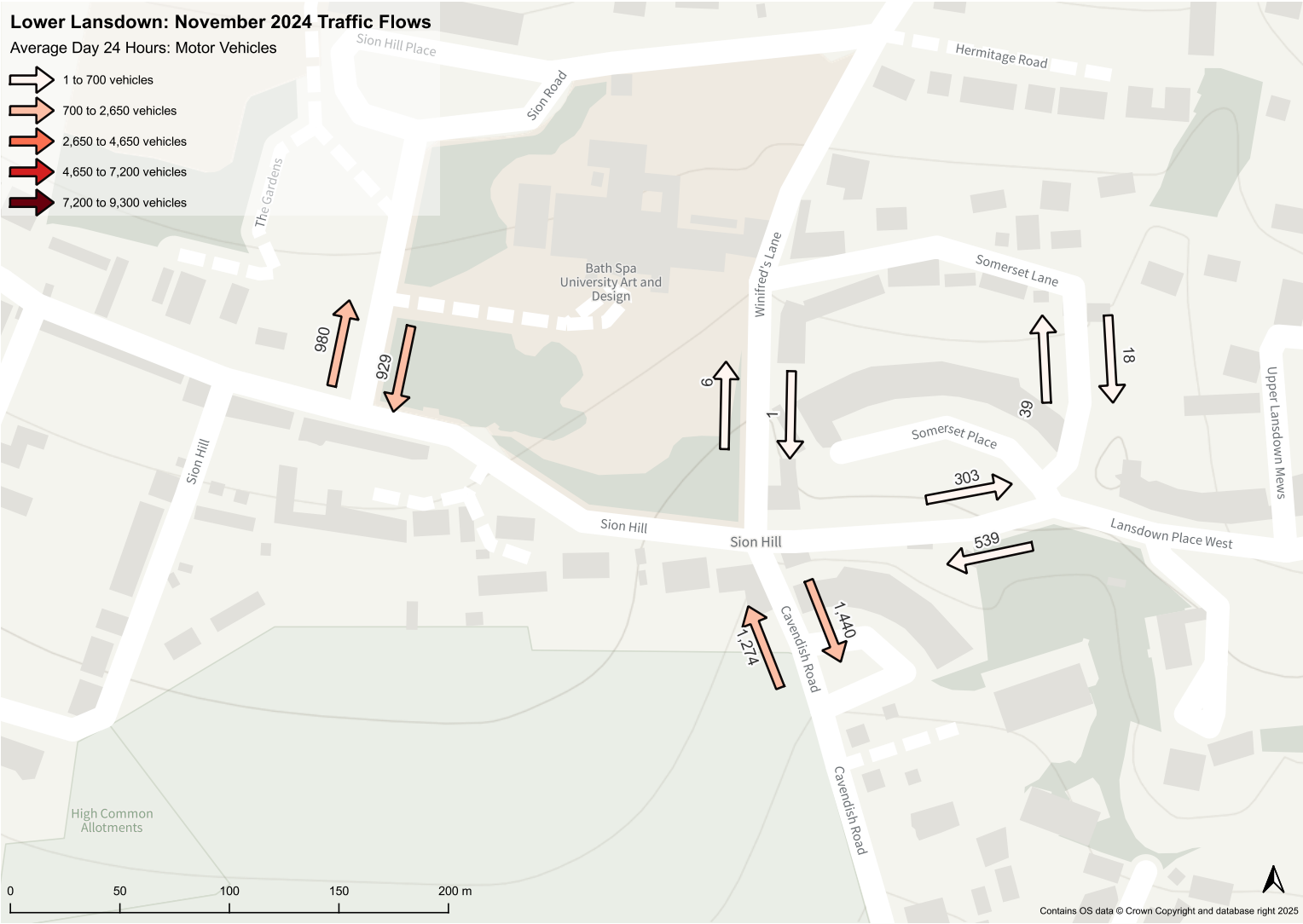


Figure 9 Lower Lansdown February 2025 In-trial traffic Flows

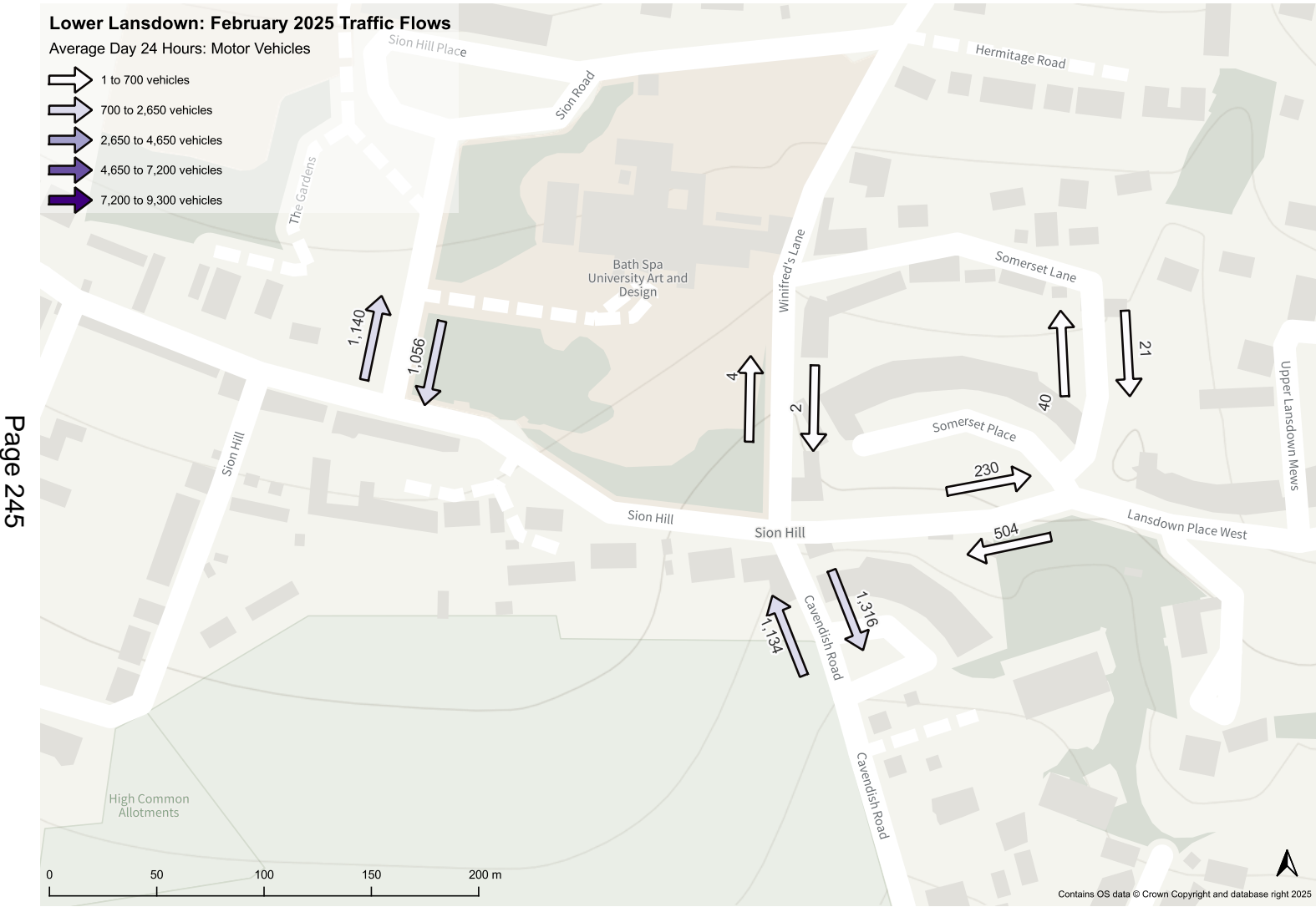


Figure 10 Lower Lansdown March 2025 In-trial Traffic Flows

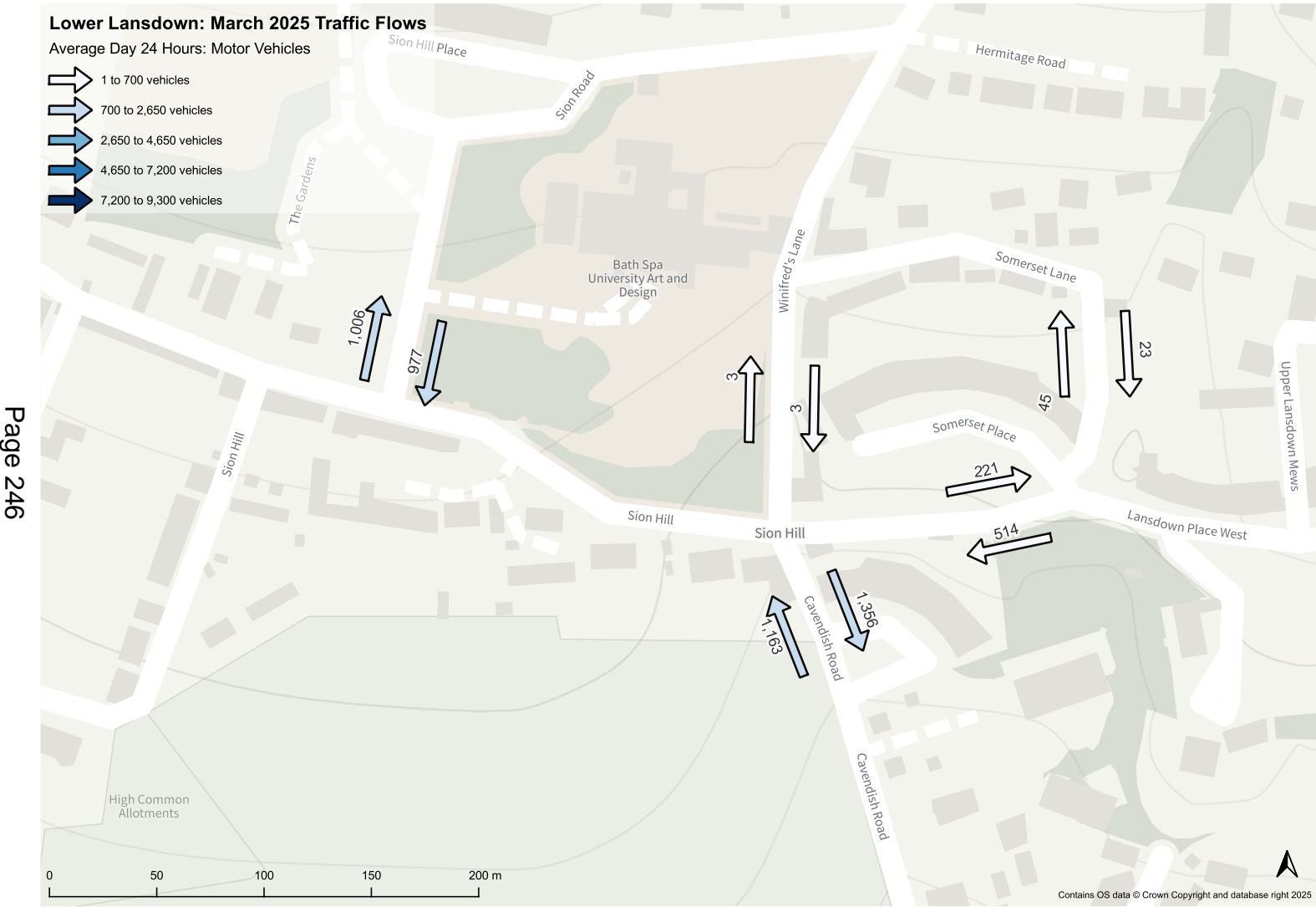


Figure 11 Lower Lansdown April 2025 (Week 1) In-Trial Traffic Flows

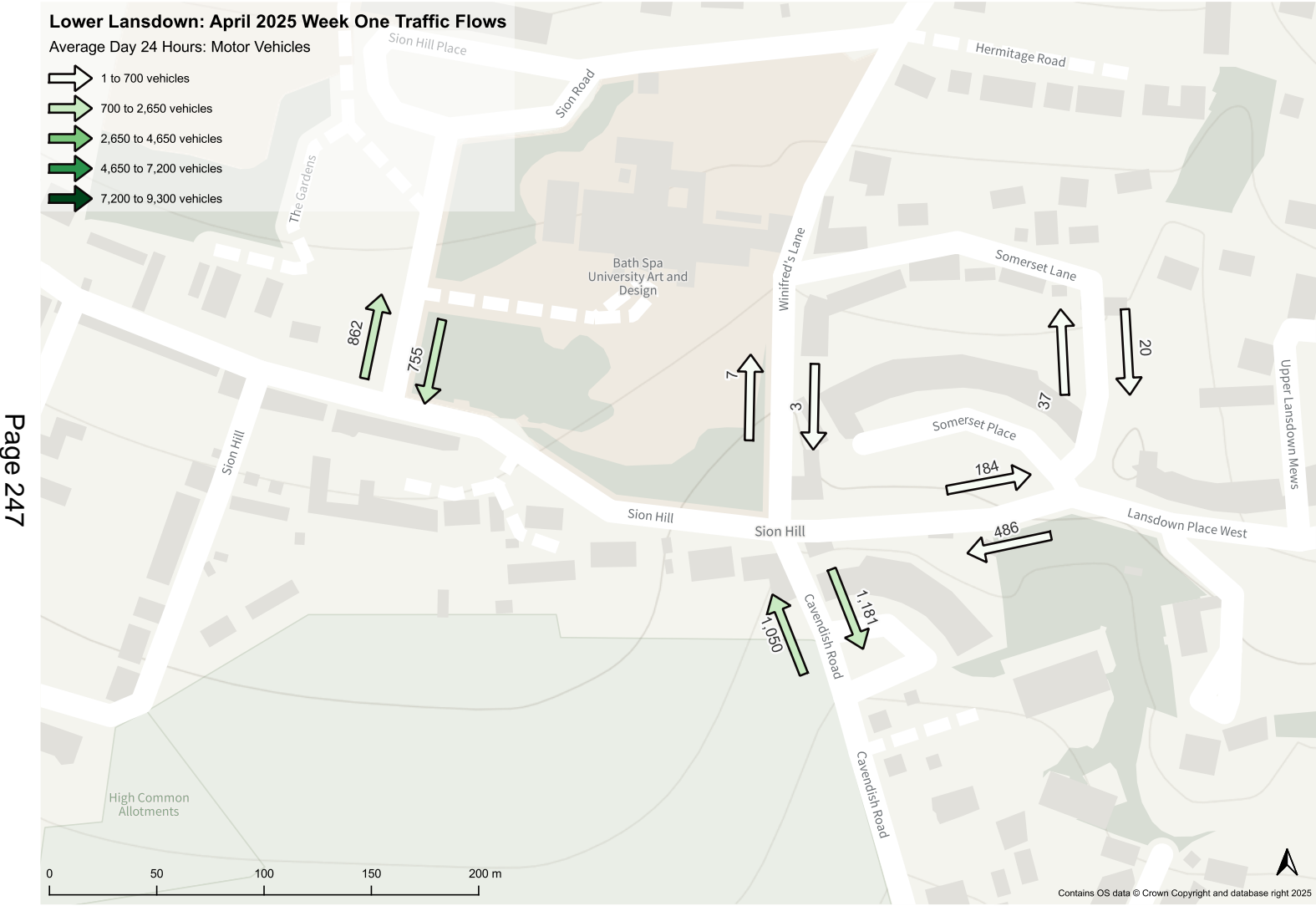


Figure 12 Lower Lansdown April 2025 (Week 2) In-Trial Traffic Flows

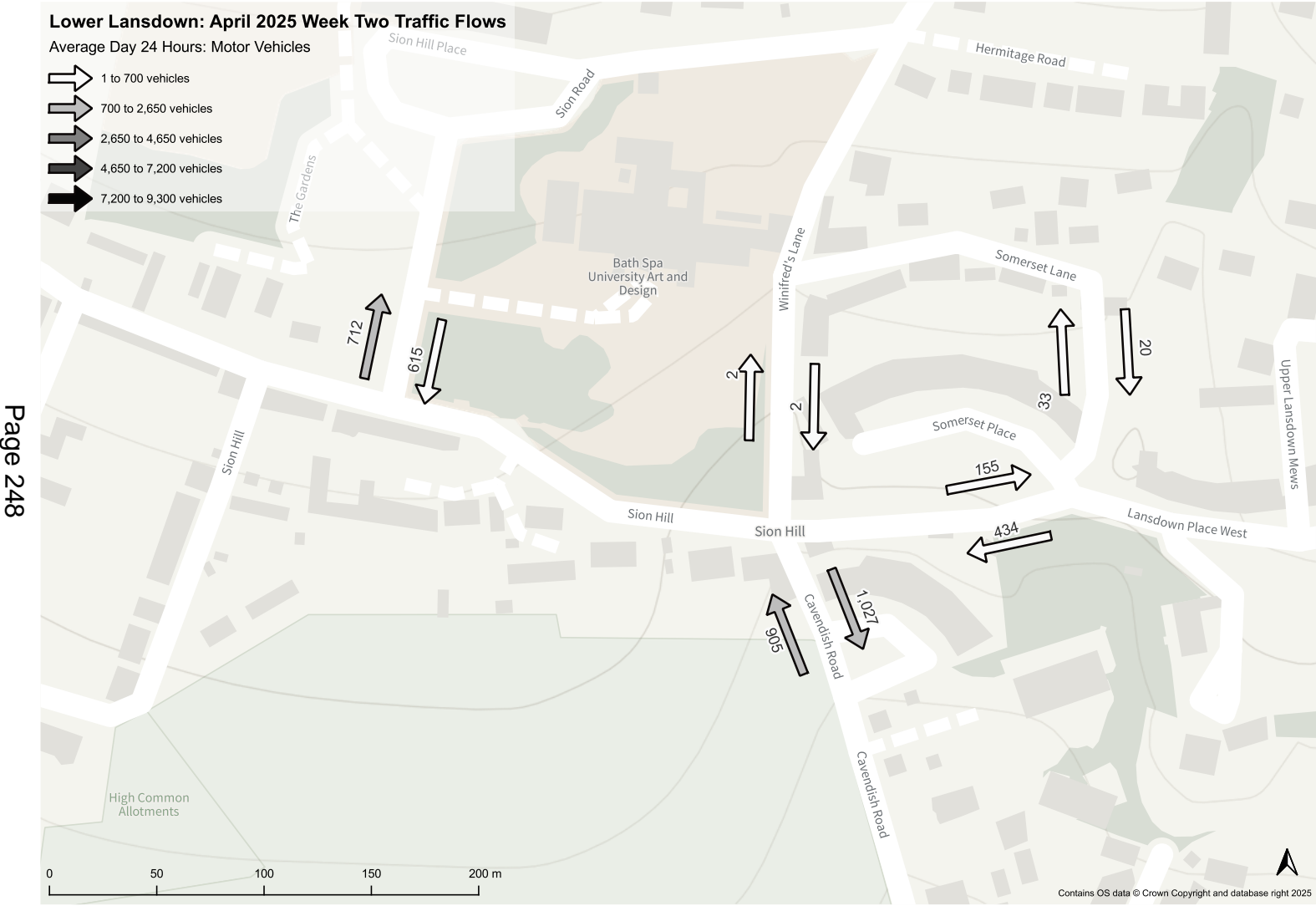


Figure 13 The Circus November 2024 In-Trial Traffic Flows

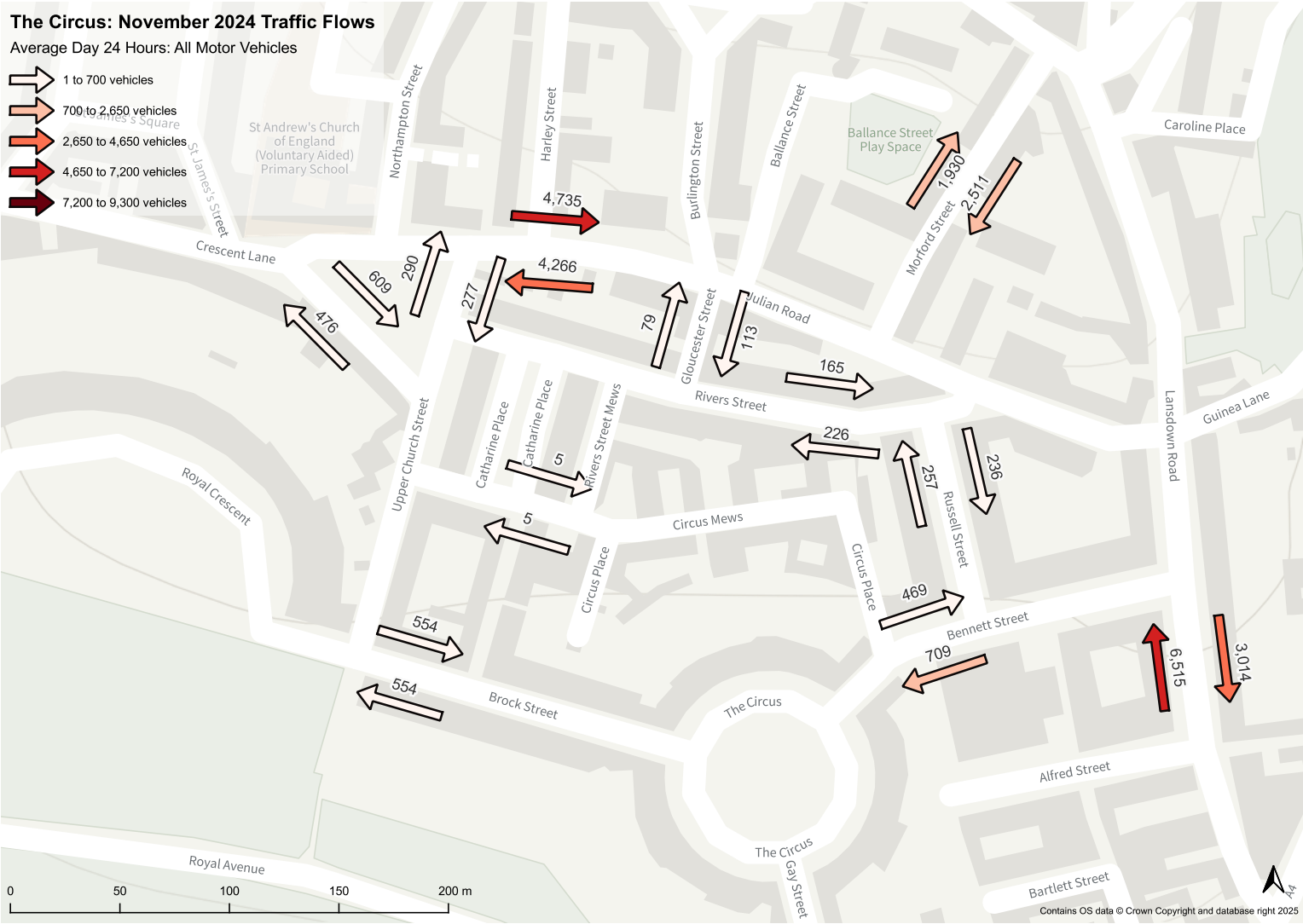


Figure 14 The Circus February 2025 In-Trial Traffic Flows

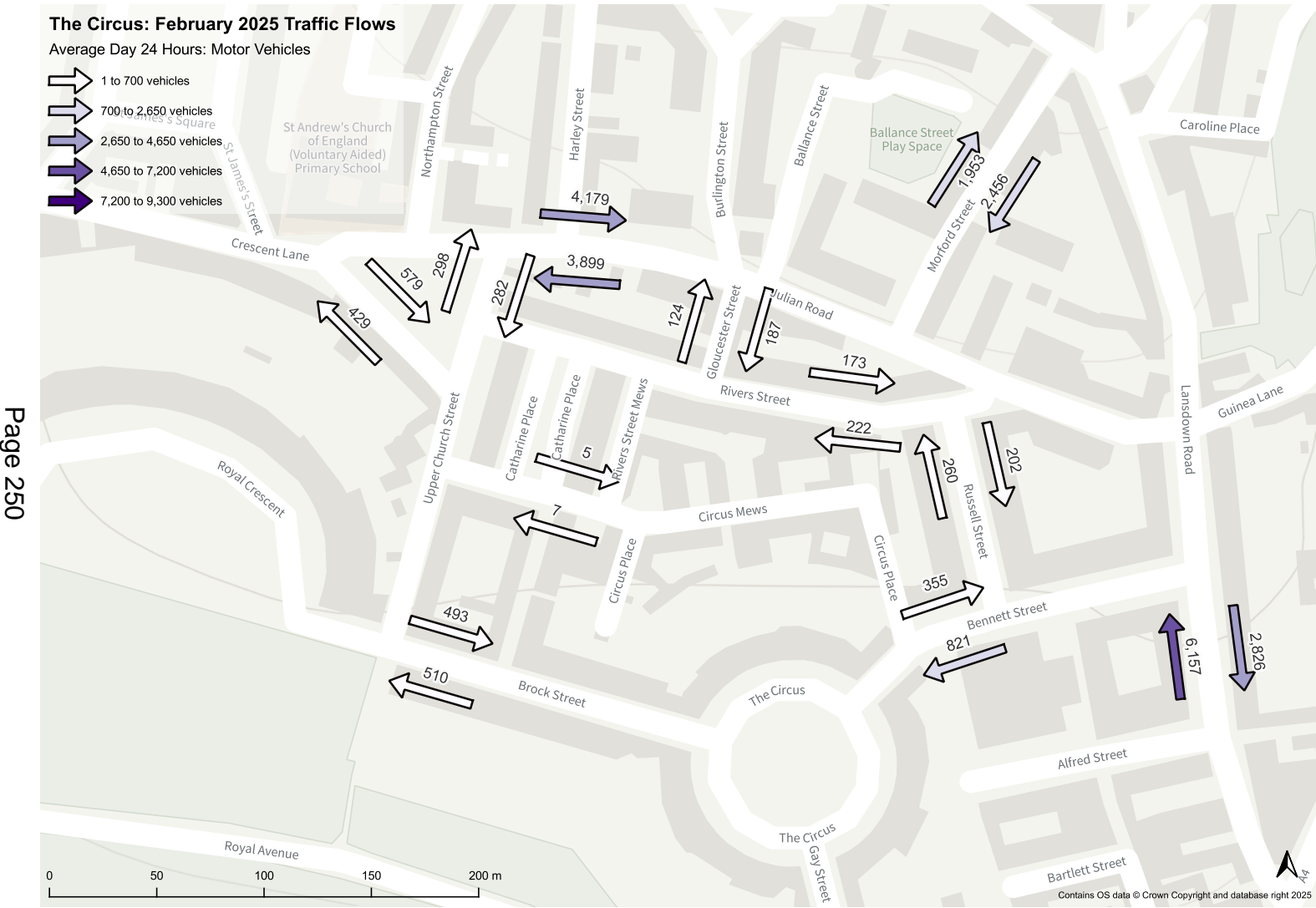


Figure 15 The Circus March 2025 In-trial Traffic Flows

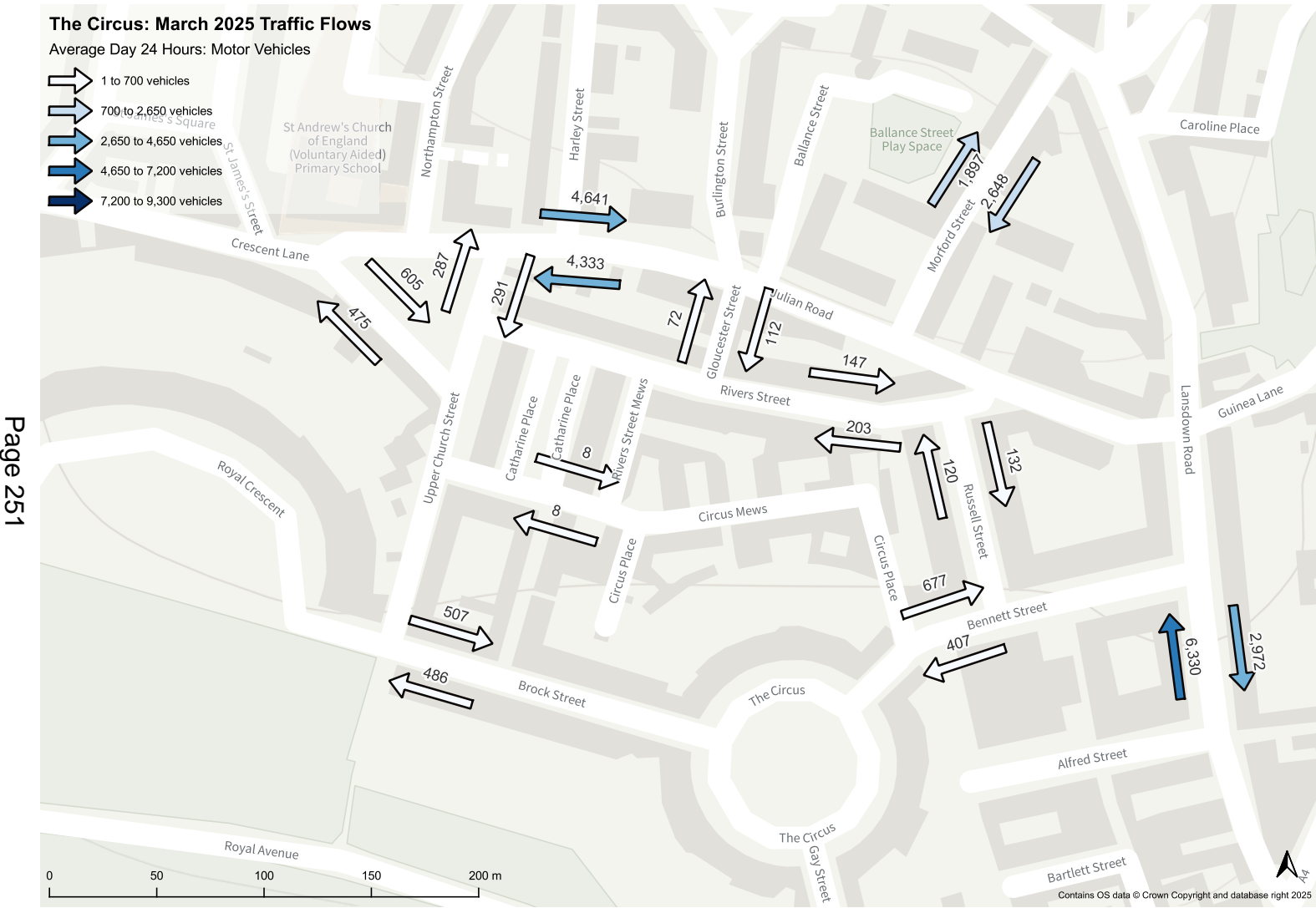


Figure 16 The Circus April 2025 (Week 1) In-Trial Traffic Flows



Figure 17 The Circus April 2025 (Week 2) In-Trial Traffic Flows

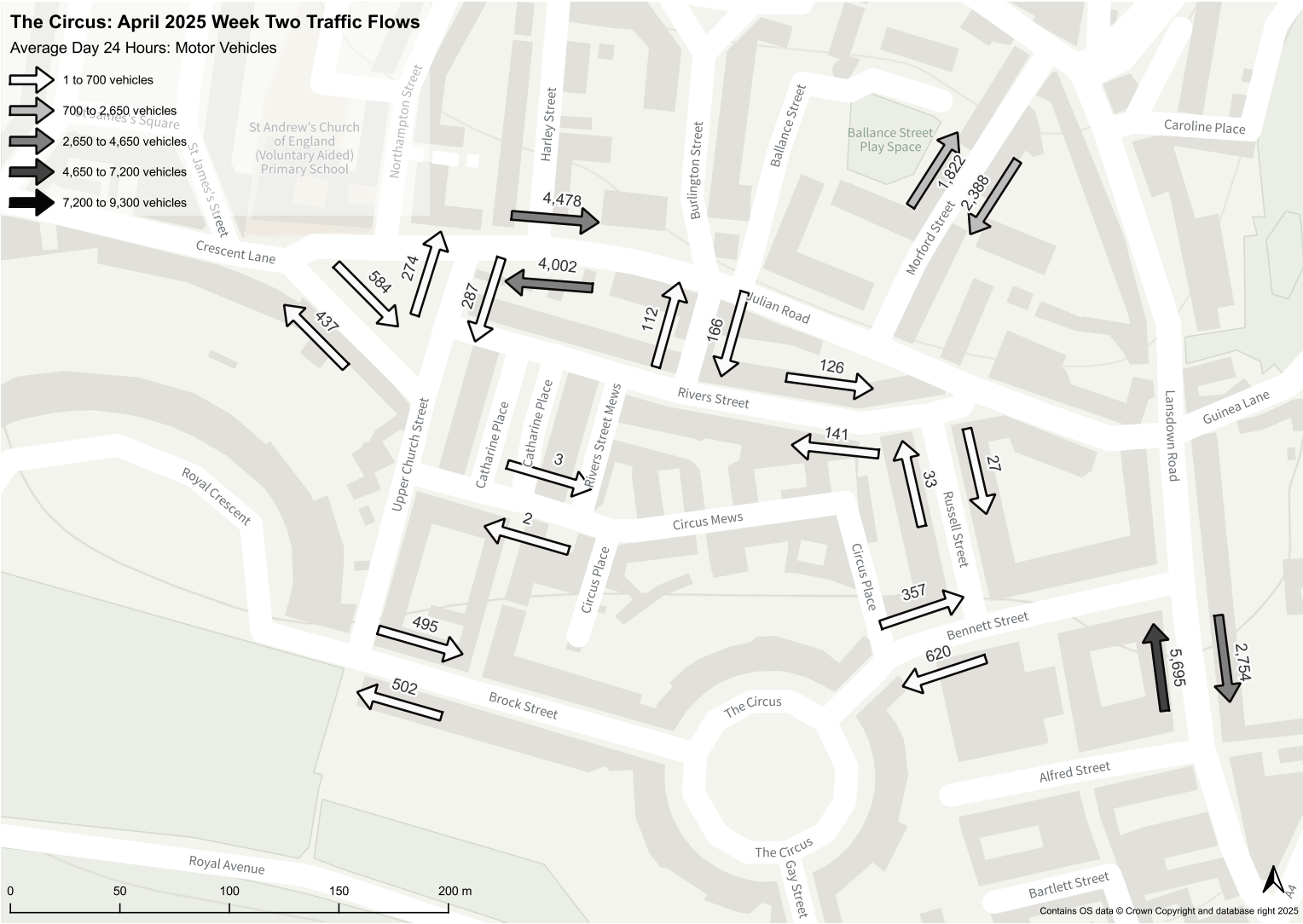


Figure 18 Upper Weston and Lansdown November 2024 In-Trial Traffic Flows



Figure 19 Upper Weston and Lansdown February 2025 In-Trial Traffic Flows



Figure 20 Upper Weston and Lansdown March 2025 In-Trial Traffic Flows

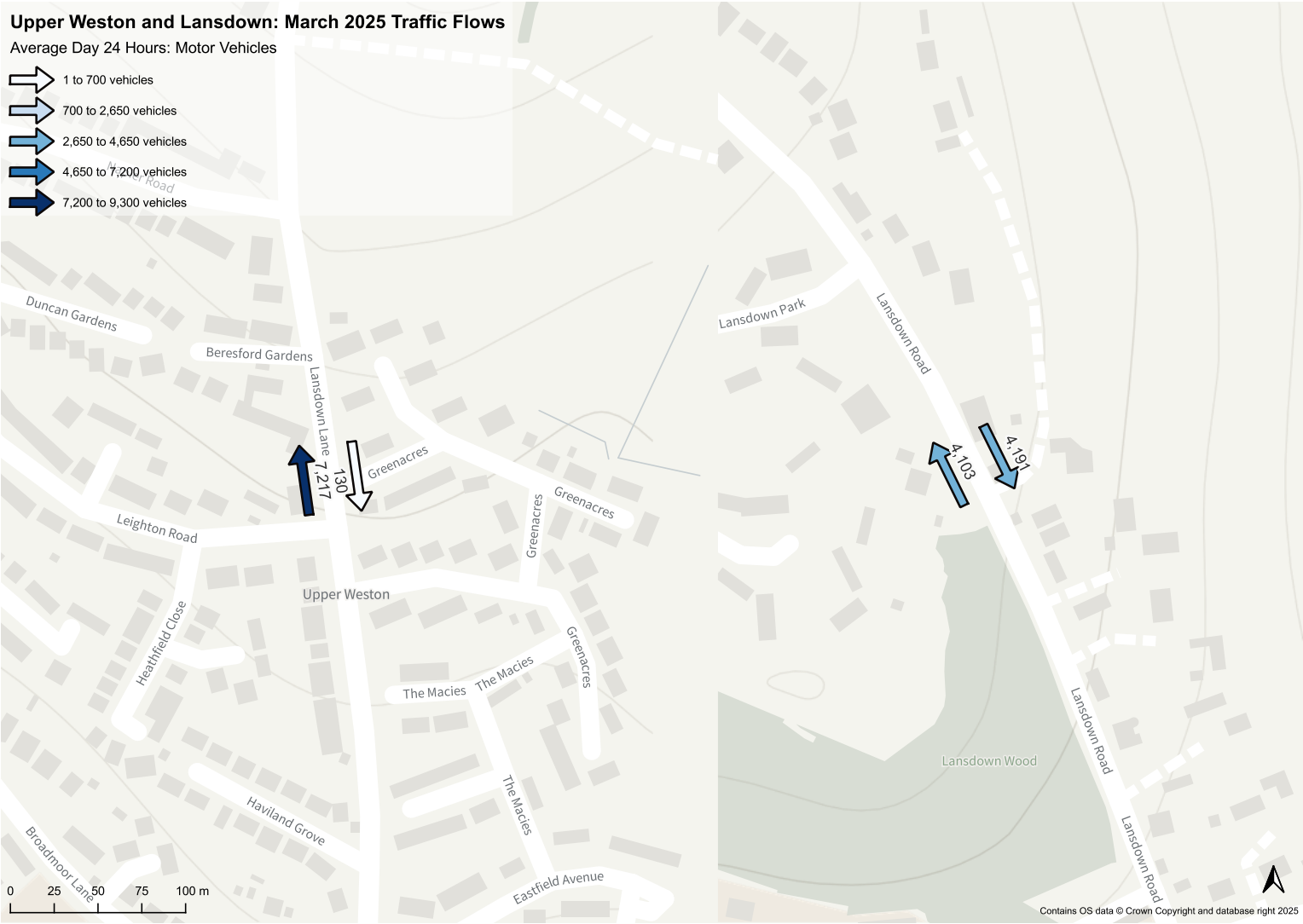


Figure 21 Upper Weston and Lansdown April 2025 (Week 1) In-Trial Traffic Flows



Figure 22 Upper Weston and Lansdown April 2025 (Week 2) In-Trial Traffic Flows



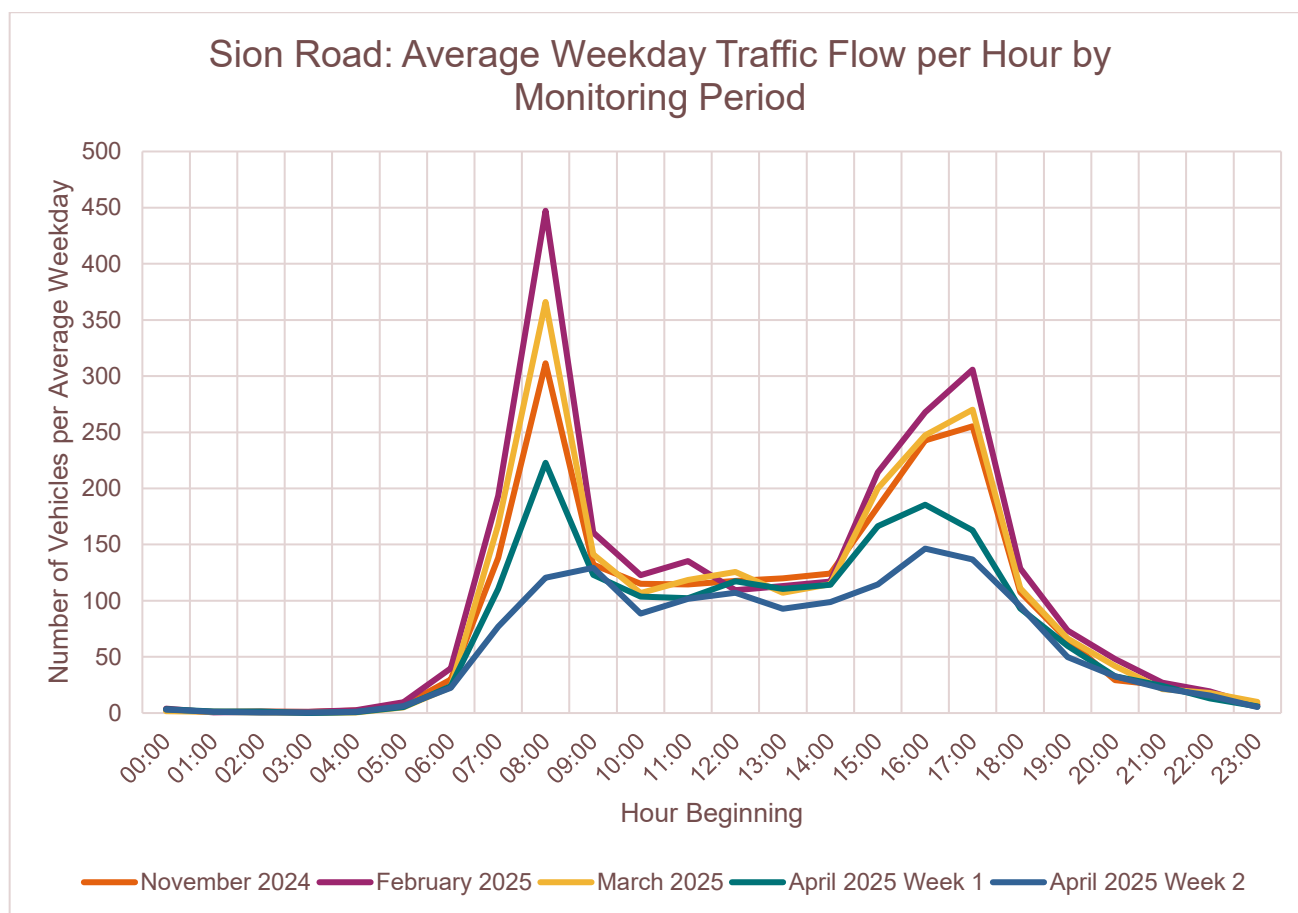
- 3.2.10 A written description of the in-trial traffic-flow monitoring results is provided below, followed by a comparison with the baseline traffic-flow data in Table 5. The values given below demonstrate an average day over the 7-day surveyed period totalling both directions of travel.
- 3.2.11 **Lower Lansdown**
- 3.2.12 In-trial traffic flows on **Cavendish Road** were 2,714 in November 2024, 2,450 in February 2025, 2,519 in March 2025, 2,231 and 1,932 in April 2025 (Week 1 and 2 respectively) on average, per day. Baseline counts were 3,248.
- 3.2.13 In-trial traffic flows on **Lansdown Road between Lansdown Park and Fonthill Road** (north of the Sion Road junction) were 8,119 in November, 8,042 in February, 8,148 in March 2025, 7,809 in April (Week 1) and 6,833 in April 2025 (Week 2) on average, per day. Baseline counts were 8,346.
- 3.2.14 In-trial traffic flows on **Morford Street** were 4,441 in November 2024, 4,409 in February 2025, 4,545 in March 2025, and 4,771 and 4,211 in April 2025 (Week 1 and 2 respectively) on average, per day. Baseline counts were 4,040.
- 3.2.15 On **Sion Hill (East)** (between Cavendish Road and Somerset Place) counts were 841 in November 2024, 733 in February 2025, and 735 in March 2025, 670 in April 2025 (Week 1) and 588 in Week 2 on average, per day. Baseline counts for Sion Hill (east) were not collected and only introduced during the trial to monitor non-compliance with the new right-hand turn.
- 3.2.16 Notwithstanding this, a baseline count was undertaken on **Lansdown Place (East)**, which recorded 1,502 vehicles per day, on average. Whilst the data cannot be directly compared with the in-trial data on Sion Hill (East), because traffic could dissipate via Somerset Lane or Upper Lansdown Mews between the two count locations, the data indicates that traffic flows to the east of Cavendish Road were lower during the in-trial periods than during the baseline.
- 3.2.17 In-trial traffic flows on **Sion Road** were 1,909 in November 2024, 2,196 in February 2025, 1,983 in March, 1,617 in April 2025 (Week 1) and 1,328 in April 2025 (Week 2) on average, per day, with reductions in April reflecting the school holidays. Baseline counts on Sion Road were 1,022.
- 3.2.18 To understand whether traffic flows on Sion Road during the in-trial period were higher at certain times of the day, or whether the flows were consistent throughout the day, an analysis of hourly traffic flows per average weekday was made. The results are presented in Table 4 and graphed in Figure 23.

Table 4 Hourly Motor Vehicle Traffic Flows on Sion Road per Average Weekday

Hour	November 2024	February 2025	March 2025	April 2025 Week 1	April 2025 Week 2
00:00-01:00	2	4	2	3	3
01:00-02:00	1	1	1	1	1
02:00-03:00	1	1	0	1	0
03:00-04:00	1	1	0	0	0
04:00-05:00	2	2	1	1	1
05:00-06:00	7	10	5	5	6
06:00-07:00	30	40	23	24	23
07:00-08:00	138	193	167	110	77
08:00-09:00	311	447	366	223	121
09:00-10:00	132	161	141	123	129
10:00-11:00	115	123	107	104	89
11:00-12:00	115	135	118	102	102
12:00-13:00	118	109	126	117	107
13:00-14:00	120	113	107	110	93
14:00-15:00	124	117	115	114	99
15:00-16:00	184	214	200	166	115
16:00-17:00	243	268	247	186	146
17:00-18:00	255	306	270	163	137
18:00-19:00	108	129	111	93	95
19:00-20:00	65	74	66	60	50
20:00-21:00	29	48	42	33	33
21:00-22:00	25	27	21	24	22
22:00-23:00	18	19	18	13	16
23:00-24:00	8	6	10	6	5
Total	2,152	2,548	2,265	1,784	1,468

Note: Summation errors due to rounding.

Figure 23 Hourly Motor Vehicle Traffic Flows on Sion Road per Average Weekday



- 3.2.19 The data shows that traffic flows on Sion Road were generally below 150 vehicles per hour on an average weekday, equating to less than or around two-three vehicles per minute. Hourly traffic flows were generally lowest in school holidays, during April 2025 Week 2, and generally highest in term time, during February 2025.
- 3.2.20 The highest hourly traffic flow was recorded during February 2025, with 447 vehicles during the hour 08:00 to 09:00. Apart from during April 2025 Week 2, this hour was the peak during all in-trial monitoring periods. It is noted that across all other daytime hours (06:00 to 22:00) during all five monitoring periods, the typical volume of motor vehicle traffic was generally less than a third of that recorded during between 08:00 and 09:00 in February 2025.
- 3.2.21 As shown in the graph, the peak in motor vehicle traffic flows on Sion Road was generally concentrated to one hour in the morning (08:00-09:00), with the afternoon peak generally being flatter and spread between the hours of 15:00 to 18:00.
- 3.2.22 In-trial traffic flows on **Somerset Lane** were 57 in November 2024, 61 in February 2025, 68 in March 2025, 57 in April 2025 Week 1 and 53 in April 2025 Week 2 on average, per day. Baseline counts were 50.
- 3.2.23 On **Winifred's Lane**, after the through-traffic restriction was installed, fewer than 10 vehicles per day, on average were recorded. 7 were recorded in November 2024, 6 in February 2025, 6 in March 2025, 10 in April 2025 Week 1 and 4 in April 2025 Week 2. Baseline counts were 1,303.

- 3.2.24 On average, per day, traffic flows on **Lansdown Lane** were 7,916 in November 2024, 7,608 in February 2025, 7,347 in March 2025, 8,100 in April 2025 Week 1, and 7,511 in April 2025 Week 2. Baseline counts were 7,336.
- 3.2.25 **The Circus**
- 3.2.26 The data shows that during the trial, **Lansdown Road (Belmont, between Bennett Street and Alfred Street)** carried the highest number of vehicles across all time periods and across all the roads monitored. 9,529 motor vehicles (on average, per day) were recorded in November 2024, 8,983 in February 2025, and 9,302 in March 2025. In April 2025, Weeks 1 and 2, 9,276 and 8,449 vehicles were recorded respectively (reflecting the holiday period). Baseline traffic flow was 8,452 in November 2023.
- 3.2.27 On average per day, in-trial traffic counts on **Bennett Street** (near the Gay Street and The Circus trial) were 1,178 in November 2024, 1,177 in February 2025, 1,084 in March 2025, 1,356 in April 2025 (Week 1) and 977 in April 2025 (week 2). Baseline counts were 2,839.
- 3.2.28 In-trial traffic flows on **Brock Street** (near the Gay Street and The Circus trial) were 1,108 in November 2024, 1,003 in February 2025, 993 in March 2025, 1,086 in April 2025 (Week 1) and 997 in April (Week 2) on average, per day. Baseline counts were 1,279.
- 3.2.29 On **Catharine Place**, after the through-traffic restriction was installed, the following counts were recorded: 10 vehicles in November 2024, 12 in February 2025, 17 in March 2025, 23 in April 2025 Week 1 and 5 in April 2025 Week 2 on average, per day. Baseline counts were 415.
- 3.2.30 Traffic flows on **Crescent Lane** remained relatively consistent across all monitoring periods. They were 1,084 in November 2024, 1,008 in February 2025, 1,080 in March 2025, 1,104 in April 2025 (Week 1) and 1,021 in April 2025 (Week 2) on average, per day. Baseline counts were 1,590.
- 3.2.31 On average, per day, in-trial traffic flow counts for **Gloucester Street** were 191 in November 2024, 312 in February 2025, and 183 in March 2025. During the holidays in April 2025, counts were 284 and 278 in Week 1 and Week 2 respectively. Baseline counts were 189.
- 3.2.32 On average, per day, in-trial traffic flows on **Julian Road** were 9,001 in November 2024, 8,078 in February 2025, 8,975 in March 2025, 9,099 in April (Week 1) and 8,481 in April (Week 2) reflecting the school holiday period. Baseline counts were 8,365.
- 3.2.33 In-trial traffic flow counts for **Rivers Street** were 390 in November 2024, 396 in February 2025 and 350 in March 2025. During the holidays in April 2025, counts were 347 and 267 in Week 1 and Week 2 respectively. Baseline counts were 331.
- 3.2.34 On **Russell Street**, in-trial counts were 492 in November 2024, 461 in February 2025, and a drop to 252 in March 2025. In April 2025, counts were 423 in Week 1 and 60 in Week 2. Baseline counts were 630.
- 3.2.35 In-trial traffic flow counts in **Upper Church Street** were 566, 580 and 579 in November 2024, February 2025 and March 2025 respectively, and 587 and 561 in Week 1 and Week 2 of April 2025, respectively. Baseline counts on Upper Church Street were 564.

Comparison of Results

- 3.2.36 Absolute (number of vehicles) changes in motor-vehicle traffic flows between the baseline and in-trial survey periods are tabulated in Table 5.
- 3.2.37 Absolute changes in motor-vehicle traffic flows between the baseline and November 2024 / February 2025 / March 2025 / April 2025 (Week 1 and 2) are mapped in Figure 24 to Figure 38.
- 3.2.38 Percentage changes in motor-vehicle traffic flows between the baseline and in-trial survey periods are tabulated in Table 6.
- 3.2.39 Percentage changes in motor-vehicle traffic flows between the baseline and November 2024 / February 2025 / March 2025 / April 2025 (Week 1 and 2) are mapped in Figure 39 to Figure 53.
- 3.2.40 NB: Due to rounding of data, some calculated absolute changes may show slight inconsistencies with the recorded traffic flows. In addition, due to a lack of traffic flow data for Sion Hill (L3) in the baseline and Lansdown Crescent/Lansdown Place East (L3a) during in-trial periods, absolute changes could not be calculated for these locations.

Table 5 Absolute Changes in 7-day Average 24-hour Motor Vehicle Traffic Flows (both directions)

Road	Count No.	Absolute Change in Traffic Flows Baseline to November 2024	Absolute Change in Traffic Flows Baseline to February 2025	Absolute Change in Traffic Flows Baseline to March 2025	Absolute Change in Traffic Flows Baseline to April 2025 (Week 1)	Absolute Change in Traffic Flows Baseline to April 2025 (Week 2)
Bennett Street, between Circus Place and Russell Street	L10	-1,661	-1,663	-1,755	-1,484	-1,862
Brock Street, between Upper Church Street and The Circus	L12	-171	-276	-286	-192	-282
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13	-405	-403	-398	-392	-410
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	-534	-797	-729	-1,016	-1,316
Crescent Lane, between Julian Road and Upper Church Street	L14	-505	-581	-509	-486	-568
Gloucester Street, between Julian Road and Rivers Street	L6	2	123	-5	95	89
Julian Road, between Upper Church Street and Harley Street	L16	635	-287	609	733	115
Lansdown Crescent / Lansdown Place East	L3a	-	-	-	-	-
Lansdown Lane, between Beresford Gardens and Leighton Road	L17	580	272	11	764	175
Lansdown Road, between Bennett Street and Alfred Street	L11	1,077	531	850	824	-3

Road	Count No.	Absolute Change in Traffic Flows Baseline to November 2024	Absolute Change in Traffic Flows Baseline to February 2025	Absolute Change in Traffic Flows Baseline to March 2025	Absolute Change in Traffic Flows Baseline to April 2025 (Week 1)	Absolute Change in Traffic Flows Baseline to April 2025 (Week 2)
Lansdown Road, between Lansdown Park and Fonthill Road	L18	-227	-304	-198	-537	-1,513
Morford Street, between Lansdown Road and Julian Road	L7	400	369	505	730	170
Rivers Street, between Gloucester Street and Russell Street	L8	60	65	19	17	-63
Russell Street, between Rivers Street and Bennett Street	L9	-138	-169	-378	-207	-570
Sion Hill, between Cavendish Road and Somerset Place	L3	-	-	-	-	-
Sion Road, between Sion Hill and The Gardens	L5	887	1,174	960	594	305
Somerset Lane, between Winifred's Lane and Somerset Place	L2	7	10	17	7	3
Upper Church Street, between Julian Road and Rivers Street	L15	2	16	15	23	-3
Winifred's Lane, between Somerset Lane and Sion Hill	L1	-1,295	-1,297	-1,296	-1,292	-1,299

Note: Values given in this table may contain minor errors (+/-1) due to rounding.

Figure 24 Lower Lansdown Absolute Traffic Flow Changes November 2024

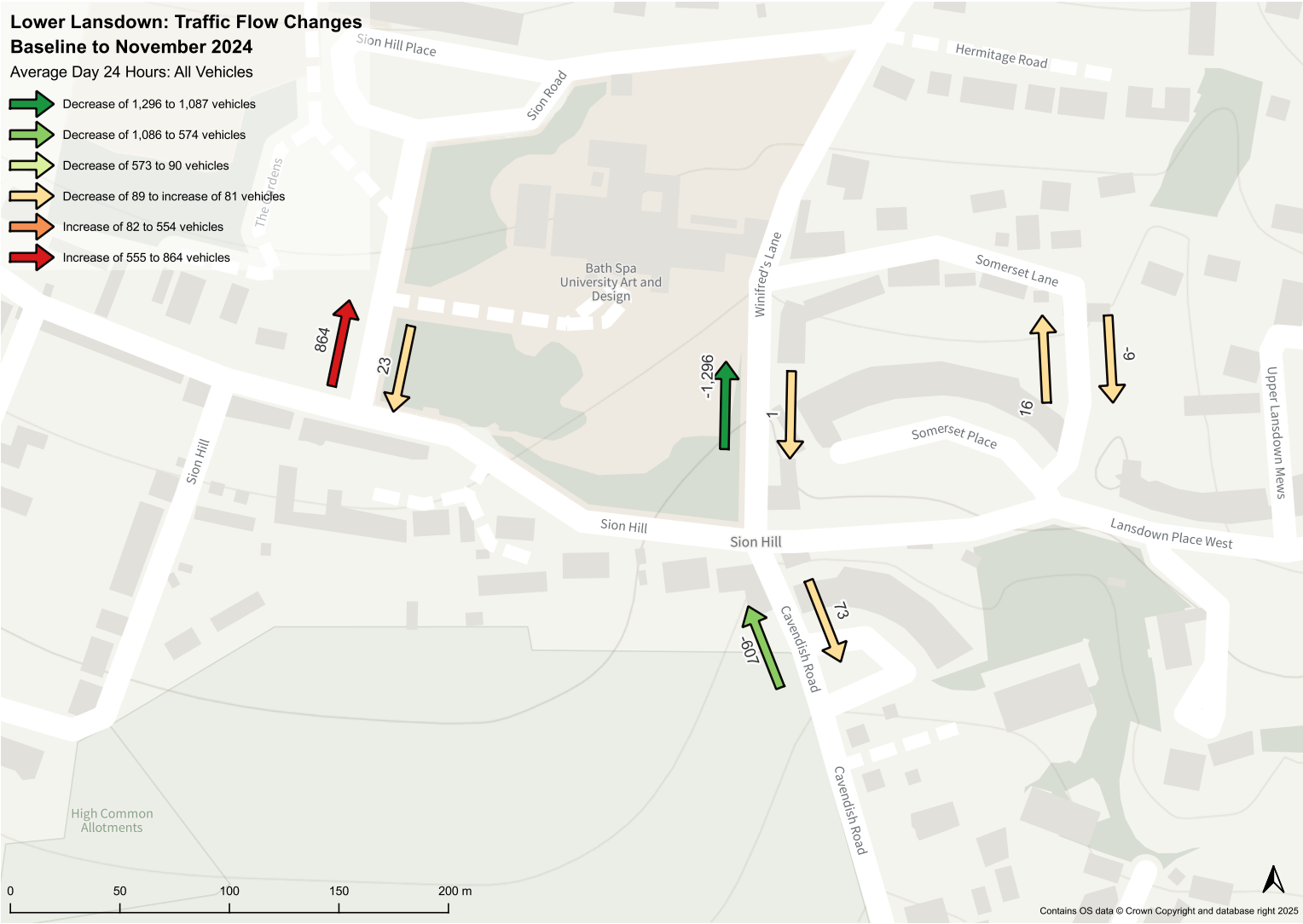


Figure 25 Lower Lansdown Absolute Traffic Flow Changes February 2025

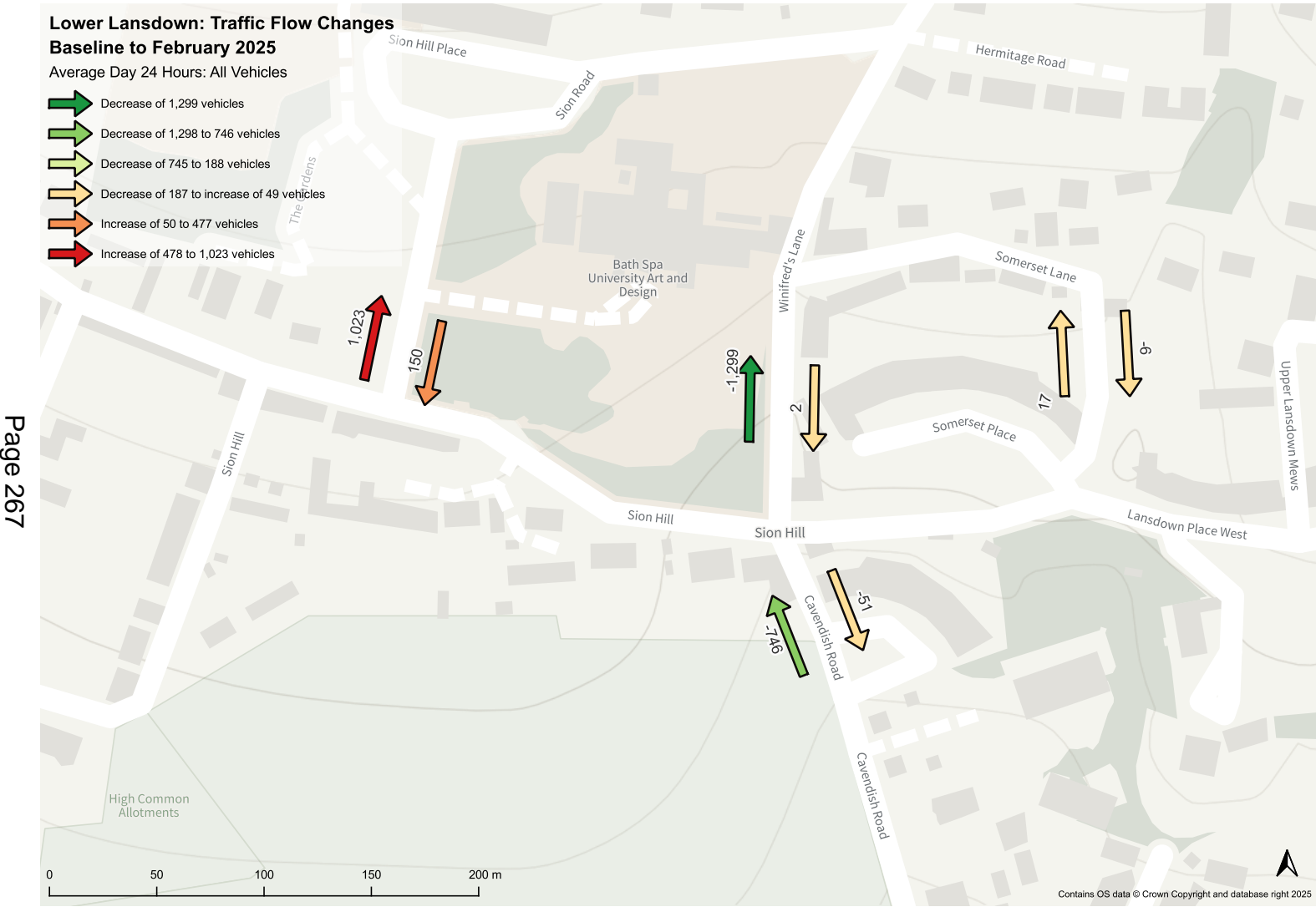


Figure 26 Lower Lansdown Absolute Traffic Flow Changes March 2025

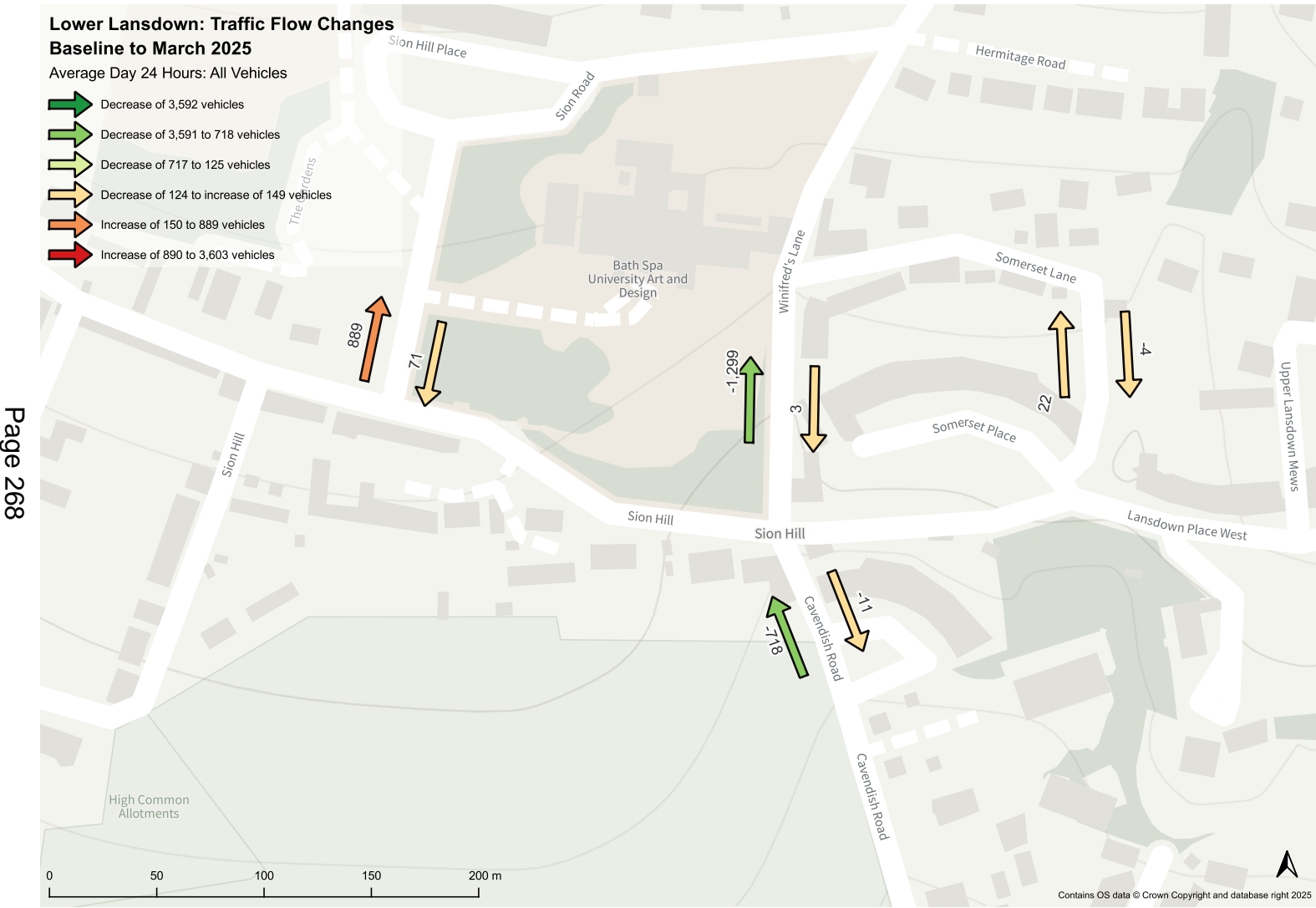


Figure 27 Lower Lansdown Absolute Traffic Flow Changes April 2025 (Week 1)

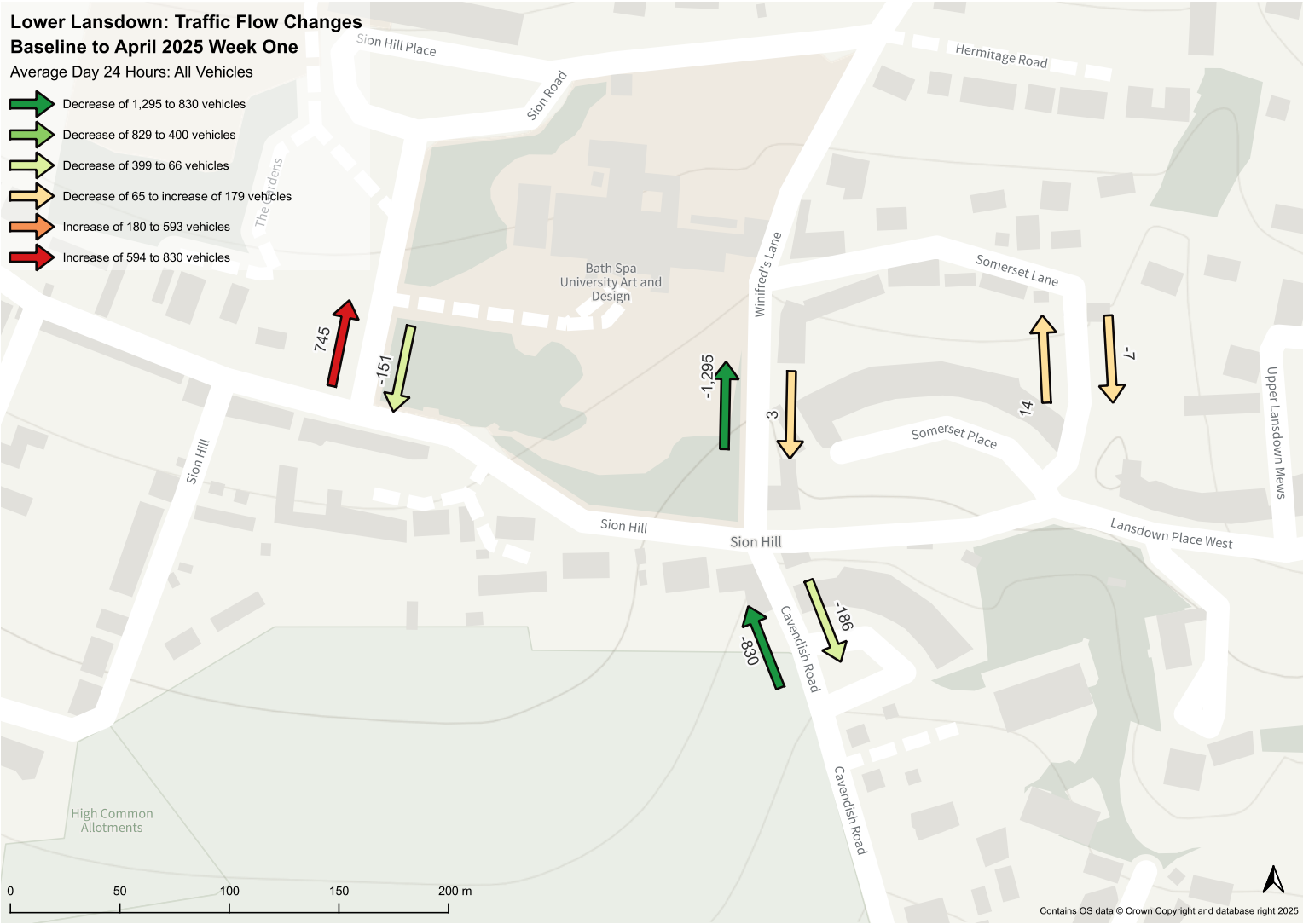


Figure 28 Lower Lansdown Absolute Traffic Flow Changes April 2025 (Week 2)

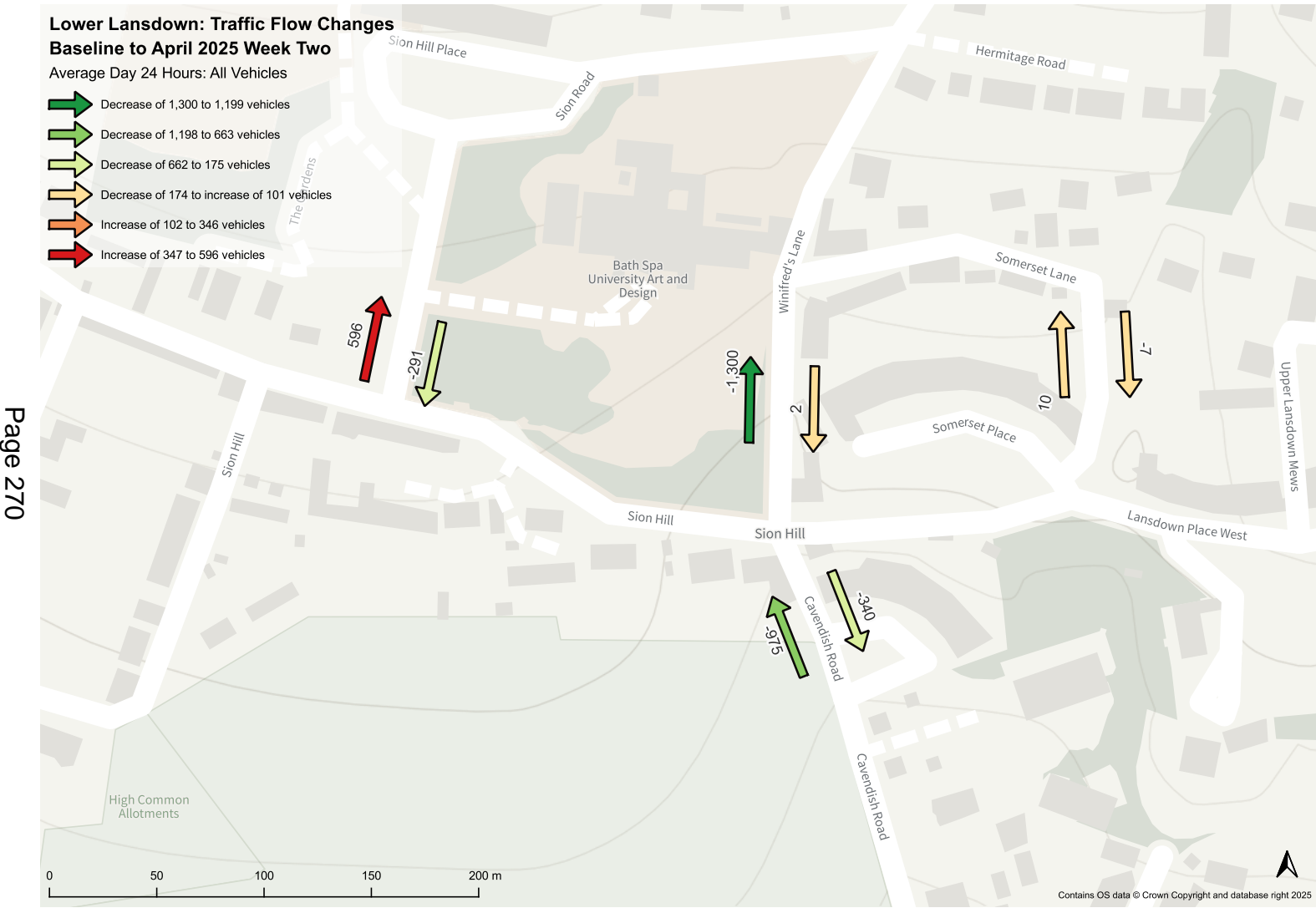


Figure 29 The Circus Absolute Traffic Flow Changes November 2024



Figure 30 The Circus Absolute Traffic Flow Changes February 2025



Figure 31 The Circus Absolute Traffic Flow Changes March 2025



Figure 32 The Circus Absolute Traffic Flow Changes April 2025 (Week 1)



Figure 33 The Circus Absolute Traffic Flow Changes April 2025 (Week 2)



Figure 34 Upper Weston and Lansdown Absolute Traffic Flow Changes November 2024



Figure 35 Upper Weston and Lansdown Absolute Traffic Flow Changes February 2025

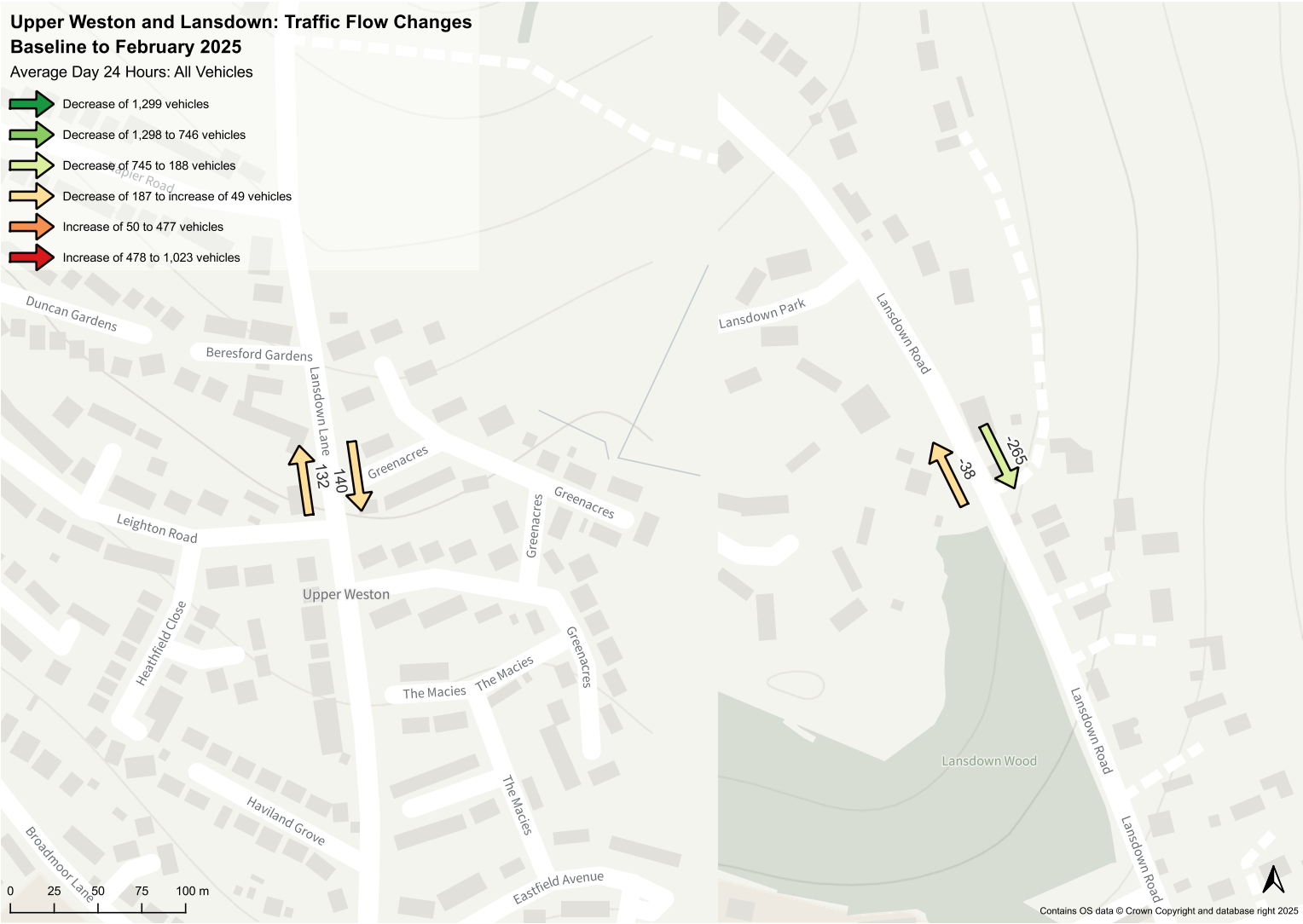


Figure 36 Upper Weston and Lansdown Absolute Traffic Flow Changes March 2025

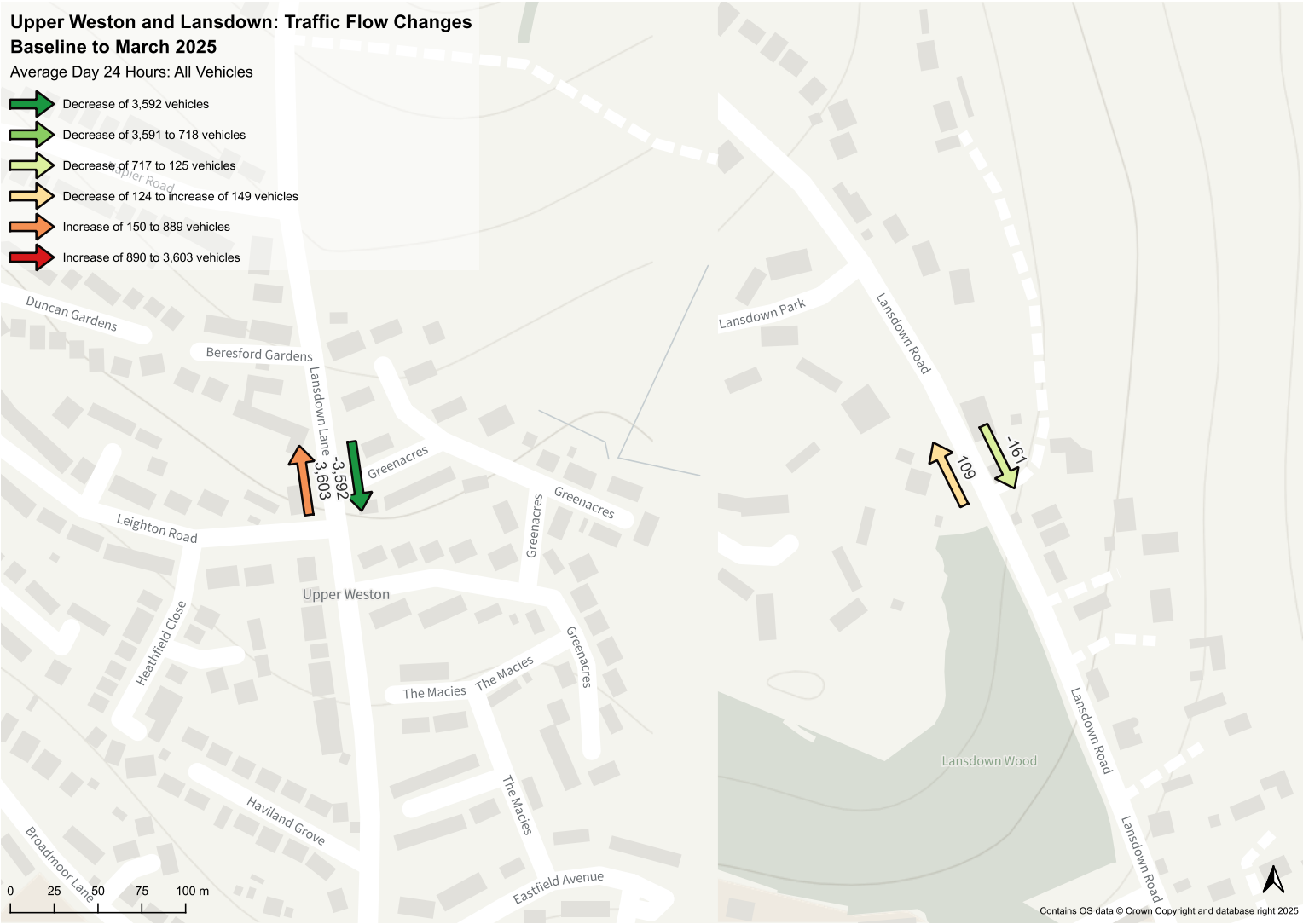


Figure 37 Upper Weston and Lansdown Absolute Traffic Flow Changes April 2025 (Week 1)

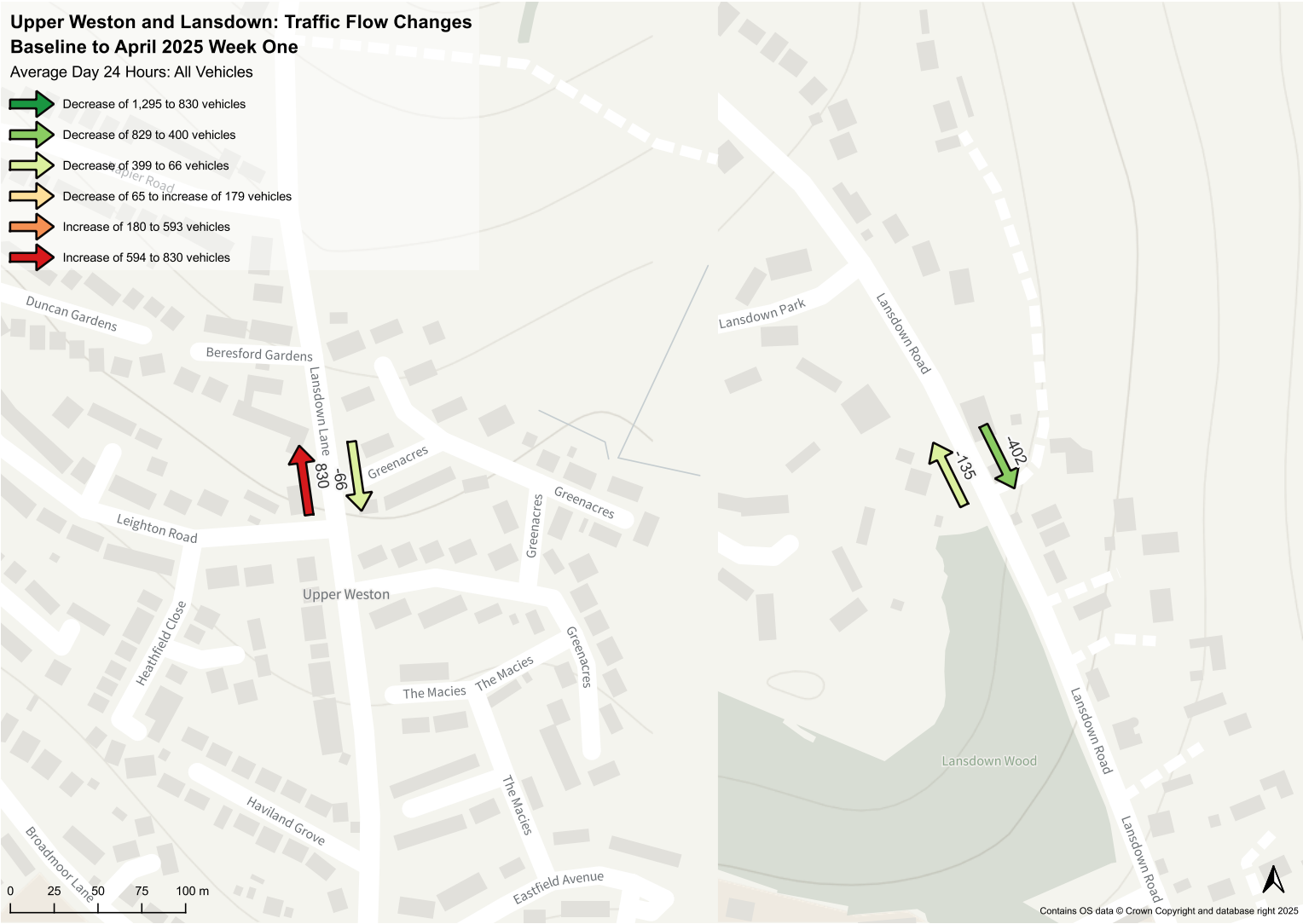


Figure 38 Upper Weston and Lansdown Absolute Traffic Flow Changes April 2025 (Week 2)



Table 6 Percentage Changes in 7-day Average Motor-vehicle traffic flows (both directions)

Road	Count No.	Percentage Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to February 2025	Percentage Change in Traffic Flows Baseline to March 2025	Percentage Change in Traffic Flows Baseline to April 2025 (Week 1)	Percentage Change in Traffic Flows Baseline to April 2025 (Week 2)
Bennett Street, between Circus Place and Russell Street	L10	-59%	-59%	-62%	-52%	-66%
Brock Street, between Upper Church Street and The Circus	L12	-13%	-22%	-22%	-15%	-22%
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13	-98%	-97%	-96%	-94%	-99%
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	-16%	-25%	-22%	-31%	-41%
Crescent Lane, between Julian Road and Upper Church Street	L14	-32%	-37%	-32%	-31%	-36%
Gloucester Street, between Julian Road and Rivers Street	L6	1%	65%	-3%	50%	47%
Julian Road, between Upper Church Street and Harley Street	L16	8%	-3%	7%	9%	1%

Road	Count No.	Percentage Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to February 2025	Percentage Change in Traffic Flows Baseline to March 2025	Percentage Change in Traffic Flows Baseline to April 2025 (Week 1)	Percentage Change in Traffic Flows Baseline to April 2025 (Week 2)
Lansdown Crescent / Lansdown Place East	L3a					
Lansdown Lane, between Beresford Gardens and Leighton Road	L17	8%	4%	0%	10%	2%
Lansdown Road, between Bennett Street and Alfred Street	L11	13%	6%	10%	10%	0%
Lansdown Road, between Lansdown Park and Fonthill Road	L18	-3%	-4%	-2%	-6%	-18%
Morford Street, between Lansdown Road and Julian Road	L7	10%	9%	12%	18%	4%
Rivers Street, between Gloucester Street and Russell Street	L8	18%	20%	6%	5%	-19%
Russell Street, between Rivers Street and Bennett Street	L9	-22%	-27%	-60%	-33%	-90%
Sion Hill, between Cavendish Road and Somerset Place	L3					

Road	Count No.	Percentage Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to February 2025	Percentage Change in Traffic Flows Baseline to March 2025	Percentage Change in Traffic Flows Baseline to April 2025 (Week 1)	Percentage Change in Traffic Flows Baseline to April 2025 (Week 2)
Sion Road, between Sion Hill and The Gardens	L5	87%	115%	94%	58%	30%
Somerset Lane, between Winifred's Lane and Somerset Place	L2	14%	20%	35%	14%	6%
Upper Church Street, between Julian Road and Rivers Street	L15	0%	3%	3%	4%	-1%
Winifred's Lane, between Somerset Lane and Sion Hill	L1	-99%	-100%	-100%	-99%	-100%

3.2.41 It should be noted that on Lansdown Lane in March 2025, there was a data collection error with the counter assigning the majority of traffic to the northbound direction. This is understood to be due to roadworks.

Figure 39 Lower Lansdown Percentage Traffic Flow Changes November 2024

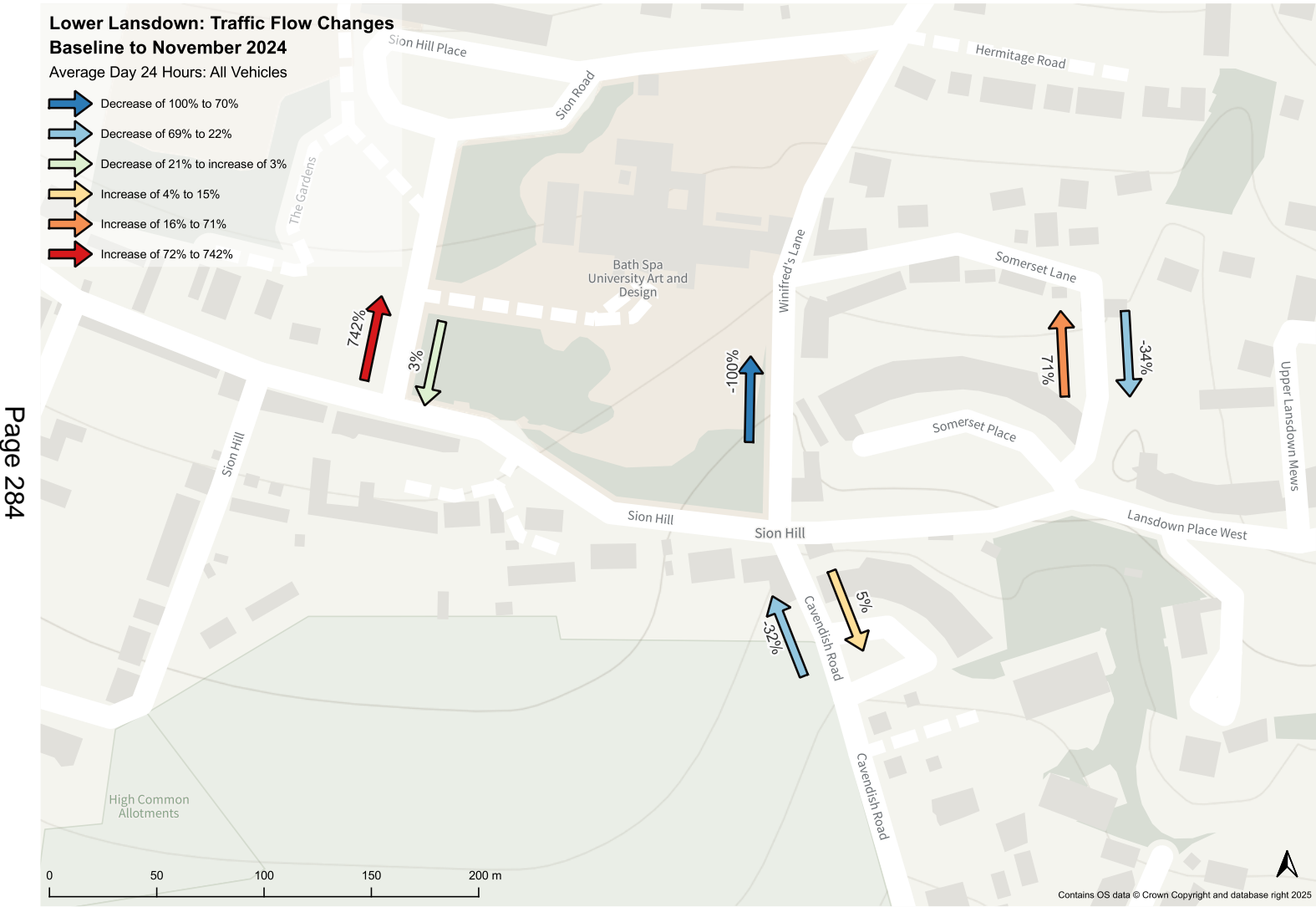


Figure 40 Lower Lansdown Percentage Traffic Flow Changes February 2025

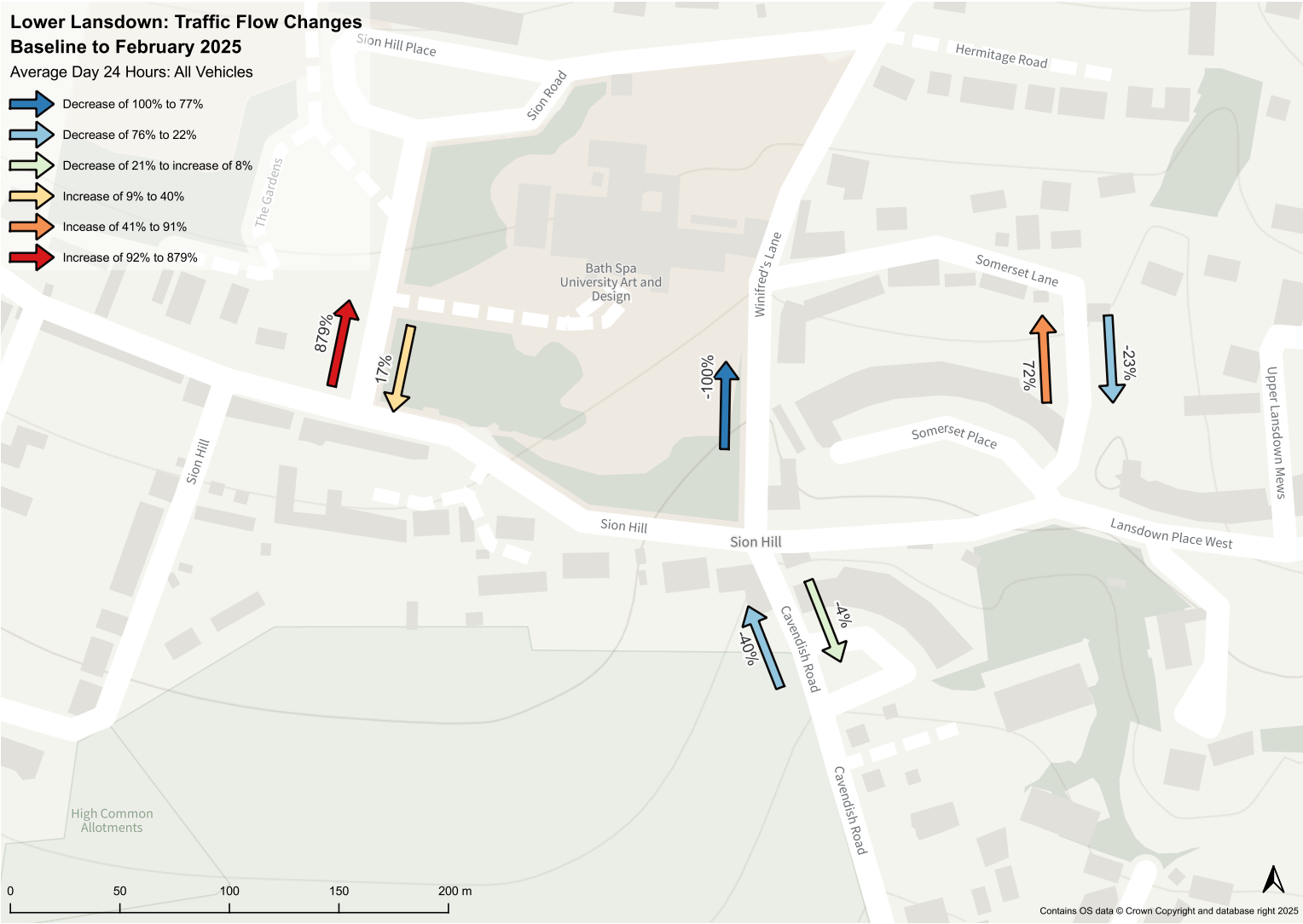


Figure 41 Lower Lansdown Percentage Traffic Flow Changes March 2025

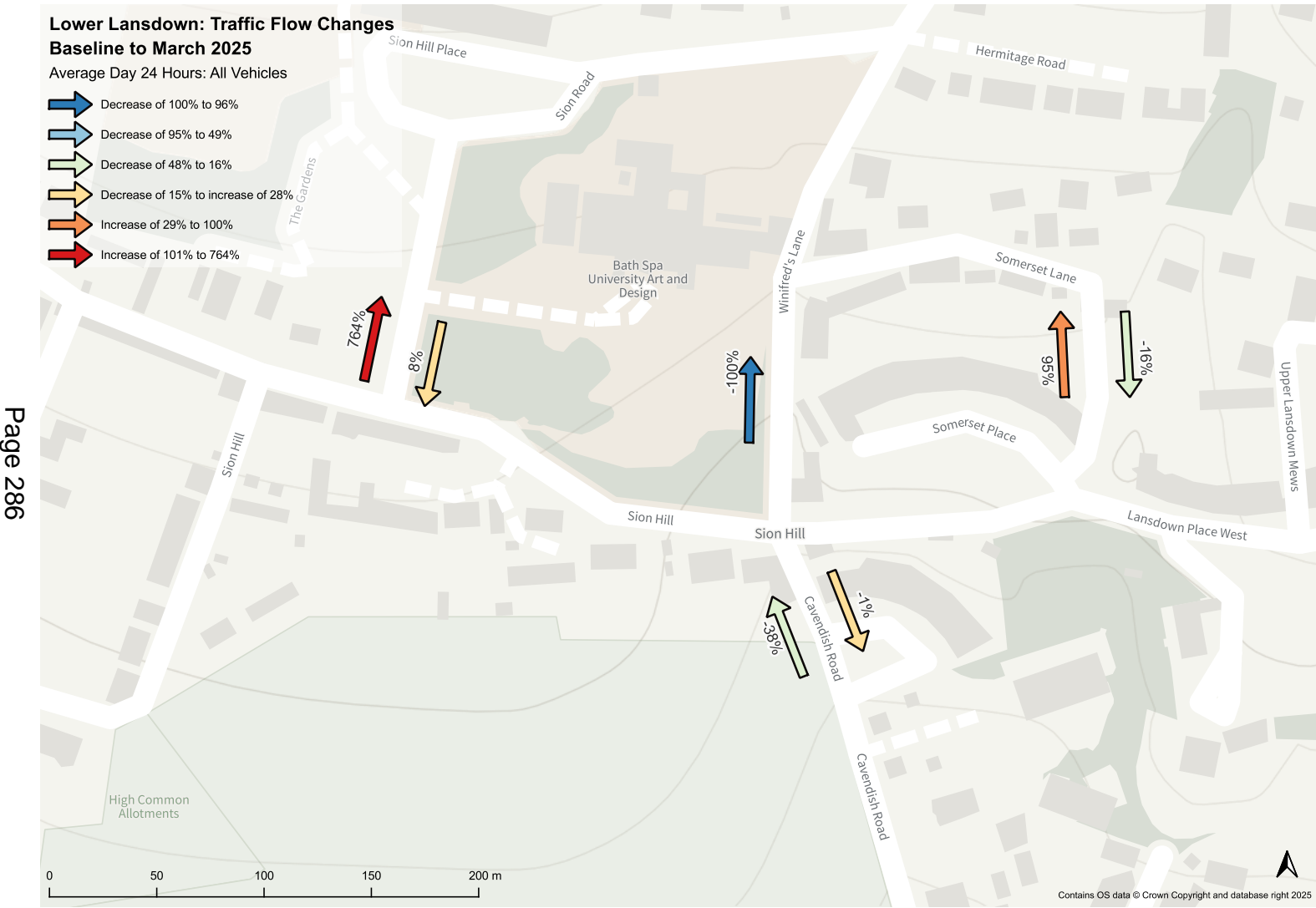


Figure 42 Lower Lansdown Percentage Traffic Flow Changes April 2025 (Week 1)

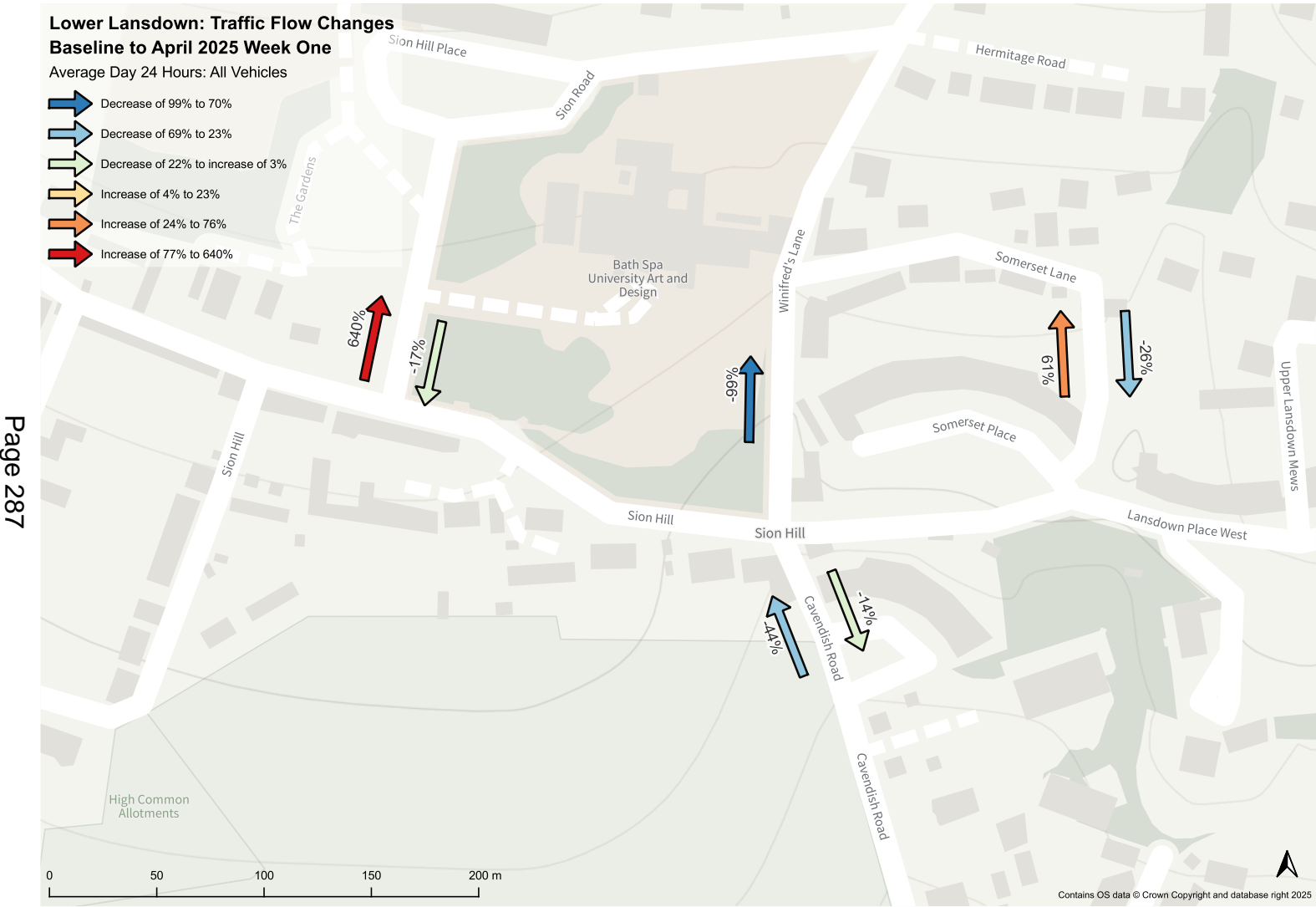


Figure 43 Lower Lansdown Percentage Traffic Flow Changes April 2025 (Week 2)

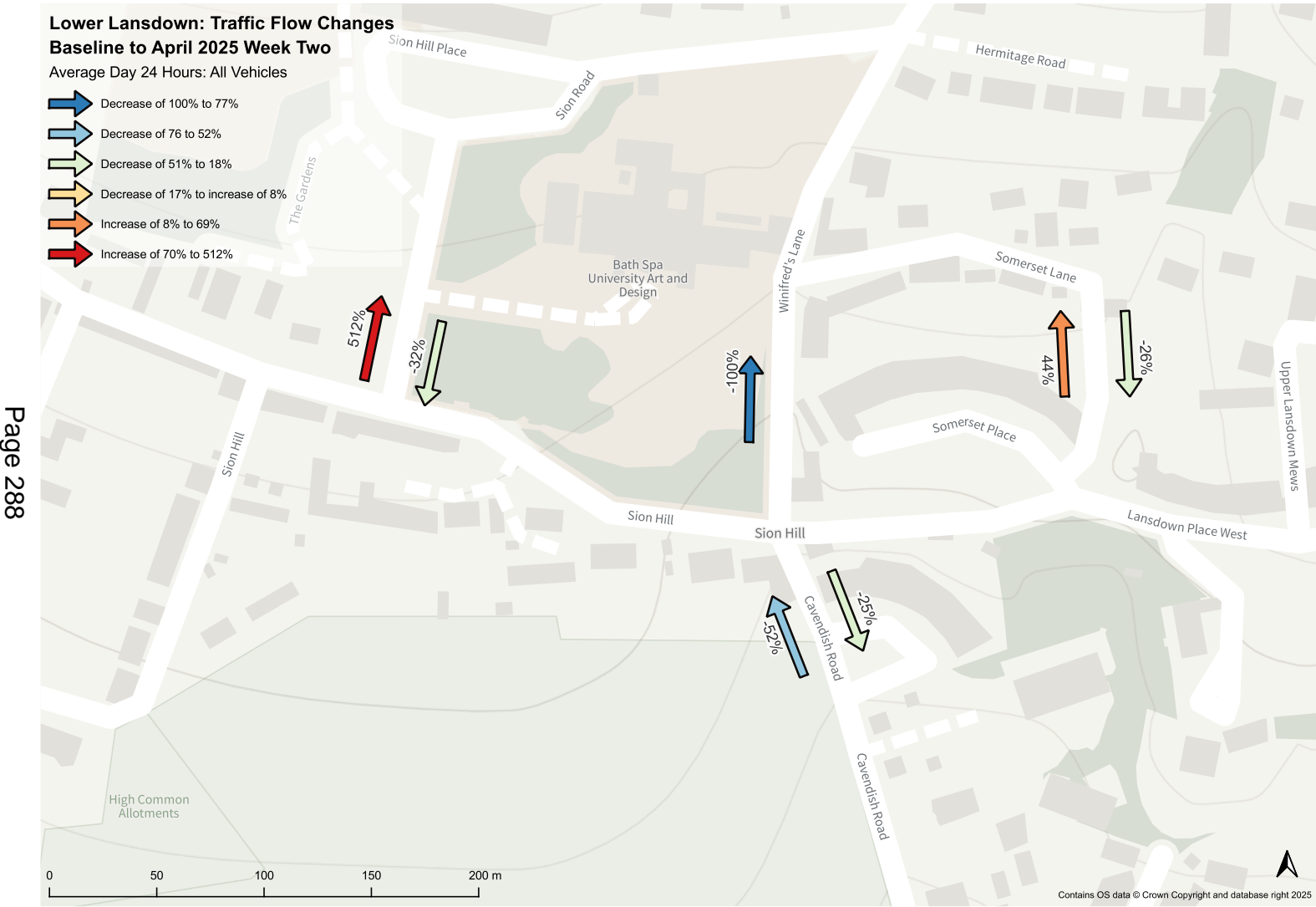


Figure 44 The Circus Percentage Traffic Flow Changes November 2024

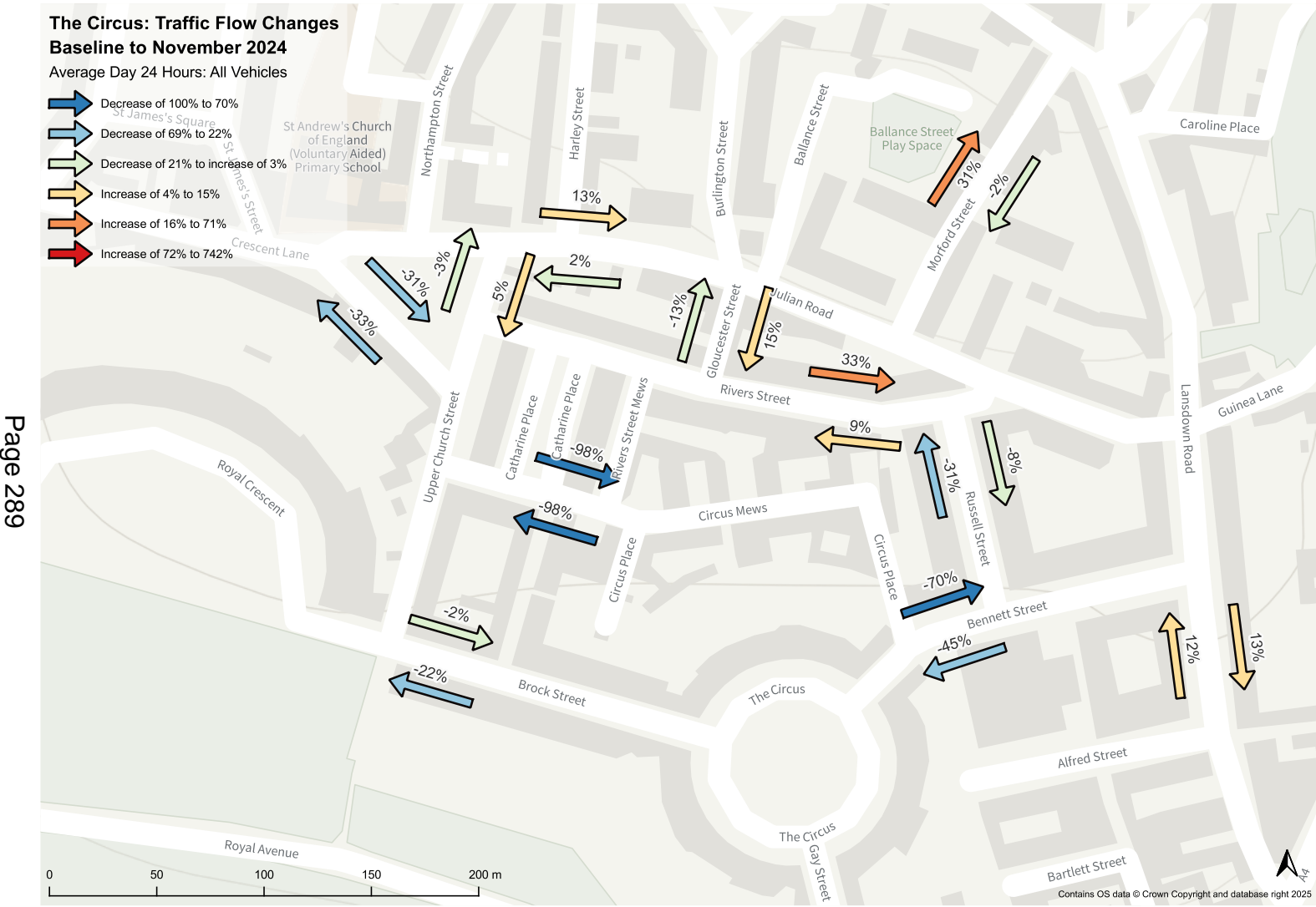


Figure 45 The Circus Percentage Traffic Flow Changes February 2025

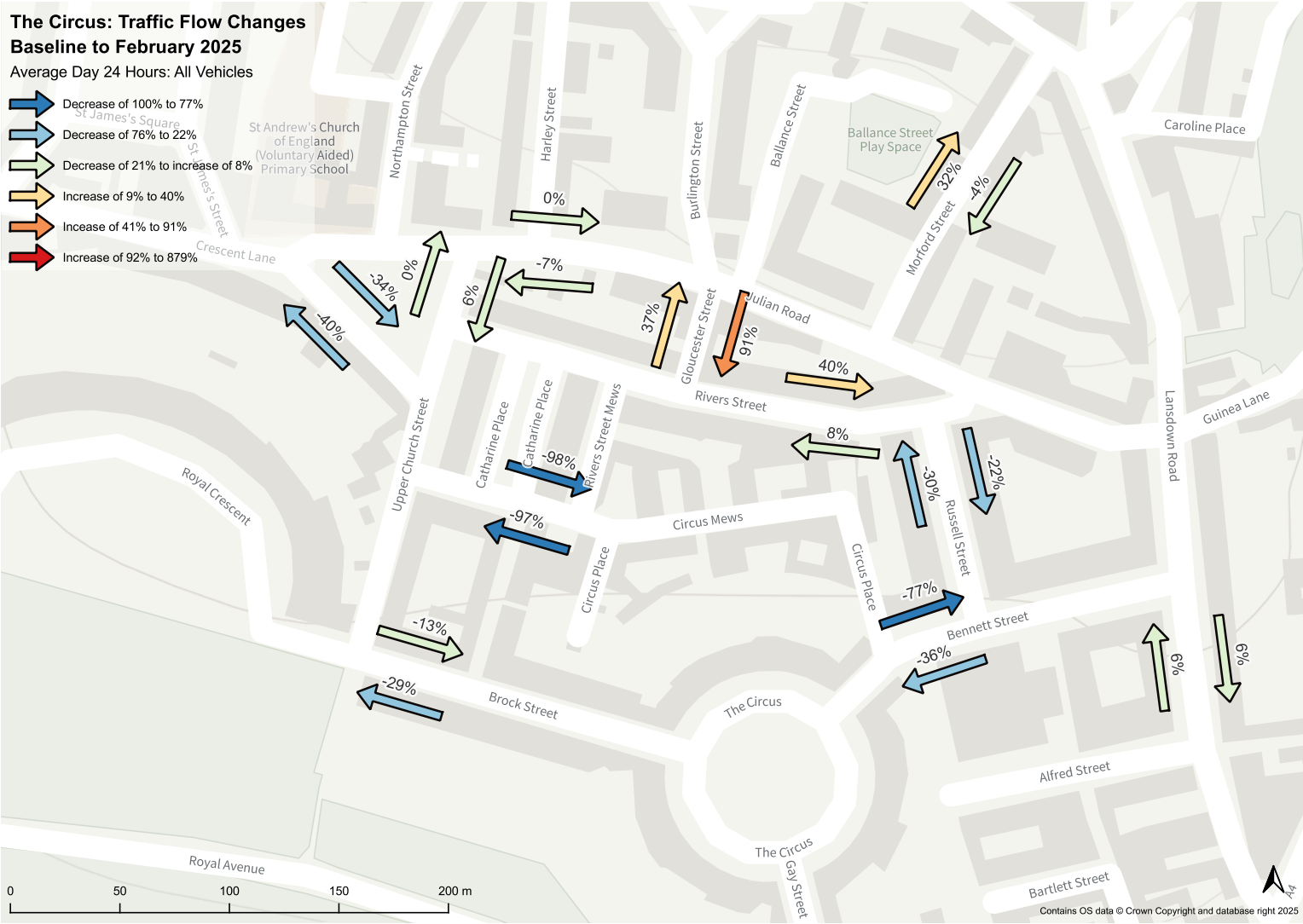
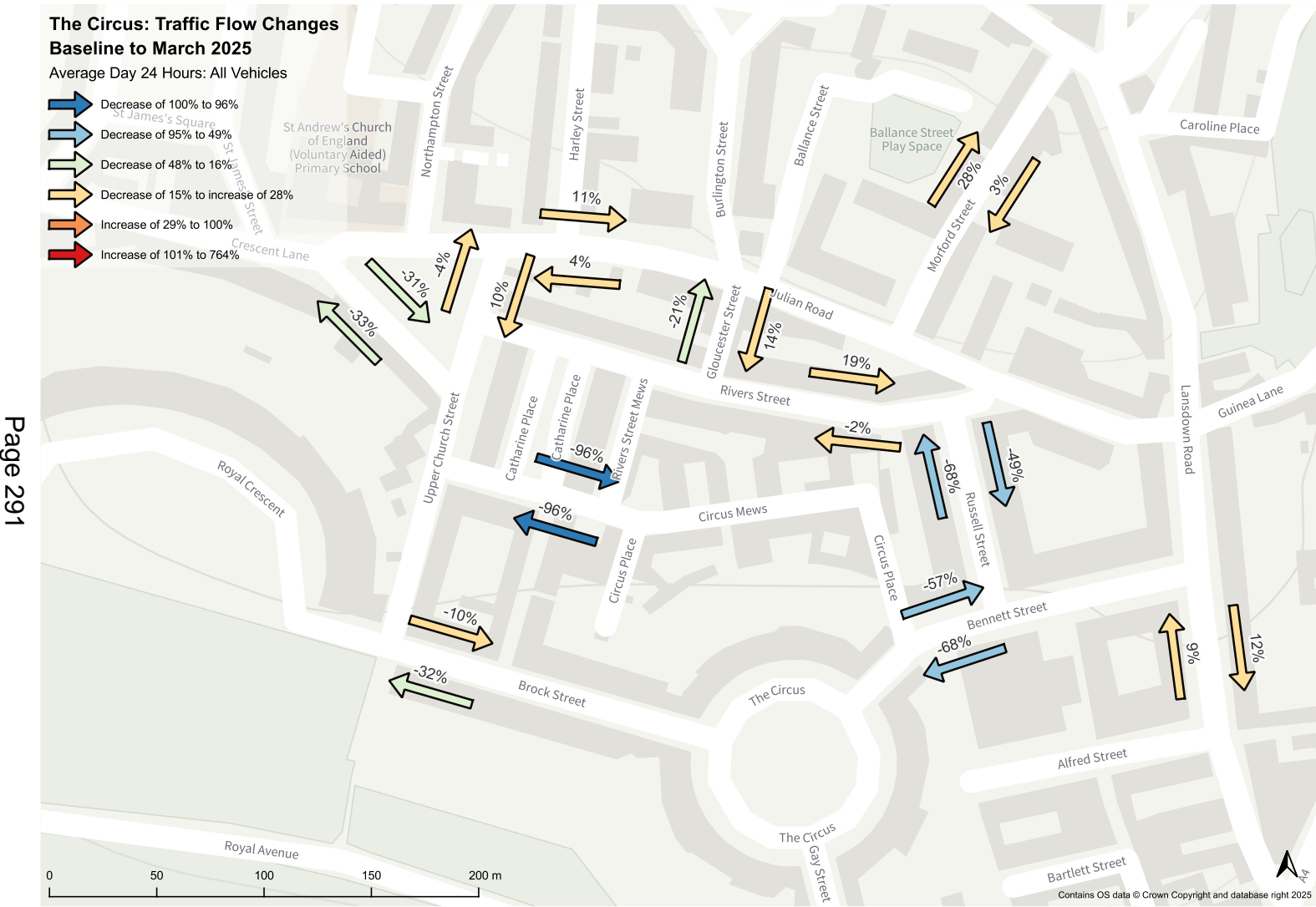


Figure 46 The Circus Percentage Traffic Flow Changes March 2025



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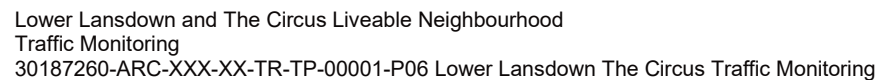


Figure 48 The Circus Percentage Traffic Flow Changes April 2025 (Week 2)



Figure 49 Upper Weston and Lansdown Percentage Traffic Flow Changes November 2024

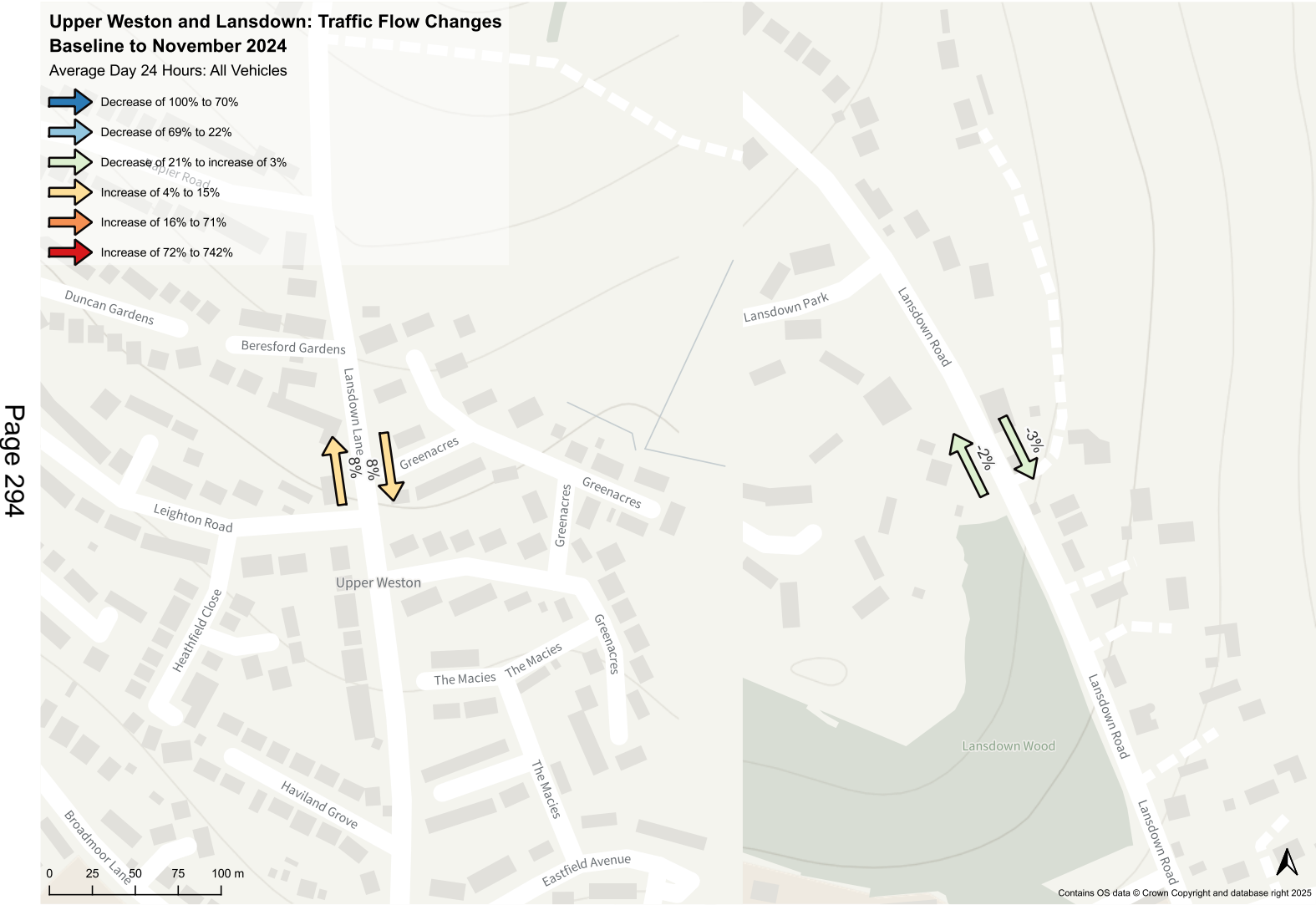


Figure 50 Upper Weston and Lansdown Percentage Traffic Flow Changes February 2025



Figure 51 Upper Weston and Lansdown Percentage Traffic Flow Changes March 2025

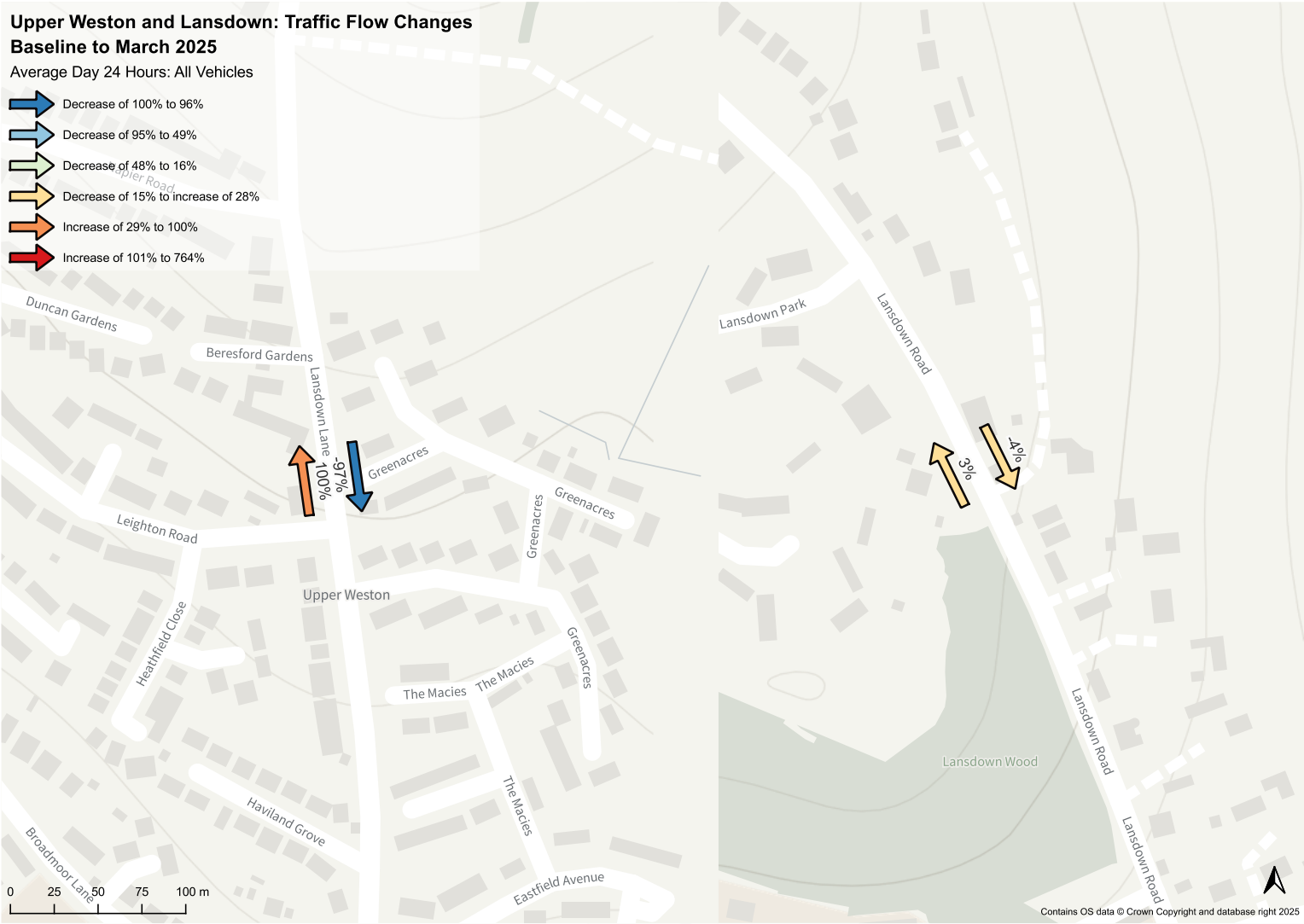


Figure 52 Upper Weston and Lansdown Percentage Traffic Flow Changes April 2025 (Week 1)

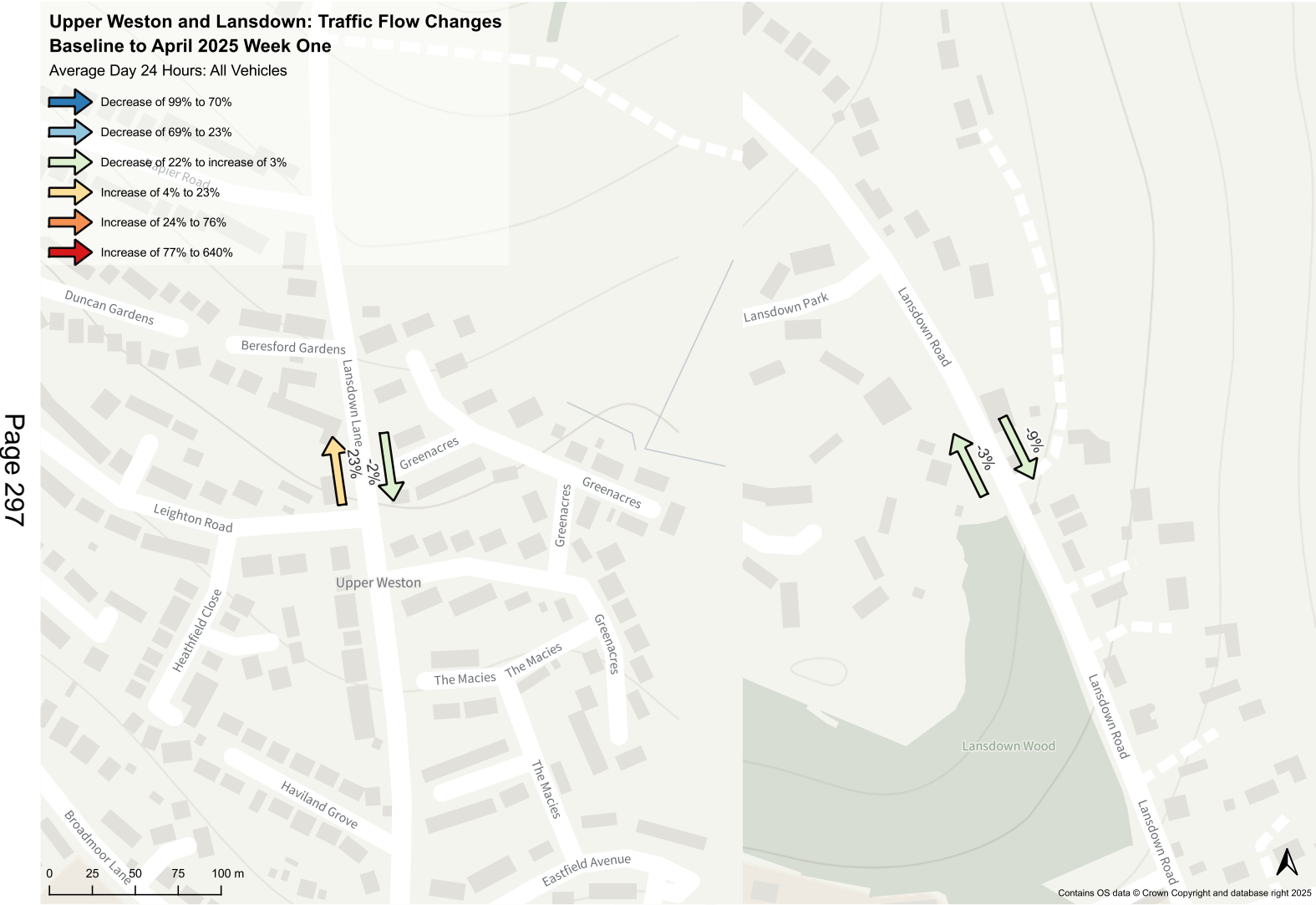
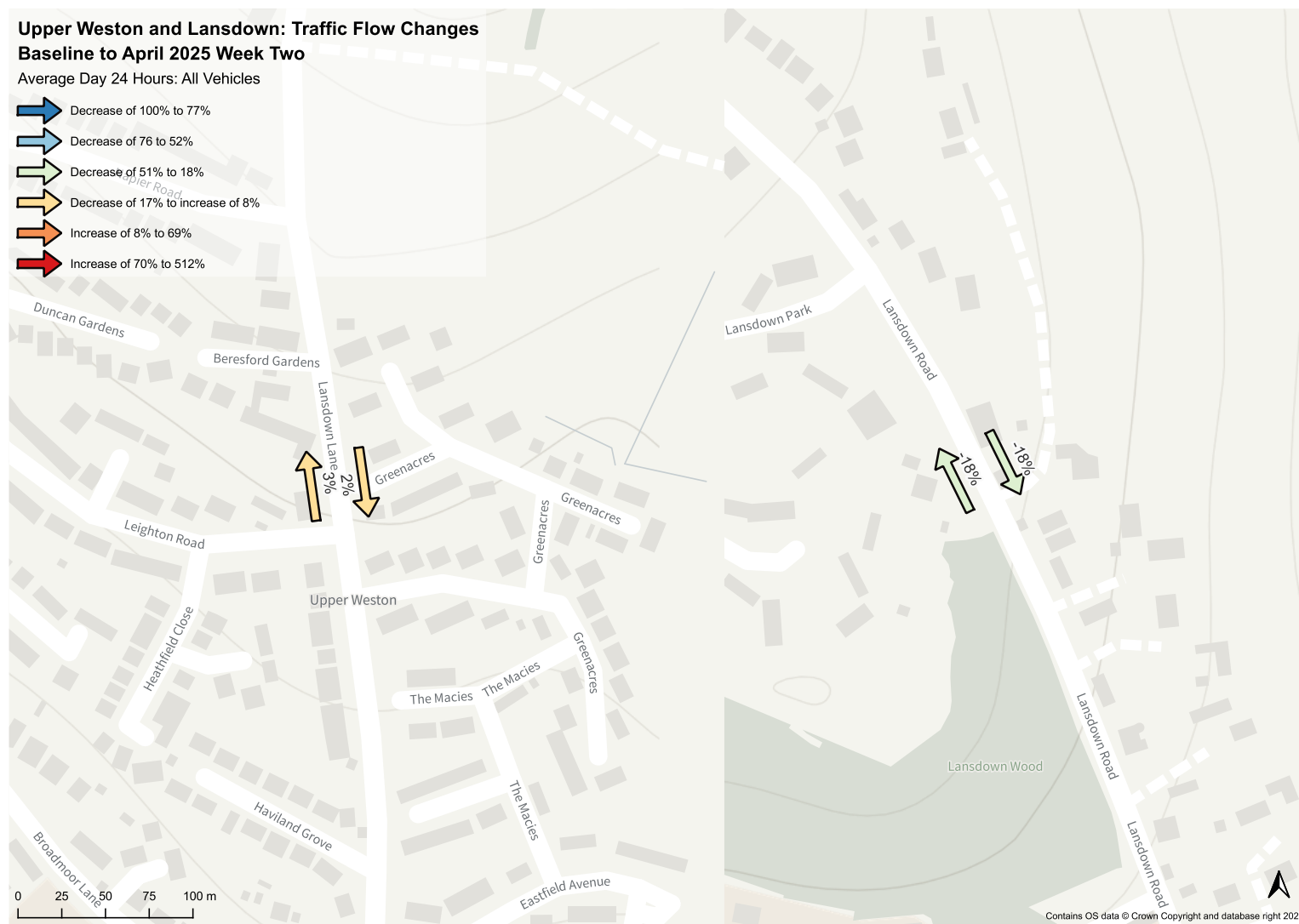


Figure 53 Upper Weston and Lansdown Percentage Traffic Flow Changes April 2025 (Week 2)



Comparison of Results

- 3.2.42 Considering the absolute changes in motor-vehicle traffic flows between the baseline and the in-trial periods, a comparison of the 7-day average traffic flows on each link has been conducted below.
- 3.2.43 **Lower Lansdown**
- 3.2.44 As intended and due to the through-traffic restriction, Winifred's Lane (L1) saw a reduction of traffic. The lane carried 1,303 vehicles a day, on average, during baseline monitoring. During the trial in termtime periods, Winifred's Lane carried 1,295 fewer vehicles in November 2024, 1,297 fewer vehicles in February 2025, and 1,296 fewer in March 2025. During the trial in school holiday periods, Winifred's Lane carried 1,292 fewer vehicles in April 2025 Week 1 and 1,299 fewer vehicles in April 2025 Week 2.
- 3.2.45 During the trial in termtime periods, Winifred's Lane carried 99% fewer vehicles in November 2024, 100% fewer vehicles in February 2025 and March 2025. During school holiday periods, Winifred's Lane carried 99% fewer vehicles in April 2025 Week 1 and 100% fewer vehicles in April 2025 Week 2.
- 3.2.46 **Cavendish Road (L4)** carried 3,248 vehicles on average per day pre-trial. During the trial in termtime periods, 534 fewer vehicles were recorded in November 2024, 797 fewer in February 2025, and 729 fewer in March 2025. During the trial in school holiday periods, Cavendish Road carried 1,016 fewer vehicles in April 2025 Week 1 and 1,316 fewer in April 2025 Week 2.
- 3.2.47 During the trial in termtime periods, **Cavendish Road** carried 16% fewer vehicles in November 2024, 25% fewer vehicles in February 2025, and 22% fewer vehicles in March 2025. During the trial in school holiday periods, Cavendish Road was trafficked by 31% fewer vehicles in April 2025 Week 1 and 41% fewer vehicles in April 2025 Week 2.
- 3.2.48 **Lansdown Lane (L17), between Beresford Gardens and Leighton Road**, carried 7,336 vehicles on average per day pre-trial. During the trial in termtime periods, 580 more vehicles were recorded in November 2024, 272 more in February 2025, and 11 more in March 2025. During the trial in school holiday periods, Lansdown Lane carried 764 more vehicles in April 2025 Week 1 and 175 more vehicles in April 2025 Week 2.
- 3.2.49 During the trial in termtime periods, **Lansdown Lane** carried 8% more vehicles in November 2024, 4% more vehicles in February 2025, and experienced an overall change of 0% in March 2025. During the trial in school holiday periods, it carried 10% more vehicles in April 2025 Week 1 and 2% more vehicles in April 2025 Week 2.
- 3.2.50 **Lansdown Road (L18), between Lansdown Park and Fonthill Road**, carried 8,346 vehicles on average per day pre-trial. During the trial in termtime periods, 227 fewer vehicles were recorded in November 2024, 304 fewer in February 2025, and 198 fewer in March 2025. During the trial in school holiday periods, Lansdown Road, between Lansdown Park and Fonthill Road, carried 537 fewer vehicles in April 2025 Week 1 and 1,513 fewer vehicles in April 2025 Week 2.
- 3.2.51 During the trial in termtime periods, **Lansdown Road, between Lansdown Park and Fonthill Road**, carried 3% fewer vehicles in November 2024, 4% fewer vehicles in February 2025, and an overall change of 0% in March 2025. During the trial in school holiday periods, it carried by 6% fewer vehicles in April 2025 Week 1 and 18% fewer vehicles in April 2025 Week 2.

- 3.2.52 **Somerset Lane** (L2) carried 50 vehicles on average, per day, in the baseline. During the trial in termtime periods, 7 more vehicles were recorded in November 2024, 10 more in February 2025, and 17 more in March 2025. During the trial in school holiday periods, Somerset Lane carried 7 more vehicles in April 2025 Week 1 and 3 more in April 2025 Week 2.
- 3.2.53 During the trial in termtime periods, **Somerset Lane** carried 14% more vehicles in November 2024, 20% more vehicles in February 2025, and 35% more vehicles in March 2025. During the trial in school holiday periods, it carried by 14% more vehicles in April 2025 Week 1 and 6% more vehicles in April 2025 Week 2.
- 3.2.54 **Sion Road** (L5) carried 1,022 vehicles on average per day pre-trial. During the trial in termtime periods, 887 more vehicles were recorded in November 2024, 1,174 more in February 2025, and 960 more in March 2025. During the trial in school holiday periods, Sion Road carried 594 more vehicles in April 2025 Week 1 and 305 more in April 2025 Week 2.
- 3.2.55 During the trial in termtime periods, **Sion Road** carried 87% more vehicles in November 2024, 115% more vehicles in February 2025, and 94% more vehicles in March 2025. During the trial in school holiday periods, it carried 58% more vehicles in April 2025 Week 1 and 30% more vehicles in April 2025 Week 2.
- 3.2.56 **The Circus area**
- 3.2.57 The largest increase in vehicles was recorded on **Lansdown Road, between Bennett St and Alfred St** (L11). It carried 8,452 vehicles on average per day pre-trial. During the trial in termtime periods, 1,077 more vehicles were recorded in November 2024, 531 more in February 2025, and 850 more in March 2025. During the trial in school holiday periods, Lansdown Road, between Bennett Street and Alfred Street, carried 824 more vehicles in April 2025 Week 1 and 3 fewer vehicles in April 2025 Week 2.
- 3.2.58 During the trial in termtime periods, **Lansdown Road, between Bennett Street and Alfred Street**, carried 13% more vehicles in November 2024, 6% more vehicles in February 2025, and 10% more vehicles in March 2025. During the trial in school holiday periods, it carried 10% more vehicles in April 2025 Week 1 and experienced an overall change of 0% in April 2025 Week 2.
- 3.2.59 **Bennett Street** (L10), **between Circus Place and Russell Street**, saw the biggest reduction in vehicles, on average, across all time periods. Baseline counts were 2,839. During the trial in termtime periods, 1,661 fewer vehicles were recorded in November 2024, 1,663 fewer vehicles in February 2025, and 1,755 fewer vehicles in March 2025. During the trial in school holiday periods, 1,484 fewer vehicles were recorded in April 2025 Week 1, and 1,862 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.60 During the trial in termtime periods, **Bennett Street** carried 59% fewer vehicles in November 2024 and February 2025, and 62% fewer vehicles in March 2025. During the trial in school holiday periods, Bennett Street carried 52% fewer vehicles in April 2025 Week 1 and 66% fewer vehicles in April 2025 Week 2.

- 3.2.61 **Brock Street** (L12) carried 1,279 vehicles per day, on average, during the baseline. During the trial in termtime periods, 171 fewer vehicles were recorded in November 2024, 276 fewer vehicles were recorded in February 2025, and 286 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 192 fewer vehicles were recorded in April 2025 Week 1, and 282 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.62 During the trial in termtime periods, **Brock Street** carried 13% fewer vehicles in November 2024, and 22% fewer vehicles in February 2025 and March 2025. During the trial in school holiday periods, Brock Street carried 15% fewer vehicles in April 2025 Week 1, and 22% fewer vehicles in April 2025 Week 2.
- 3.2.63 On **Catharine Place** (L13), 415 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 405 fewer vehicles were recorded in November 2024, 403 fewer vehicles were recorded in February 2025, and 398 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 392 fewer vehicles were recorded in April 2025 Week 1, and 410 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.64 During the trial in termtime periods, **Catharine Place** carried 98% fewer vehicles in November 2024, 97% fewer vehicles in February 2025, and 96% fewer vehicles in March 2025. During the trial in school holiday periods, Catharine Place carried 94% fewer vehicles in April 2025 Week 1, and 99% fewer vehicles in April 2025 Week 2.
- 3.2.65 On **Crescent Lane** (L14), 1,590 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 505 fewer vehicles were recorded in November 2024, 581 fewer vehicles were recorded in February 2025, and 509 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 486 fewer vehicles were recorded in April 2025 Week 1, and 568 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.66 During the trial in termtime periods, **Crescent Lane** was trafficked by 32% fewer vehicles in November 2024, 37% fewer vehicles in February 2025, and 32% fewer vehicles in March 2025. During the trial in school holiday periods, Crescent Lane carried 31% fewer vehicles in April 2025 Week 1, and 36% fewer vehicles in April 2025 Week 2.
- 3.2.67 On **Gloucester Street, between Julian Road and Rivers Street** (L6), 189 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 2 more vehicles were recorded in November 2024, 123 more vehicles were recorded in February 2025, and 5 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 95 more vehicles were recorded in April 2025 Week 1, and 89 more vehicles were recorded in April 2025 Week 2.
- 3.2.68 During the trial in termtime periods, **Gloucester Street** carried 1% more vehicles in November 2024, 65% more vehicles in February 2025, and 3% fewer vehicles in March 2025. During the trial in school holiday periods, Gloucester Street carried 50% more vehicles in April 2025 Week 1, and 47% more vehicles in April 2025 Week 2.
- 3.2.69 On **Julian Road, between Upper Church Street and Harley Street** (L16), 8,365 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 635 more vehicles were recorded in November 2024, 287 fewer vehicles were recorded in February 2025, and 609 more vehicles were recorded in March 2025. During the trial in school holiday periods, 733 more vehicles were recorded in April 2025 Week 1, and 115 more vehicles were recorded in April 2025 Week 2.

- 3.2.70 During the trial in termtime periods, **Julian Road** carried 8% more vehicles in November 2024, 3% fewer vehicles in February 2025, and 7% more vehicles in March 2025. During the trial in school holiday periods, Julian Road carried 9% more vehicles in April 2025 Week 1, and 1% more vehicles in April 2025 Week 2.
- 3.2.71 On **Morford Street** (L7), 4,040 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 400 more vehicles were recorded in November 2024, 369 more vehicles were recorded in February 2025, and 505 more vehicles were recorded in March 2025. During the trial in school holiday periods, 730 more vehicles were recorded in April 2025 Week 1, and 170 more vehicles were recorded in April 2025 Week 2.
- 3.2.72 During the trial in termtime periods, **Morford Street** carried 10% more vehicles in November 2024, 9% more vehicles in February 2025, and 12% more vehicles in March 2025. During the trial in school holiday periods, Morford Street carried 18% more vehicles in April 2025 Week 1, and 4% more vehicles in April 2025 Week 2.
- 3.2.73 On **Rivers Street, between Gloucester Street and Russell Street** (L8), 331 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 60 more vehicles were recorded in November 2024, 65 more vehicles were recorded in February 2025, and 19 more vehicles were recorded in March 2025. During the trial in school holiday periods, 17 more vehicles were recorded in April 2025 Week 1, and 63 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.74 During the trial in termtime periods, **Rivers Street** carried 18% more vehicles in November 2024, 20% more vehicles in February 2025, and 6% more vehicles in March 2025. During the trial in school holiday periods, Rivers Street carried 5% more vehicles in April 2025 Week 1, and 19% fewer vehicles in April 2025 Week 2.
- 3.2.75 On **Russell Street, between Rivers Street and Bennett Street** (L9), 630 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 138 fewer vehicles were recorded in November 2024, 169 fewer vehicles were recorded in February 2025, and 378 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 207 fewer vehicles were recorded in April 2025 Week 1, and 570 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.76 During the trial in termtime periods, **Russell Street** carried 22% fewer vehicles in November 2024, 27% fewer vehicles in February 2025, and 60% fewer vehicles in March 2025. During the trial in school holiday periods, Russell Street carried 33% fewer vehicles in April 2025 Week 1, and 90% fewer vehicles in April 2025 Week 2.
- 3.2.77 On **Upper Church Street, between Julian Road and Rivers Street** (L15), 564 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 2 more vehicles were recorded in November 2024, 16 more vehicles were recorded in February 2025, and 15 more vehicles were recorded in March 2025. During the trial in school holiday periods, 23 more vehicles were recorded in April 2025 Week 1, and 3 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.78 During the trial in termtime periods, **Upper Church Street** carried an overall change of 0% in November 2024, 3% more vehicles in February 2025 and March 2025. During the trial in school holiday periods, Upper Church Street carried 4% more vehicles in April 2025 Week 1, and 1% fewer vehicles in April 2025 Week 2.

Summary

- 3.2.79 Considering the percentage changes in motor-vehicle traffic flows between the baseline and the in-trial periods, the greatest reduction in November 2024 was at Winifred's Lane from 99% to 100%. This was followed by Catharine Place with a reduction of up to 98% to 99% as expected due to the new through-traffic restrictions.
- 3.2.80 The mean absolute change in motor vehicle flows, per road, in the study area between the baseline and in-trial periods (**excluding** Winifred's Lane and Catharine Place) was +28 in November 2024, -101 in February 2025, -58 in March 2025, -9 in April 2025 Week 1, and -355 in April 2025 Week 2
- 3.2.81 The mean percentage change in motor vehicle flows, per road, in the study area between the baseline and in-trial periods (**excluding** Winifred's Lane and Catharine Place) was 1% in November 2024, 4% in February 2025, -2% in March 2025, 1% in April 2025 Week 1 (when the local private schools were on holiday), and -13% in April 2025 Week 2 (when all schools were on holiday).

Junction Turning Counts

- 3.2.82 Junction Turning Counts were collected for the **A4 Gay Street / A4 George Street / Gay Street junction** for seven consecutive days at the end of November 2023 for the purpose of baseline monitoring and repeated five times during the six-month trial for the purposes of comparison.
- 3.2.83 The Gay Street trial introduced a restriction on motor vehicles entering Gay Street (north) from Gay Street (south) and a ban on exiting Gay Street (south) into Gay Street (north) towards Queen Square. Motor vehicles were instead required to access the northern end of Gay Street from The Circus and either exit the same way or via a left turn into George Street. An existing no-right-turn into Gay Street (north) from A4 George Street was already permanently in place.
- 3.2.84 In-trial junction turning counts were also conducted for seven consecutive days, five times at the **Sion Hill, Winifred's Lane and Cavendish Road junction**. The monitoring was introduced post-trial to monitor rates of non-compliance with the no-right turn into Sion Hill (east), which was introduced to complement the Winifred's Lane through-traffic restriction. Baseline counts were not conducted for the Sion Hill, Winifred's Lane and Cavendish Road junction.

Baseline Turning Counts for A4 Gay Street / A4 George Street / Gay Street

- 3.2.85 Baseline junction turning counts for the junction of the A4 Gay Street / A4 George Street / Gay Street were collected during seven days in November 2023. Average day vehicle turning counts are presented in Figure 54 and Table 7.

Figure 54 Gay Street Baseline Turning Counts, November 2023

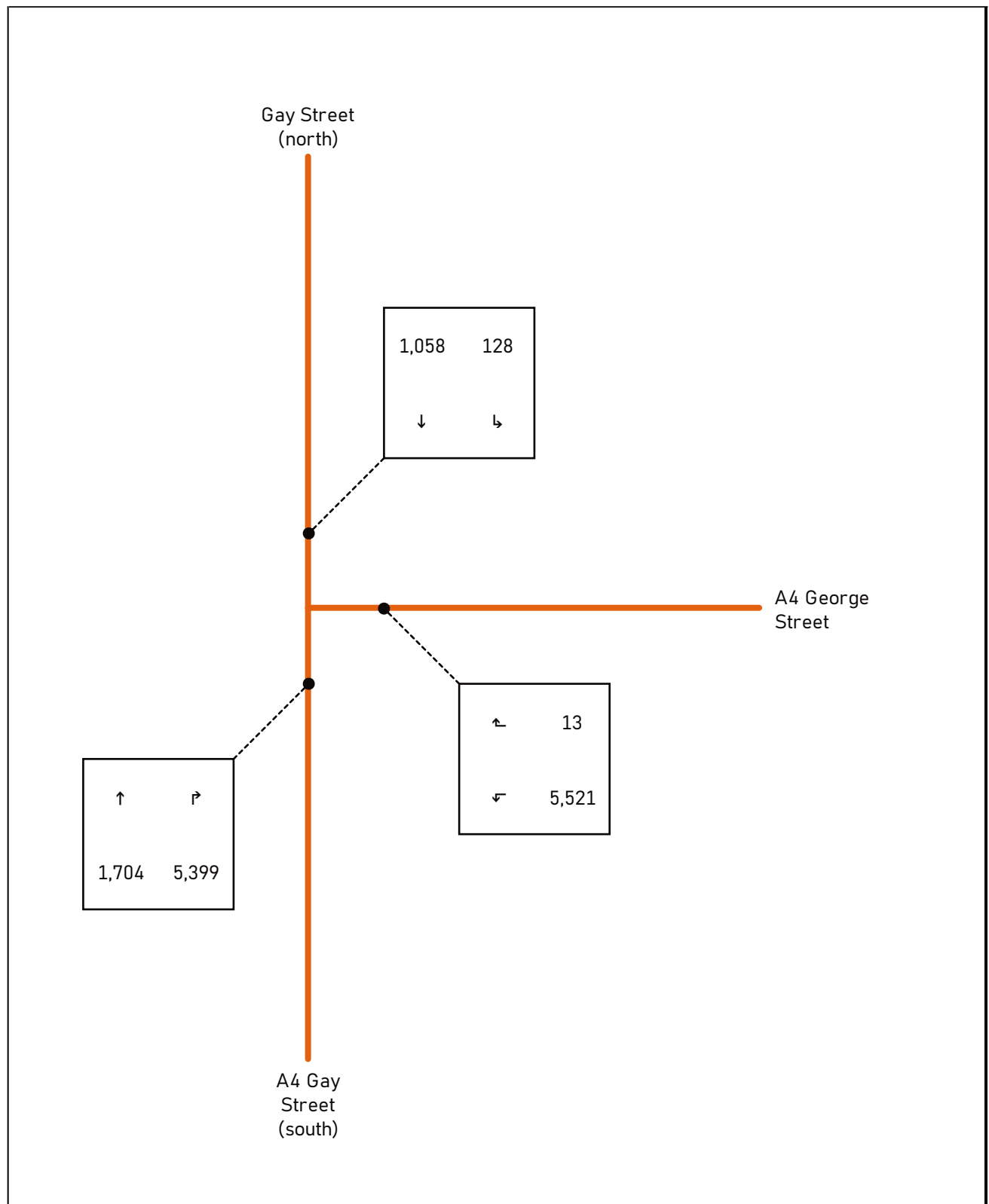


Table 7 Gay Street Junction Baseline Turning Counts Average Day Baseline

Gay Street Baseline – All Vehicles – 0600- 2200 November 2023	To Gay Street (north)	To A4 George Street	To A4 Gay Street (south)	Total
From Gay Street (north)		128	1,058	1,186
From A4 George Street	13		5,521	5,534
From A4 Gay Street (south)	1,704	5,399		7,102
Total	1,717	5,527	6,579	13,823

3.2.86 13,823 motor vehicles used this junction on average, each day. The majority stayed on the A4 George Street / A4 Gay Street (South) but several thousand a day were recorded using Gay Street (north) travelling to and from The Circus, Bennet Street and Brock Street in the historic centre of Bath.

3.2.87 1,058 vehicles a day travelled southbound from Gay Street (north) into A4 Gay Street (south) and 1,704 travelled northbound from A4 Gay Street (south) into Gay Street (north).

3.2.88 5,399 vehicles a day travelled from A4 Gay Street (south) into A4 George Street at the junction.

3.2.89 5,521 vehicles a day travelled from A4 George Street left into A4 Gay Street (south) at the junction.

3.2.90 An average of 13 vehicles per day were not compliant with the existing no-right-turn into Gay Street (north) from George Street (a restriction in place before the trial).

In-trial turning counts for A4 Gay Street / A4 George Street / Gay Street

3.2.91 Turning counts for the junction of the A4 Gay Street / A4 George Street / Gay Street were collected during the trial for 7 consecutive days in November 2024, February 2025, March 2025 and in April 2025 (week 1) and April 2025 (week 2) which are the school holidays. Average-day vehicle turning counts are presented in the following figures and tables.

Figure 55 Gay Street In-trial Turning Counts November 2024

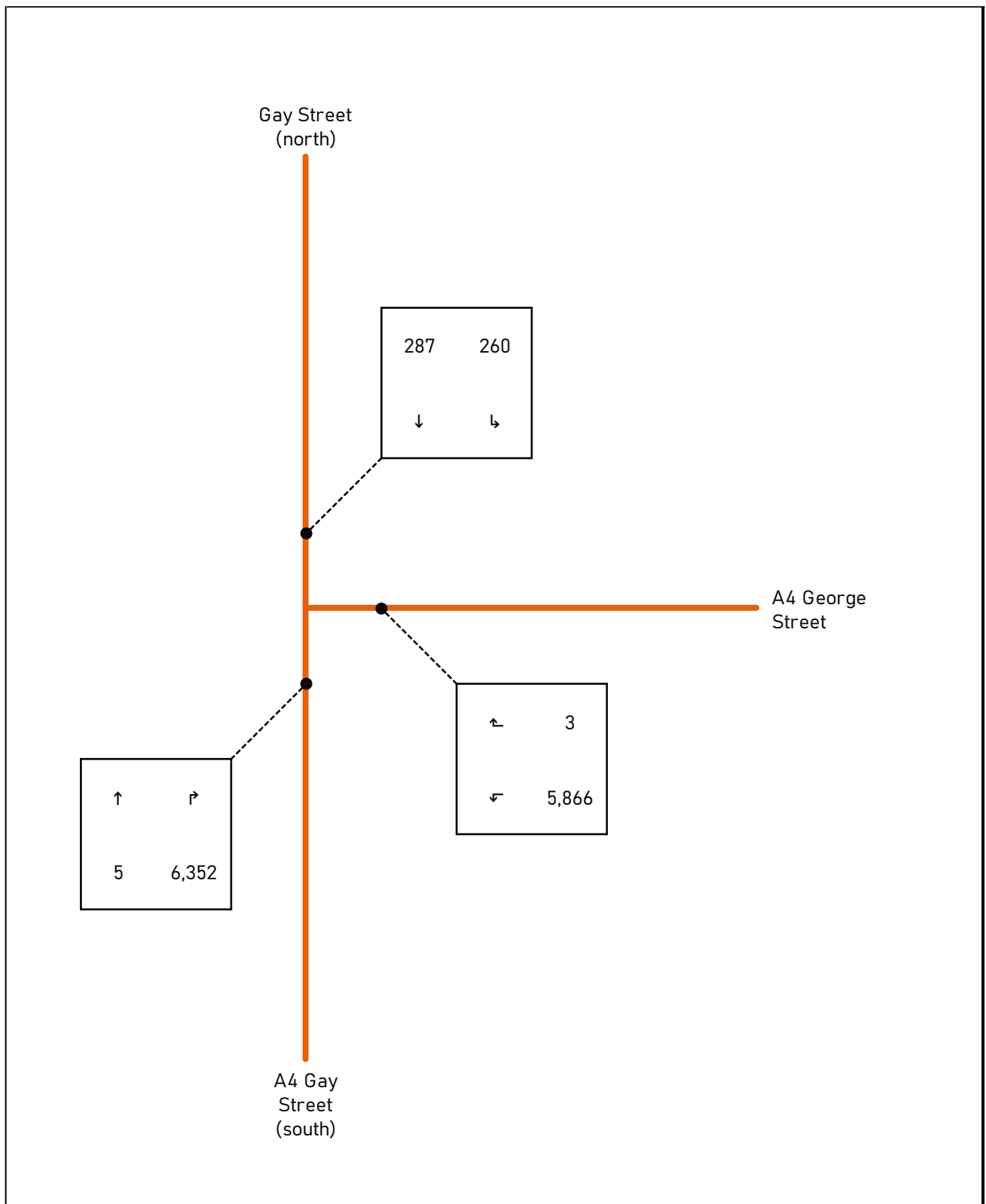


Table 8 Gay Street Junction In-trial Turning Counts Average Day November 2024

Gay Street In-Trial – All Vehicles – 0600-2200 November 2024	To Gay Street (north)	To A4 George Street	To A4 Gay Street (south)	Total
From Gay Street (north)		260	287	547
From A4 George Street	3		5,866	5,869
From A4 Gay Street (south)	5	6,352		6,358
Total	9	6,613	6,153	12,775

- 3.2.92 The total numbers of vehicles exiting Gay Street (north) fell from 1,186 to 547 (639 fewer vehicles) when comparing the baseline data and November 2024 in-trial data.
- 3.2.93 On average, 771 fewer vehicles a day travelled south from Gay Street (north) when compared with baseline data. However, monitors recorded a daily average of 287 vehicles contravening the new restriction on motor vehicles travelling on from Gay Street (north) to A4 Gay Street (south) towards Queen Square.
- 3.2.94 An average of 260 vehicles a day turned left from Gay Street (north) onto A4 George Street, which is 132 more than the baseline per day.
- 3.2.95 3 vehicles contravened the existing no-right turn onto Gay Street (north) from A4 George Street.
- 3.2.96 95 more vehicles travelled onto A4 George St East from A4 Gay Street (south) (6,352 compared to 5,399 during baseline) and 345 more vehicles turned left from A4 George Street into A4 Gay Street south (5,866 compared to 5,521 during baseline).
- 3.2.97 On average 1,048 fewer vehicles used this junction when comparing baseline data with November in-trial data (13,823 compared to 12,775).
- 3.2.98 Junction turning counts for the Gay Street junction during the February 2025 in-trial period are demonstrated in Figure 56 and Table 9.

Figure 56 Gay Street In-trial Turning Counts February 2025

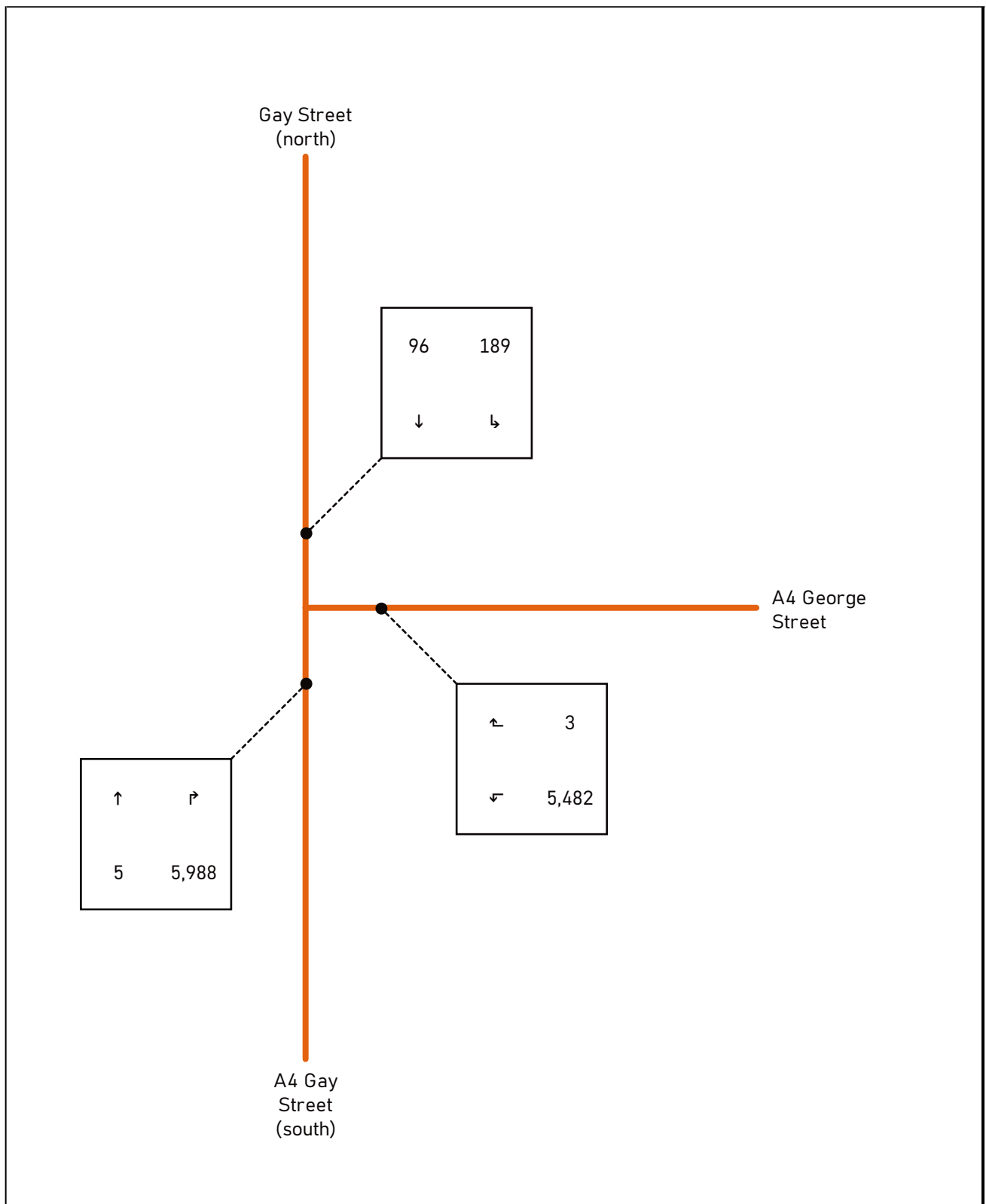


Table 9 Gay Street Junction In-trial Turning Counts Average Day February 2025

Gay Street In-Trial – All Vehicles – 0600-2200 February 2025	To Gay Street (north)	To A4 George Street	To A4 Gay Street (south)	Total
From Gay Street (north)		189	96	285
From A4 George Street	3		5,482	5,485
From A4 Gay Street (south)	5	5,988		5,993
Total	8	6,177	5,578	11,763

3.2.99 The average numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 to 285 a day when comparing the baseline and February 2025.

3.2.100 In February 2025, 962 fewer vehicles travelled south from Gay Street (north) in an average day when compared with baseline data.

3.2.101 A total of 96 drivers contravened the new restriction on motor vehicles travelling from Gay Street (north) to A4 Gay Street south (towards Queen Square), which is a lower number of non-compliance compared with November 2024 (287). 189 vehicles turned left onto A4 George Street as required.

3.2.102 Three vehicles contravened the existing no right turn into Gay Street (north) from A4 George Street (heading north).

3.2.103 More vehicles (589) travelled right into the A4 George St from the south when compared with baseline (5,988 compared to 5,399); and 39 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline.

3.2.104 On average 2,060 fewer vehicles used this junction when comparing baseline to February in-trial data (13,823 compared to 11,763).

3.2.105 Junction turning counts for the Gay Street junction during the March 2025 in-trial period are demonstrated in Figure 57 and Table 10.

Figure 57 Gay Street In-trial Turning Counts March 2025

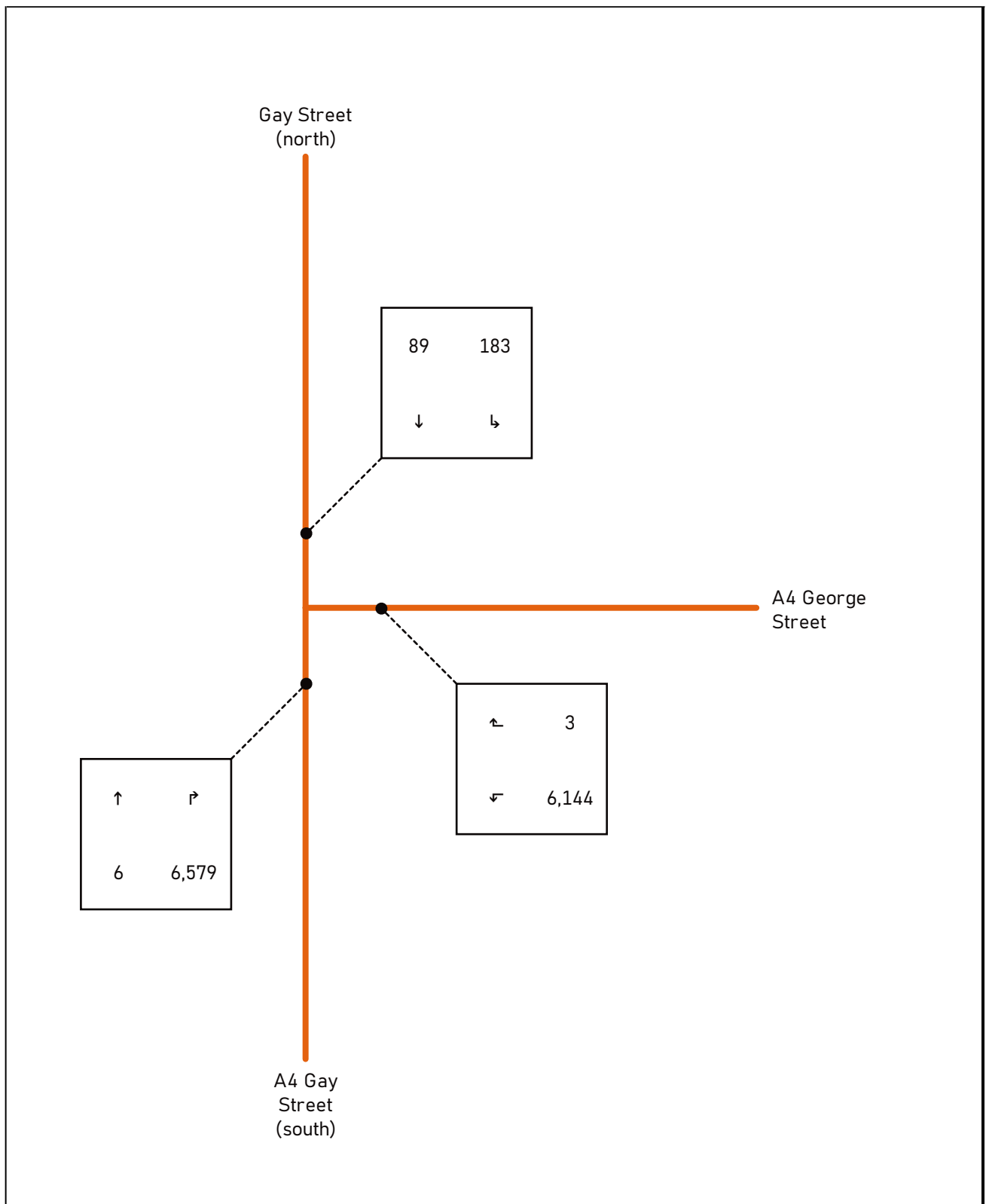


Table 10 Gay Street Junction In-trial Turning Counts, Average Day March 2025

Gay Street In-Trial – All Vehicles – 0600-2200 March 2025	To Gay Street (north)	To A4 George Street	To A4 Gay Street (south)	Total
From Gay Street (north)		183	89	272
From A4 George Street	3		6,144	6,147
From A4 Gay Street (south)	6	6,579		6,584
Total	9	6,762	6,234	13,004

3.2.106 On average, the numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 in the baseline to 272 in March 2025.

3.2.107 There was an average decrease of 969 vehicles per day travelling south from Gay Street (north) when compared with baseline data

3.2.108 Fewer vehicles (89) contravened the new restriction on motor vehicles travelling straight on from Gay Street (north) compared to February 2025 (96) and November 2024 (287).

3.2.109 Three vehicles contravened the existing no right turn into Gay Street (north) from A4 George Street.

3.2.110 On average 183 vehicles turned left from Gay Street (north) onto A4 George Street as required.

3.2.111 On average, 1,180 more vehicles travelled onto A4 George St from the A4 Gay Street (south) compared with baseline (6,579 compared to 5,399) and 623 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline (6,144 compared to 5,521 during baseline).

3.2.112 On average 819 fewer vehicles used this junction when comparing baseline to March in-trial data (13,823 compared to 13,004).

3.2.113 Compared with earlier in-trial monitoring periods compliance with the new turning restrictions improved on November and February but more vehicles used the junction in total (13,044 in March compared with 11,763 in February and 12,775 in November 2024).

3.2.114 Junction turning counts for the Gay Street junction during the April 2025 (Week 1) in-trial period are demonstrated in Figure 58 and Table 11.

Figure 58 Gay Street Turning Counts April 2025 (Week 1)

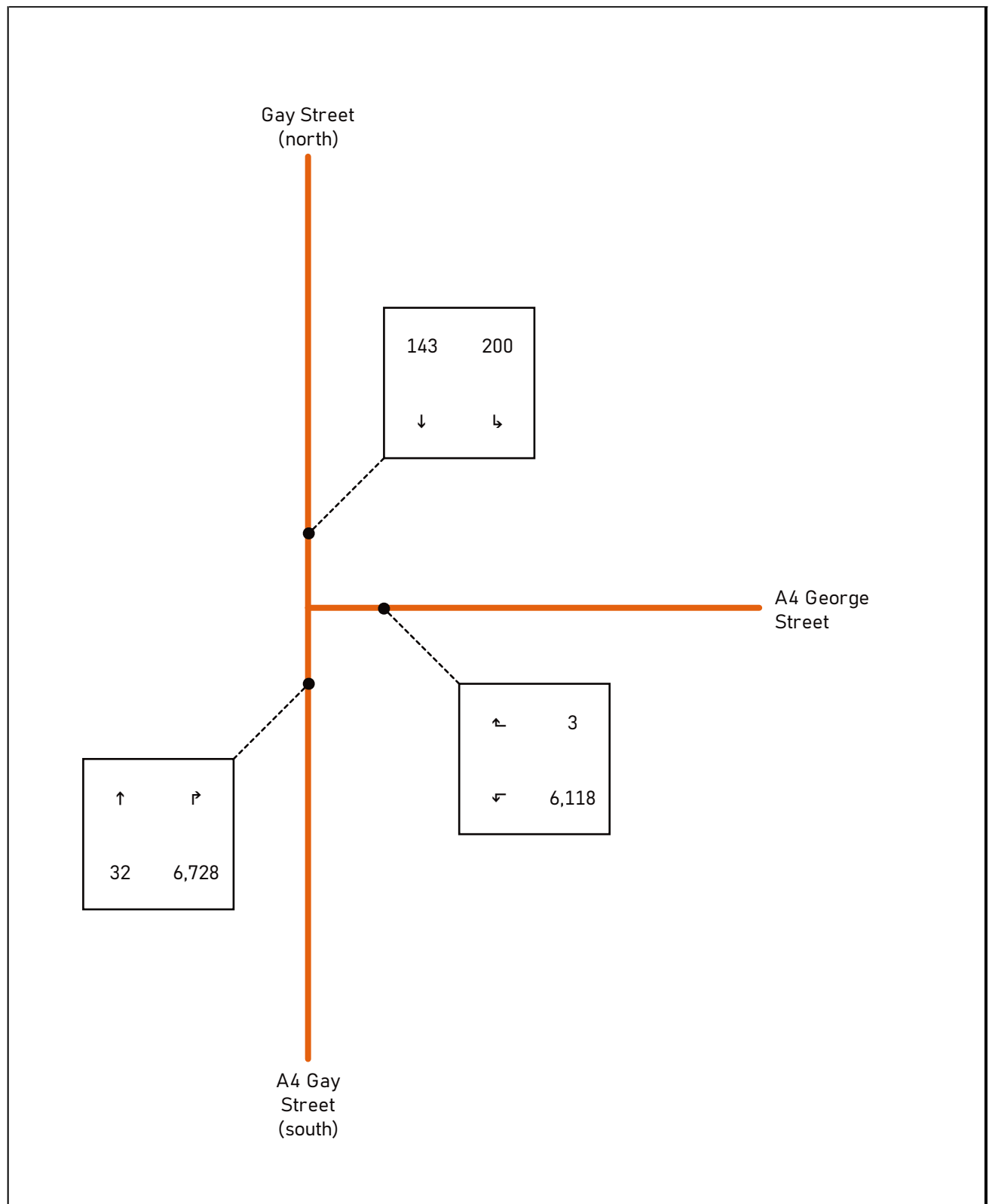


Table 11 Gay Street Junction In-trial Turning Counts Average Day April 2025 (Week 1)

Gay Street In-Trial – All Vehicles – 0600-2200 April 2025 Week 1	To Gay Street N	To A4 George Street	To A4 Gay Street S	Total
From Gay Street (north)		200	143	343
From A4 George Street	3		6,118	6,121
From A4 Gay Street (south)	32	6,728		6,759
Total	35	6,928	6,261	13,223

3.2.115 The average numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 in the baseline to 343 in April 2025 (Week 1).

3.2.116 There was an average decrease of 915 vehicle movements travelling south from Gay Street (north) when compared with baseline data.

3.2.117 There were more vehicles (143) contravening the new restriction on motor vehicles travelling straight on from Gay Street (north) than in March 2025 (89) and in February 2025 (96) but less than in November 2024 (287).

3.2.118 Three vehicles on average per day contravened the existing no right turn into George Street (North) from George Street.

3.2.119 On average, 200 vehicles turned left onto A4 George Street as required.

3.2.120 More vehicles (1,329) travelled onto A4 George St from the south compared with baseline (6,728 compared to 5,399) and 597 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline (6,118 compared to 5,521 during baseline).

3.2.121 On average, 600 fewer vehicles used this junction in April 2025 (Week 1) when compared with baseline data (13,823 compared to 13,223)

3.2.122 Compared with earlier in-trial monitoring periods, while fewer vehicles used the junction in total compared with baseline, more vehicles used the junction when compared to other in-trial monitoring periods (13,823 during baseline monitoring, 13,223 in April 2025 (Week 1), 13,044 in March 2025, 11,763 in February 2025, and 12,775 in November 2024).

3.2.123 Junction turning counts for the Gay Street junction during the April 2025 (week 2) in-trial period are demonstrated in Figure 59 and Table 12.

Figure 59 Gay Street Turning Counts April 2025 (Week 2)

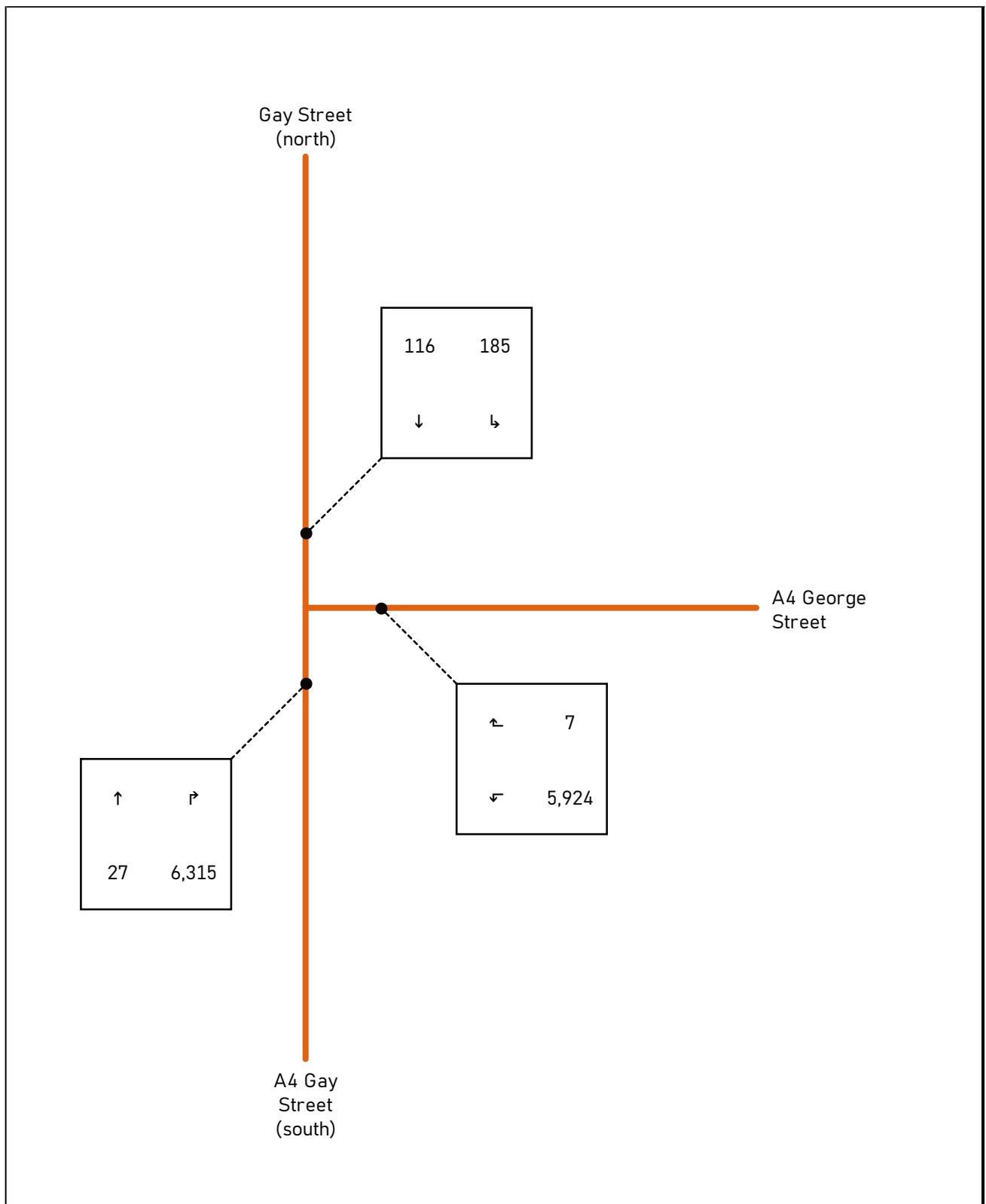


Table 12 Gay Street Junction In-trial Turning Counts Average Day April 2025 (Week 2)

Gay Street In-Trial – All Vehicles – 0600-2200 April 2025 Week 2	To Gay Street (north)	To A4 George Street	To A4 Gay Street (south)	Total
From Gay Street (north)		185	116	301
From A4 George Street	7		5,924	5,931
From A4 Gay Street (south)	27	6,315		6,342
Total	34	6,500	6,040	12,574

3.2.124 In April 2025 (Week 2) the total numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 (baseline) to 301 (885 fewer vehicles)

3.2.125 There was an average decrease of 942 vehicles travelling south from Gay Street (north) when comparing baseline data.

3.2.126 **116** vehicles contravened the new restriction on motor vehicles travelling straight on from Gay Street (north). This is more than in March 2025 (89) and February 2025 (96) but less so than in November 2024 (287) and in April 2025 Week 1 (143).

3.2.127 **7** vehicles on average per day contravened the existing no right turn into George Street (north) from George Street which was 3 more than during all other trial months.

3.2.128 In April 2025 (Week 2) 185 vehicles turned left onto A4 George Street as required.

3.2.129 **916** more vehicles travelled onto A4 George St from the south compared with baseline (6,315 compared to 5,399) and 403 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline (5,924 compared to 5,521).

3.2.130 On average, 1,249 fewer vehicles used this junction compared to baseline (13,823 compared to 12,574).

3.2.131 In April 2025 Week 2, fewer vehicles used the junction (12,574) compared with baseline (13,823) and during April 2025 Week 1 (13,223), March 2025 (13,044) and November 2024 (12,775). In April 2025 Week 2, more vehicles used the junction than in February 2025 (11,763).

In-trial Turning Counts for Sion Hill / Winifred's Lane / Cavendish Road

3.2.132 Junction turning counts for the Sion Hill junction during the November 2024 in-trial period are demonstrated in Figure 60 and Table 13. No baseline monitoring was conducted on the junction. The monitoring was conducted during the trial (only) following reports of non-compliance with the new no-right-turn into Sion Hill (east).

Figure 60 Sion Hill In-trial Turning Counts November 2024

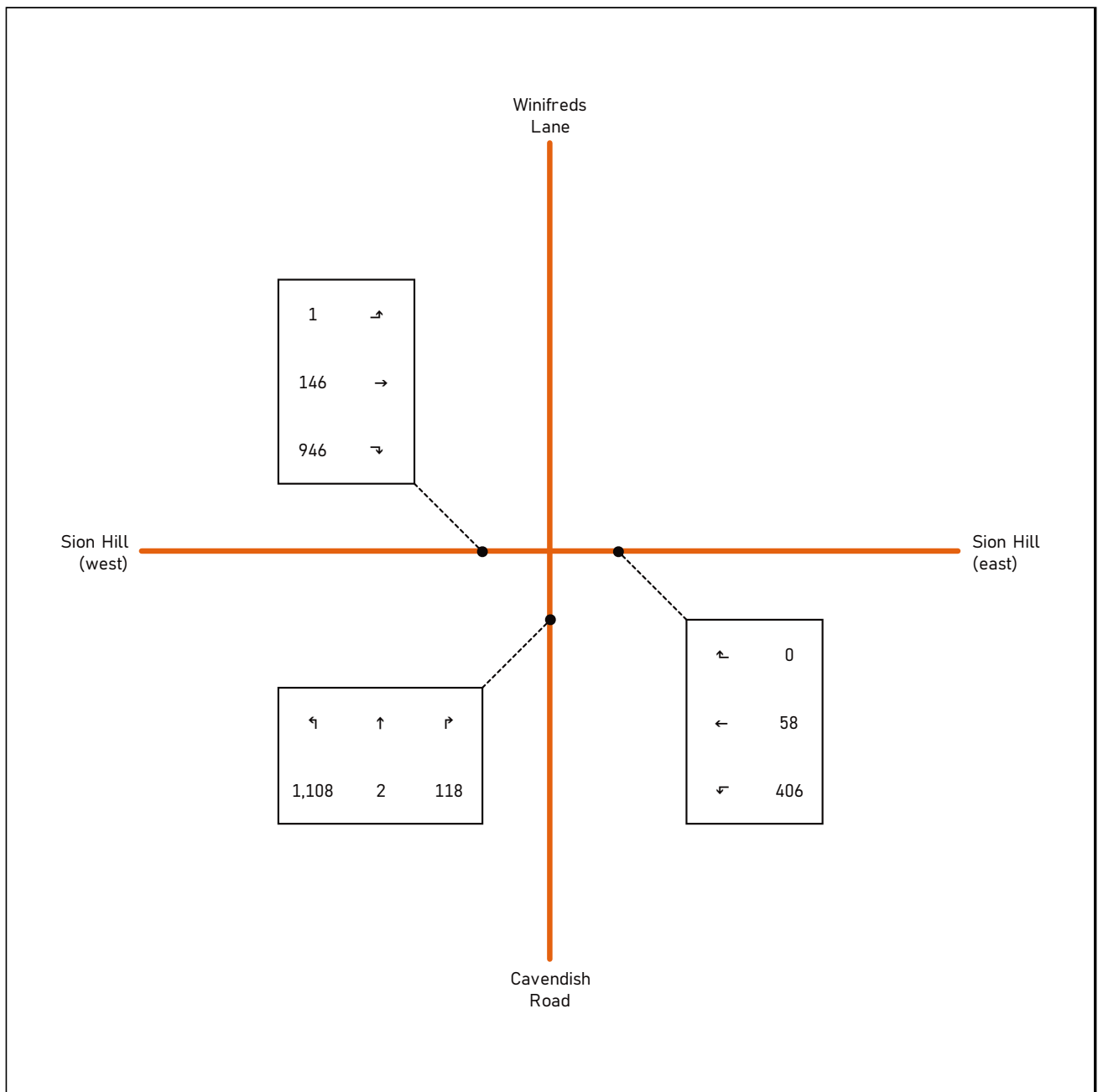


Table 13 Sion Hill Junction In-trial Turning Counts Average Day November 2024

Sion Hill In-Trial – All Vehicles – 0600-2200 November 2024	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	0		406	58	464
From Cavendish Road	2	118		1,108	1,228
From Sion Hill (west)	1	146	946		1,092
Total	3	263	1,352	1,166	2,784

3.2.133 In **November 2024**, shortly after the trial started, 118 vehicles a day on average contravened the new restriction on the right-hand turn at the top of Cavendish Road into Sion Hill (east).

3.2.134 On average, 3 vehicles turned into the southern end of Winifred's Lane.

3.2.135 On average, 1,108 vehicles per day turned left from the top of Cavendish Road into Sion Hill (west) and 946 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound.

3.2.136 **406** vehicles turned left from Sion Hill (east) into Cavendish Road travelling southbound.

3.2.137 **146** vehicles on average, per day crossed the junction travelling from Sion Hill (west) to Sion Hill (east) and 58 vehicles went from Sion Hill (east) to Sion Hill (west).

3.2.138 **2,784** vehicles in total used the junction on average, per day.

3.2.139 Junction turning counts for the Sion Hill junction during the February 2025 in-trial period are demonstrated in Figure 61 and Table 14.

Figure 61 Sion Hill In-trial Turning Counts February 2025

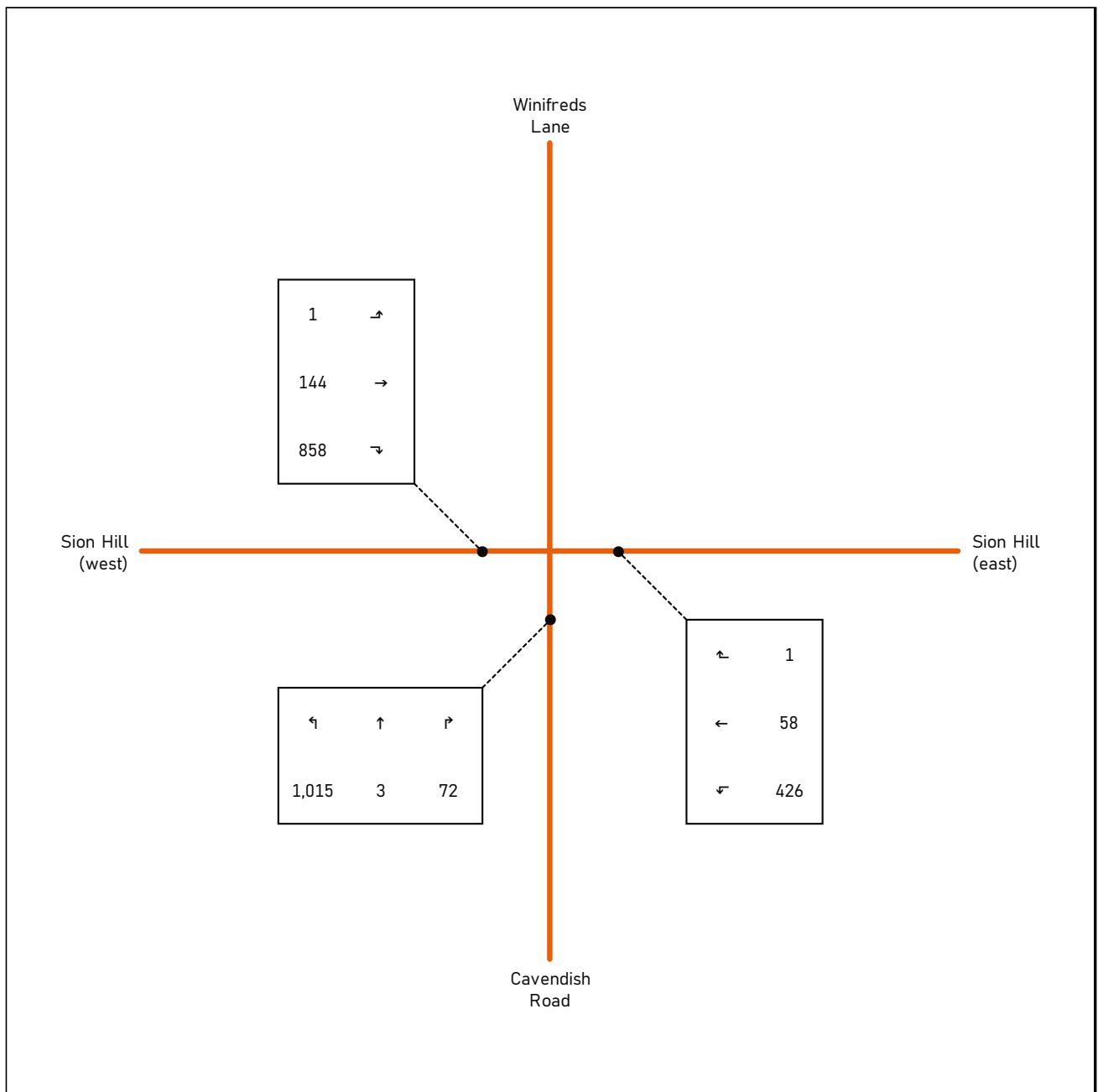


Table 14 Sion Hill Junction In-trial Turning Counts Average Day February 2025

Sion Hill In-Trial – All Vehicles – 0600-2200 February 2025	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		426	58	484
From Cavendish Road	3	72		1,015	1,090
From Sion Hill (west)	1	144	858		1,002
Total	4	216	1,284	1,073	2,576

3.2.140 In **February 2025**, 72 vehicles a day on average contravened the new restriction on right turns at the top of Cavendish Road into Sion Hill (east). This represents 46 fewer vehicles compared with the 118 vehicles making the right-turn in November 2024.

3.2.141 On average, 4 vehicles per day travelled onto the southern end of Winifred's Lane.

3.2.142 **1,015** vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is roughly the same number recorded in November 2024 (1,108) and 858 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound, which represents 88 fewer vehicles than November 2024.

3.2.143 **426** vehicles turned left into Cavendish Road from Sion Hill (east), 20 more than November 2024.

3.2.144 A daily average of 144 vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east) in February 2025.

3.2.145 **58** vehicles travelled from Sion Hill (east) to Sion Hill (west).

3.2.146 **2,576** vehicles on average, per day used the junction. This is 208 fewer vehicles per day than in November 2024 (2,784 vehicles).

3.2.147 Junction turning counts for the Sion Hill junction during the March 2025 in-trial period are demonstrated in Figure 62 and Table 15.

Figure 62 Sion Hill In-trial Turning Counts March 2025

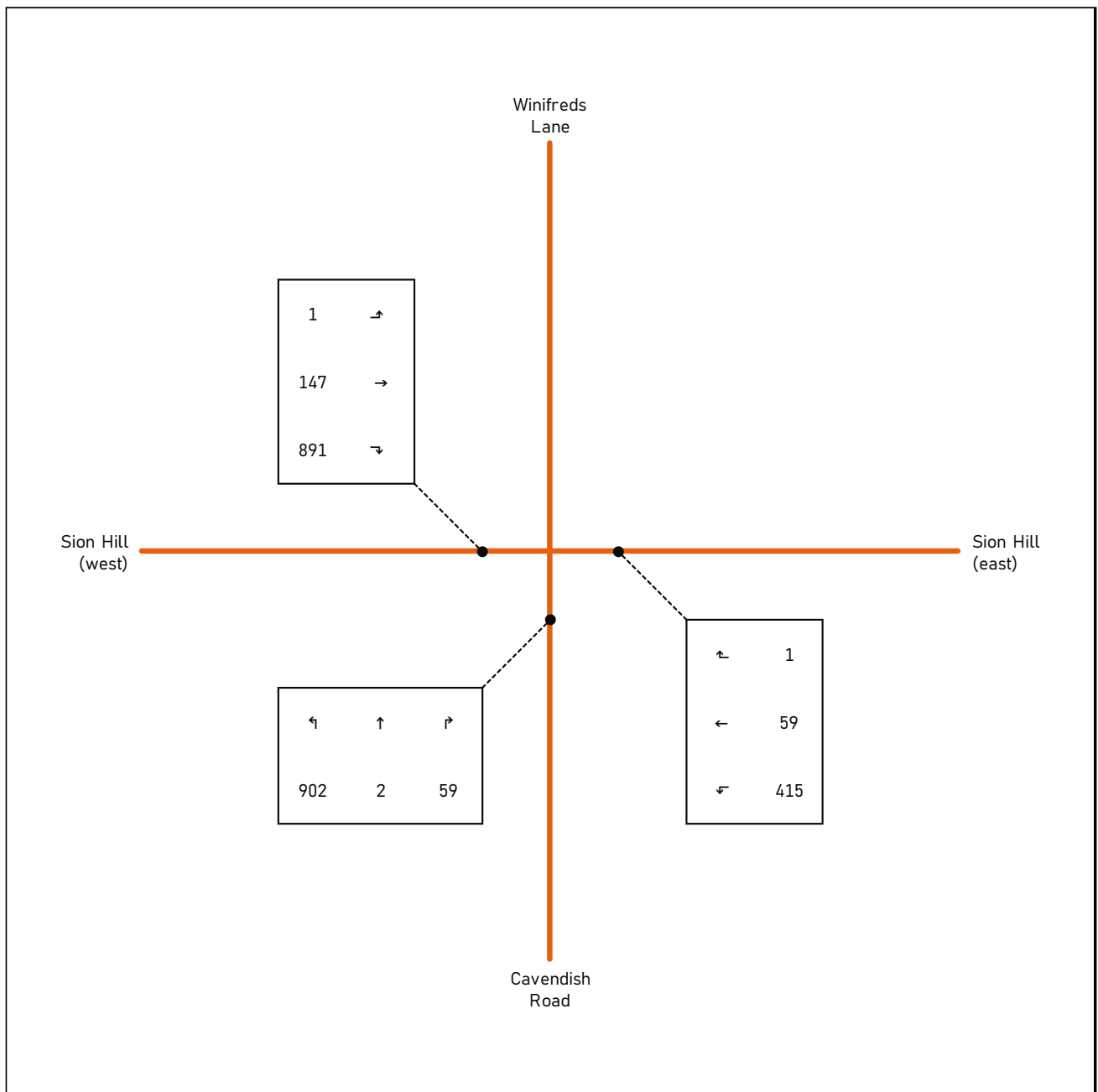


Table 15 Sion Hill Junction In-trial Turning Counts Average Day March 2025

Sion Hill In-Trial – All Vehicles – 0600-2200 March 2025	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		415	59	475
From Cavendish Road	2	59		902	963
From Sion Hill (west)	1	147	891		1,038
Total	3	206	1,306	962	2,477

3.2.148 In **March 2025**, 59 vehicles a day on average contravened the new restriction on right-hand turns at the top of Cavendish Road into Sion Hill (east). This is 59 fewer vehicles making this manoeuvre compared with November 2024 (118) and 13 fewer than February 2025 (72).

3.2.149 **3** vehicles turned onto the southern end of Winifred's Lane.

3.2.150 **902** vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is 113 fewer vehicles than in February 2025 (1,015) and 206 fewer than in November 2024 (1,108).

3.2.151 **891** vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound, which represents 33 more vehicles than February 2025 (858) and 55 fewer vehicles than November 2024 (946).

3.2.152 **415** vehicles turned left into Cavendish Road South from Sion Hill (east). This is 10 more vehicles than in November 2024 (406) and 11 fewer than February 2025 (426).

3.2.153 **147** vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east). In November 2024 that figure was 144 and in February 2025 it was 146.

3.2.154 **59** vehicles travelled from Sion Hill (east) to Sion Hill (west) which is consistent with November 2024 and February 2025.

3.2.155 **2,477** vehicles on average per day, used the junction. This is 307 fewer than November 2024 (2,784) and 99 fewer than February 2025 (2,576).

3.2.156 Junction turning counts for the Sion Hill junction during April 2025 (Week 1) are demonstrated in Figure 63 and Table 16.

Figure 63 Sion Hill In-trial Turning Counts April 2025 (Week 1)

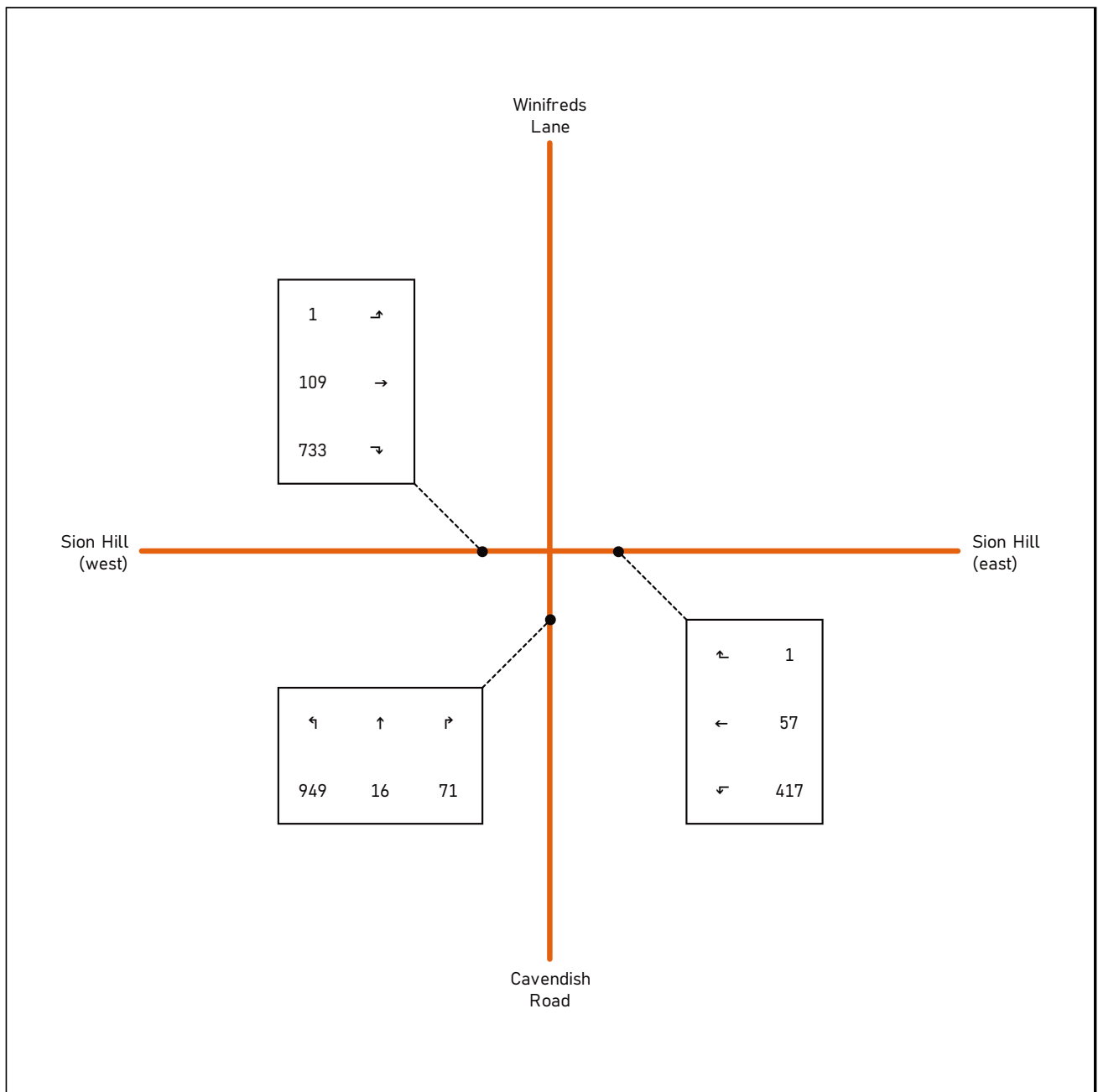


Table 16 Sion Hill Junction In-trial Turning Counts Average Day April 2025 (Week 1)

Sion Hill In-Trial – All Vehicles – 0600-2200 April 2025 Week 1	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		417	57	475
From Cavendish Road	16	71		949	1,036
From Sion Hill (west)	1	109	733		843
Total	19	180	1,150	1,006	2,354

3.2.157 In April 2025 (Week 1), 71 vehicles a day on average contravened the new restriction on right-hand turns at the top of Cavendish Road into Sion Hill (east). This represents 12 more vehicles than March 2025, 47 fewer than November 2024 (118) and 1 less than February 2025 (72).

3.2.158 19 vehicles travelled onto the southern end of Winifred's Lane which represents an average increase of between 15 and 16 more vehicles on all previous in-trial monitoring periods.

3.2.159 949 vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is 47 more than March 2025 (902) but 66 fewer than February 2025 (1,015) and 159 fewer than November 2024 (1,108).

3.2.160 733 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound which represents an average of 125 fewer vehicles than February 2025 (858) and 213 fewer than November 2024 (946).

3.2.161 On average 417 vehicles turned left into Cavendish Road travelling southbound from Sion Hill (east). This is similar to the average volume in March 2025 (415), 10 more than November 2024 (406) and 11 fewer than February 2025 (426)

3.2.162 On average, 109 vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east). 38 fewer than March 2025 (147), 39 fewer than February 2025 (146) and 35 fewer than November 2024 (144).

3.2.163 57 vehicles travelled from Sion Hill (east) to Sion Hill (west) on average, per day, which is consistent with other trial periods (November 2024, February 2025 and March 2025 i.e. 53-59).

3.2.164 2,354 vehicles on average per day, used the junction. This is 123 fewer vehicles than in March 2025 (2,477) 430 fewer than November 2024 (2,784 vehicles) and 222 fewer than February 2025 (2,576)

3.2.165 Junction turning counts for the Sion Hill junction during the April 2025 (Week 2) in-trial period are demonstrated in Figure 64 and Table 17.

Figure 64 Sion Hill In-trial Turning Counts April 2025 (Week 2)

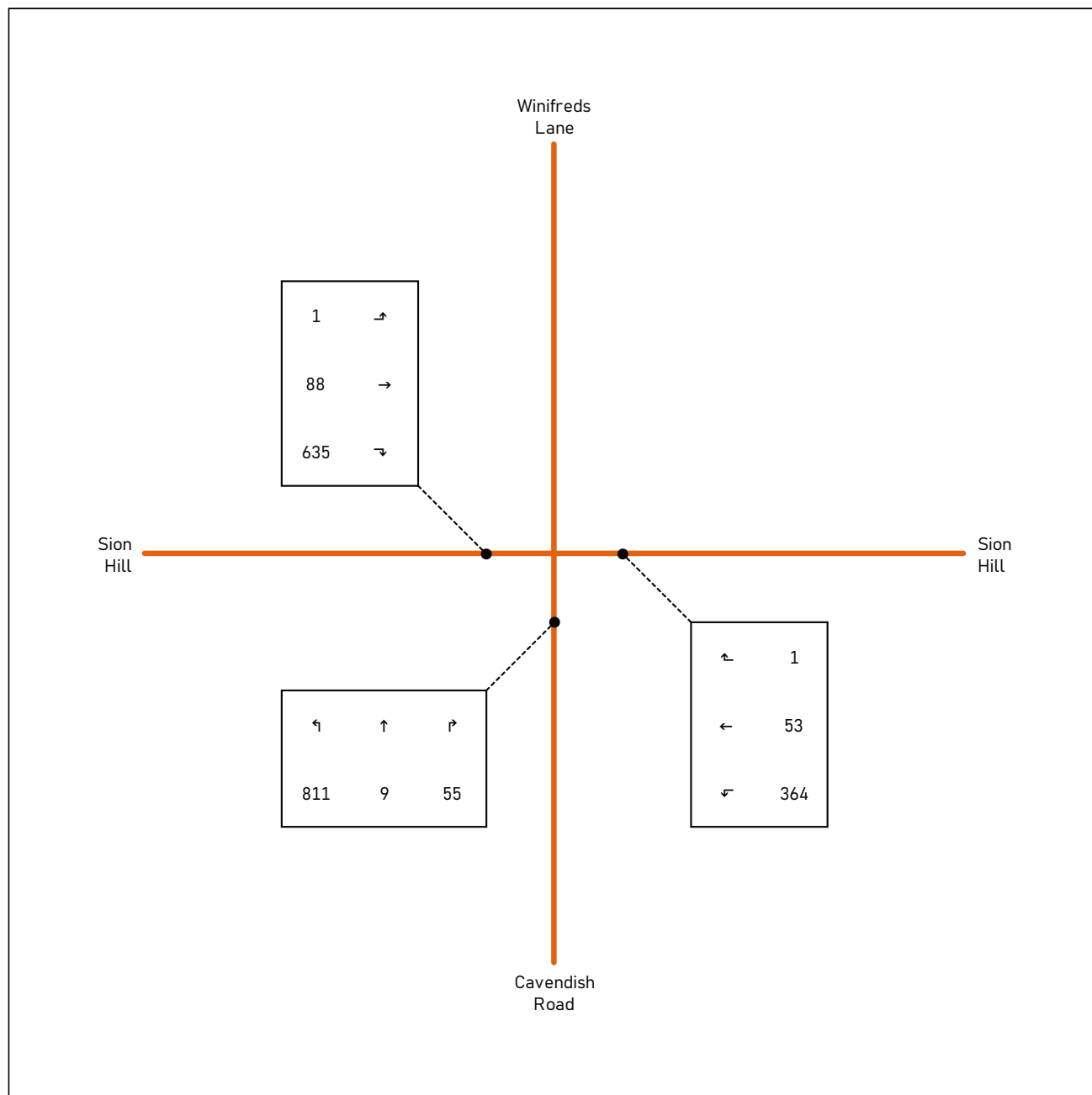


Table 17 Sion Hill Junction In-trial Turning Counts Average Day April 2025 (Week 2)

Sion Hill In-Trial – All Vehicles – 0600-2200 April 2025 Week 2	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		364	53	418
From Cavendish Road	9	55		811	875
From Sion Hill (west)	1	88	635		724
Total	11	143	999	864	2,017

3.2.166 In April 2025 (Week 2) during all-school holidays, 55 vehicles on average, per day, contravened the new restriction on right turns at the top of Cavendish Road into Sion Hill (east). This represents 16 fewer than April 2025 Week 1 (71), 4 fewer than March 2025 (59), 17 fewer than February 2025 (72) and 63 fewer than November 2024 (118).

3.2.167 11 vehicles turned onto the southern end of Winifred's Lane which is fewer than April 2025 Week 1 (16) but more than other monitoring periods which were constant at 3-4 a day.

3.2.168 811 vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is 138 fewer vehicles than in April 2025 Week 1 (949), 91 fewer than in March 2025 (902), 204 fewer than in February 2025 (1,015), and 297 fewer than in November 2024 (1,108).

3.2.169 635 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound which is 98 fewer vehicles than in April 2025 Week 1 (733), 256 fewer than March 2025 (891), 223 fewer than February 2025 (858) and 311 fewer than November 2024 (946).

3.2.170 364 vehicles turned left into Cavendish Road travelling southbound from Sion Hill (east). This is 53 fewer vehicles than in April 2025 Week 1 (417), 51 fewer than March 2025 (415), 62 fewer than February 2025 (426) and 42 fewer than November 2024 (406).

3.2.171 88 vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east). This is 21 fewer than April 2025 Week 1 (109), 59 fewer than March 2025 (147), 58 fewer than February 2025 (146) and 56 fewer than November 2024 (144).

3.2.172 53 vehicles travelled from Sion Hill (east) to Sion Hill (west) which is consistent with and lower than the other trial periods.

3.2.173 2,017 vehicles, on average, per day, used the junction. This is 337 vehicles fewer than April 2025 Week 1 (2,354), 460 fewer than March 2025 (2,477), 559 fewer than February 2025 (2,576), and 767 fewer than November 2024 (2,784 vehicles).

Travel Times

3.2.174 Travel time data for links (sections of roads) has been compared for three sets of time periods comprising average day 24 hours, average weekday AM peak hours (07:30 to 10:30), and average weekday PM peak hours (15:30 to 18:30). Travel time data was obtained for the baseline month of March 2024 and the in-trial month of March 2025.

3.2.175 The travel time data is based on GPS tracking data, which does not involve physical surveying, therefore allowing a large sample size to be collected.

3.2.176 Travel times were analysed for the links set out in Table 18.

Table 18 Travel Time Links

Travel Time Link	Road Name
TTL1	Lansdown Road, between College Road and Sion Road
TTL2	Lansdown Road, between Sion Road and Lansdown Place East
TTL3	Lansdown Road, between Morford Street and Lansdown Place East
TTL4	Lansdown Road, between Morford Street and Julian Road
TTL5	Lansdown Road, between Julian Road and Bennett Street
TTL6	Lansdown Road, between Bennett Street and George Street
TTL7	A4 George Street, between Gay Street and Lansdown Road
TTL8	A4 Gay Street, between George Street and Queen Square
TTL9	Gay Street, between The Circus and George Street
TTL10	Bennett Street, between Lansdown Road and The Circus
TTL11	Brock Street, between The Circus and Upper Church Street
TTL12	Upper Church Street, between Brock Street and Crescent Lane
TTL13	Crescent Lane, between Julian Road and Upper Church Street
TTL14	Julian Road, between Crescent Lane and Morford Street
TTL15	Julian Road, between Morford Street and Lansdown Road
TTL16	Morford Street, between Lansdown Road and Julian Road
TTL17	Cavendish Road, between Sion Hill and Weston Road
TTL18	Sion Hill, between Winifred's Lane and Somerset Place
TTL19	Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road
TTL20	Winifred's Lane, between Sion Hill and Sion Road
TTL21	Sion Hill, between Sion Road and Winifred's Lane
TTL22	Sion Road, between Sion Hill and Winifred's Lane
TTL23	Sion Road, between Lansdown Road and Winifred's Lane

3.2.177 Table 19 sets out the mean and median travel times per link for the average day 24 hours in March 2024 and March 2025. It also sets out the change in mean and median travel times for the average day 24 hours between March 2024 and March 2025.

3.2.178 Table 20 sets out the mean and median travel times per link for the average weekday AM peak in March 2024 and March 2025. It also sets out the change in mean and median travel times for the average weekday AM peak in March 2024 and March 2025.

3.2.179 Table 21 sets out the mean and median travel times per link for the average weekday PM peak in March 2024 and March 2025. It also sets out the change in mean and median travel times for the average weekday PM peak in March 2024 and March 2025.

3.2.180 It should be noted that summation errors in the tables are due to rounding.

Table 19 Travel Time per Link (Average Day 24 Hours)

Average Day 24 Hours		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Lansdown Road, between College Road and Sion Road	Northbound	11	9	10	8	-1	-1
Lansdown Road, between College Road and Sion Road	Southbound	9	8	9	8	0	0
Lansdown Road, between Sion Road and Lansdown Place East	Northbound	65	56	63	56	-2	0
Lansdown Road, between Sion Road and Lansdown Place East	Southbound	83	65	74	64	-9	-1
Lansdown Road, between Morford Street and Lansdown Place East	Northbound	53	35	38	33	-15	-2
Lansdown Road, between Morford Street and Lansdown Place East	Southbound	48	36	41	33	-7	-3
Lansdown Road, between Morford Street and Julian Road	Northbound	29	23	28	23	-1	0
Lansdown Road, between Morford Street and Julian Road	Southbound	33	26	34	26	1	0
Lansdown Road, between Julian Road and Bennett Street	Northbound	12	9	12	9	0	0
Lansdown Road, between Julian Road and Bennett Street	Southbound	11	9	10	8	-1	-1
Lansdown Road, between Bennett Street and George Street	Northbound	26	21	27	21	1	0
Lansdown Road, between Bennett Street and George Street	Southbound	60	32	60	32	0	0
A4 George Street, between Gay Street and Lansdown Road	Eastbound	48	31	54	35	6	4
A4 George Street, between Gay Street and Lansdown Road	Westbound	50	32	53	35	3	3
A4 Gay Street, between George Street and Queen Square	Northbound	16	14	20	16	4	2
A4 Gay Street, between George Street and Queen Square	Southbound	32	19	32	19	0	0
Gay Street, between The Circus and George Street	Northbound	39	25	30	22	-9	-3

Average Day 24 Hours		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Gay Street, between The Circus and George Street	Southbound						
Bennett Street, between Lansdown Road and The Circus	Eastbound	43	33	50	38	7	5
Bennett Street, between Lansdown Road and The Circus	Westbound	39	30	41	29	2	-1
Brock Street, between The Circus and Upper Church Street	Eastbound	34	25	36	24	2	-1
Brock Street, between The Circus and Upper Church Street	Westbound	39	27	41	28	2	1
Upper Church Street, between Brock Street and Crescent Lane	Northbound	33	24	36	24	3	0
Upper Church Street, between Brock Street and Crescent Lane	Southbound	36	26	37	26	1	0
Crescent Lane, between Julian Road and Upper Church Street	Eastbound	24	19	24	19	0	0
Crescent Lane, between Julian Road and Upper Church Street	Westbound	22	18	22	18	0	0
Julian Road, between Crescent Lane and Morford Street	Eastbound	43	36	47	37	4	1
Julian Road, between Crescent Lane and Morford Street	Westbound	45	37	46	38	1	1
Julian Road, between Morford Street and Lansdown Road	Eastbound	43	30	44	30	1	0
Julian Road, between Morford Street and Lansdown Road	Westbound	22	19	25	20	3	1
Morford Street, between Lansdown Road and Julian Road	Northbound	38	30	44	31	6	1
Morford Street, between Lansdown Road and Julian Road	Southbound	33	30	36	30	3	0
Cavendish Road, between Sion Hill and Weston Road	Northbound	62	56	61	55	-1	-1
Cavendish Road, between Sion Hill and Weston Road	Southbound	82	66	80	63	-2	-3
Sion Hill, between Winifred's Lane and Somerset Place	Eastbound	21	17	21	17	0	0

Average Day 24 Hours		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Sion Hill, between Winifred's Lane and Somerset Place	Westbound	22	20	22	20	0	0
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Eastbound	76	58	82	59	6	1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Westbound	65	51	63	49	-2	-2
Sion Hill, between Sion Road and Winifred's Lane	Eastbound	32	29	29	26	-3	-3
Sion Hill, between Sion Road and Winifred's Lane	Westbound	38	28	32	27	-6	-1
Sion Road, between Sion Hill and Winifred's Lane	Northbound	71	56	58	50	-13	-6
Sion Road, between Sion Hill and Winifred's Lane	Southbound	56	51	64	55	8	4
Sion Road, between Lansdown Road and Winifred's Lane	Eastbound	48	38	48	38	0	0
Sion Road, between Lansdown Road and Winifred's Lane	Westbound	39	32	39	32	0	0

Table 20 Travel Time per Link (Average Weekday AM Peak)

Weekday AM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Lansdown Road, between College Road and Sion Road	Northbound	10	8	13	9	3	1
Lansdown Road, between College Road and Sion Road	Southbound	9	8	10	8	1	0
Lansdown Road, between Sion Road and Lansdown Place East	Northbound	73	58	73	57	0	-1
Lansdown Road, between Sion Road and Lansdown Place East	Southbound	99	69	89	67	-10	-2
Lansdown Road, between Morford Street and Lansdown Place East	Northbound	61	39	41	34	-20	-5
Lansdown Road, between Morford Street and Lansdown Place East	Southbound	50	37	51	35	1	-2
Lansdown Road, between Morford Street and Julian Road	Northbound	31	24	31	24	0	0
Lansdown Road, between Morford Street and Julian Road	Southbound	35	28	43	27	8	-1
Lansdown Road, between Julian Road and Bennett Street	Northbound	13	10	14	11	1	1
Lansdown Road, between Julian Road and Bennett Street	Southbound	12	9	13	9	1	0
Lansdown Road, between Bennett Street and George Street	Northbound	26	21	28	22	2	1
Lansdown Road, between Bennett Street and George Street	Southbound	67	36	77	35	10	-1
A4 George Street, between Gay Street and Lansdown Road	Eastbound	49	32	61	36	12	4
A4 George Street, between Gay Street and Lansdown Road	Westbound	42	31	55	38	13	7
A4 Gay Street, between George Street and Queen Square	Northbound	16	14	33	20	17	6
A4 Gay Street, between George Street and Queen Square	Southbound	32	20	22	16	-10	-4
Gay Street, between The Circus and George Street	Northbound	35	25	33	24	-2	-1

Weekday AM Peak

Link	Direction	March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to	Change March 2024 to
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	March 2025	March 2025
Gay Street, between The Circus and George Street	Southbound						
Bennett Street, between Lansdown Road and The Circus	Eastbound	43	33	50	37	7	4
Bennett Street, between Lansdown Road and The Circus	Westbound	37	29	40	29	3	0
Brock Street, between The Circus and Upper Church Street	Eastbound	33	26	19	15	-14	-11
Brock Street, between The Circus and Upper Church Street	Westbound	37	26	17	14	-20	-12
Upper Church Street, between Brock Street and Crescent Lane	Northbound	26	18	25	17	-1	-1
Upper Church Street, between Brock Street and Crescent Lane	Southbound	27	20	25	18	-2	-2
Crescent Lane, between Julian Road and Upper Church Street	Eastbound	19	15	19	15	0	0
Crescent Lane, between Julian Road and Upper Church Street	Westbound	16	14	17	14	1	0
Julian Road, between Crescent Lane and Morford Street	Eastbound	47	37	53	37	6	0
Julian Road, between Crescent Lane and Morford Street	Westbound	46	39	49	39	3	0
Julian Road, between Morford Street and Lansdown Road	Eastbound	54	36	57	37	3	1
Julian Road, between Morford Street and Lansdown Road	Westbound	23	20	26	21	3	1
Morford Street, between Lansdown Road and Julian Road	Northbound	36	29	48	31	12	2
Morford Street, between Lansdown Road and Julian Road	Southbound	37	30	40	31	3	1
Cavendish Road, between Sion Hill and Weston Road	Northbound	65	59	63	57	-2	-2
Cavendish Road, between Sion Hill and Weston Road	Southbound	105	72	96	69	-9	-3
Sion Hill, between Winifred's Lane and Somerset Place	Eastbound	23	18	23	18	0	0

Weekday AM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Sion Hill, between Winifred's Lane and Somerset Place	Westbound	23	20	23	19	0	-1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Eastbound	80	61	84	61	4	0
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Westbound	62	50	62	49	0	-1
Sion Hill, between Sion Road and Winifred's Lane	Eastbound	32	28	28	25	-4	-3
Sion Hill, between Sion Road and Winifred's Lane	Westbound	36	28	34	27	-2	-1
Sion Road, between Sion Hill and Winifred's Lane	Northbound	84	61	66	54	-18	-7
Sion Road, between Sion Hill and Winifred's Lane	Southbound	57	51	69	57	12	6
Sion Road, between Lansdown Road and Winifred's Lane	Eastbound	62	39	57	39	-5	0
Sion Road, between Lansdown Road and Winifred's Lane	Westbound	40	33	40	32	0	-1

Table 21 Travel Time per Link (Average Weekday PM Peak)

Average Weekday PM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Lansdown Road, between College Road and Sion Road	Northbound	13	9	11	9	-2	0
Lansdown Road, between College Road and Sion Road	Southbound	10	8	9	8	-1	0
Lansdown Road, between Sion Road and Lansdown Place East	Northbound	67	58	65	58	-2	0
Lansdown Road, between Sion Road and Lansdown Place East	Southbound	90	67	73	65	-17	-2
Lansdown Road, between Morford Street and Lansdown Place East	Northbound	55	39	40	35	-15	-4
Lansdown Road, between Morford Street and Lansdown Place East	Southbound	50	38	40	35	-10	-3
Lansdown Road, between Morford Street and Julian Road	Northbound	31	25	31	25	0	0
Lansdown Road, between Morford Street and Julian Road	Southbound	34	27	34	26	0	-1
Lansdown Road, between Julian Road and Bennett Street	Northbound	13	10	14	11	1	1
Lansdown Road, between Julian Road and Bennett Street	Southbound	11	9	11	9	0	0
Lansdown Road, between Bennett Street and George Street	Northbound	28	22	29	23	1	1
Lansdown Road, between Bennett Street and George Street	Southbound	62	37	65	35	3	-2
A4 George Street, between Gay Street and Lansdown Road	Eastbound	52	34	62	38	10	4
A4 George Street, between Gay Street and Lansdown Road	Westbound	53	35	57	39	4	4
A4 Gay Street, between George Street and Queen Square	Northbound	17	15	37	23	20	8
A4 Gay Street, between George Street and Queen Square	Southbound	37	24	22	17	-15	-7
Gay Street, between The Circus and George Street	Northbound	41	29	35	26	-6	-3

Average Weekday PM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Gay Street, between The Circus and George Street	Southbound						
Bennett Street, between Lansdown Road and The Circus	Eastbound	43	33	50	37	7	4
Bennett Street, between Lansdown Road and The Circus	Westbound	40	30	40	29	0	-1
Brock Street, between The Circus and Upper Church Street	Eastbound	36	27	19	15	-17	-12
Brock Street, between The Circus and Upper Church Street	Westbound	39	27	17	14	-22	-13
Upper Church Street, between Brock Street and Crescent Lane	Northbound	26	18	28	18	2	0
Upper Church Street, between Brock Street and Crescent Lane	Southbound	26	19	27	20	1	1
Crescent Lane, between Julian Road and Upper Church Street	Eastbound	18	15	19	15	1	0
Crescent Lane, between Julian Road and Upper Church Street	Westbound	17	14	17	14	0	0
Julian Road, between Crescent Lane and Morford Street	Eastbound	44	37	51	38	7	1
Julian Road, between Crescent Lane and Morford Street	Westbound	46	38	47	39	1	1
Julian Road, between Morford Street and Lansdown Road	Eastbound	54	37	60	40	6	3
Julian Road, between Morford Street and Lansdown Road	Westbound	23	20	26	22	3	2
Morford Street, between Lansdown Road and Julian Road	Northbound	48	35	60	42	12	7
Morford Street, between Lansdown Road and Julian Road	Southbound	34	30	37	31	3	1
Cavendish Road, between Sion Hill and Weston Road	Northbound	63	58	62	56	-1	-2
Cavendish Road, between Sion Hill and Weston Road	Southbound	85	72	80	67	-5	-5
Sion Hill, between Winifred's Lane and Somerset Place	Eastbound	20	17	21	18	1	1

Average Weekday PM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Sion Hill, between Winifred's Lane and Somerset Place	Westbound	23	20	22	19	-1	-1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Eastbound	74	58	74	57	0	-1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Westbound	64	51	62	49	-2	-2
Sion Hill, between Sion Road and Winifred's Lane	Eastbound	30	27	28	25	-2	-2
Sion Hill, between Sion Road and Winifred's Lane	Westbound	36	26	30	26	-6	0
Sion Road, between Sion Hill and Winifred's Lane	Northbound	76	59	59	52	-17	-7
Sion Road, between Sion Hill and Winifred's Lane	Southbound	56	51	65	57	9	6
Sion Road, between Lansdown Road and Winifred's Lane	Eastbound	46	37	45	37	-1	0
Sion Road, between Lansdown Road and Winifred's Lane	Westbound	41	33	37	32	-4	-1

Average Day 24 Hours Travel Times

- 3.2.181 24-hour average day travel times for motor vehicle traffic on roads across the study area are shown in Table 19. The data shows that changes in travel times between March 2024 and March 2025 were generally minimal across the roads within the study area, with the majority of roads experiencing a change in travel times of less than ten seconds. No roads had a travel time increase of more than eight seconds.
- 3.2.182 The greatest increase in mean travel time during March 2025 was 8 seconds on Sion Road, between Sion Hill and Winifred's Lane (southbound). The greatest decrease in mean travel time was a reduction of 15 seconds on Lansdown Road, between Morford Street and Lansdown Place East (northbound).
- 3.2.183 The greatest increase in median travel time during March 2025 was on Bennett Street, between Lansdown Road and The Circus (eastbound) with an increase of 5 seconds. The greatest decrease in median travel time was a reduction of 6 seconds on Sion Road, between Sion Hill and Winifred's Lane (northbound).

Average Weekday AM Peak Travel Times

- 3.2.184 Travel times for motor vehicle traffic on roads during the hours of 07:30-10:30 (AM peak) per average weekday are shown in Table 20. The data shows that in the AM peak, the changes in travel times between March 2024 and March 2025 were minimal across the roads in the study area, with all roads having a travel time change of 20 seconds or less.
- 3.2.185 The greatest increase in mean travel time during March 2025 was 17 seconds on A4 Gay Street, between George Street and Queen Square (northbound). The greatest decrease in mean travel time was a reduction of 20 seconds on both Lansdown Road, between Morford Street and Lansdown Place East (northbound) and Brock Street, between The Circus and Upper Church Street (westbound).
- 3.2.186 The greatest increase in median travel time during March 2025 was 7 seconds on the A4 George Street, between Gay Street and Lansdown Road (westbound). The greatest decrease in median travel time was a reduction of 12 seconds on Brock Street, between The Circus and Upper Church Street (westbound).

Average Weekday PM Peak Times

- 3.2.187 Travel times for motor vehicle traffic on roads during the hours of 15:30-18:30 (PM peak) per average weekday are shown in Table 21. The data shows that in the PM peak, the changes in travel times between March 2024 and March 2025 were minimal across the roads in the study area, with all roads (apart from Brock Street westbound) having a travel time change of 20 seconds or less.
- 3.2.188 The greatest increase in mean travel time during March 2025 was 20 seconds on the A4 Gay Street, between George Street and Queen Square (northbound). The greatest decrease in mean travel time was a reduction of 22 seconds on Brock Street, between The Circus and Upper Church Street (westbound).

3.2.189 The greatest increase in median travel time during March 2025 was 8 seconds on the A4 Gay Street, between George Street and Queen Square (northbound). The greatest decrease in median travel time was a reduction of 13 seconds on Brock Street, between The Circus and Upper Church Street (westbound).

Active Travel Flows

Baseline

3.2.190 Baseline daily average active travel flows on Catharine Place and Winifred's Lane, across 7 days, are presented in a graph in Figure 65 and Figure 66 and set out in Table 22 and Table 23.

Figure 65 Baseline Active Travel Flows Catharine Place (7-Day Average)

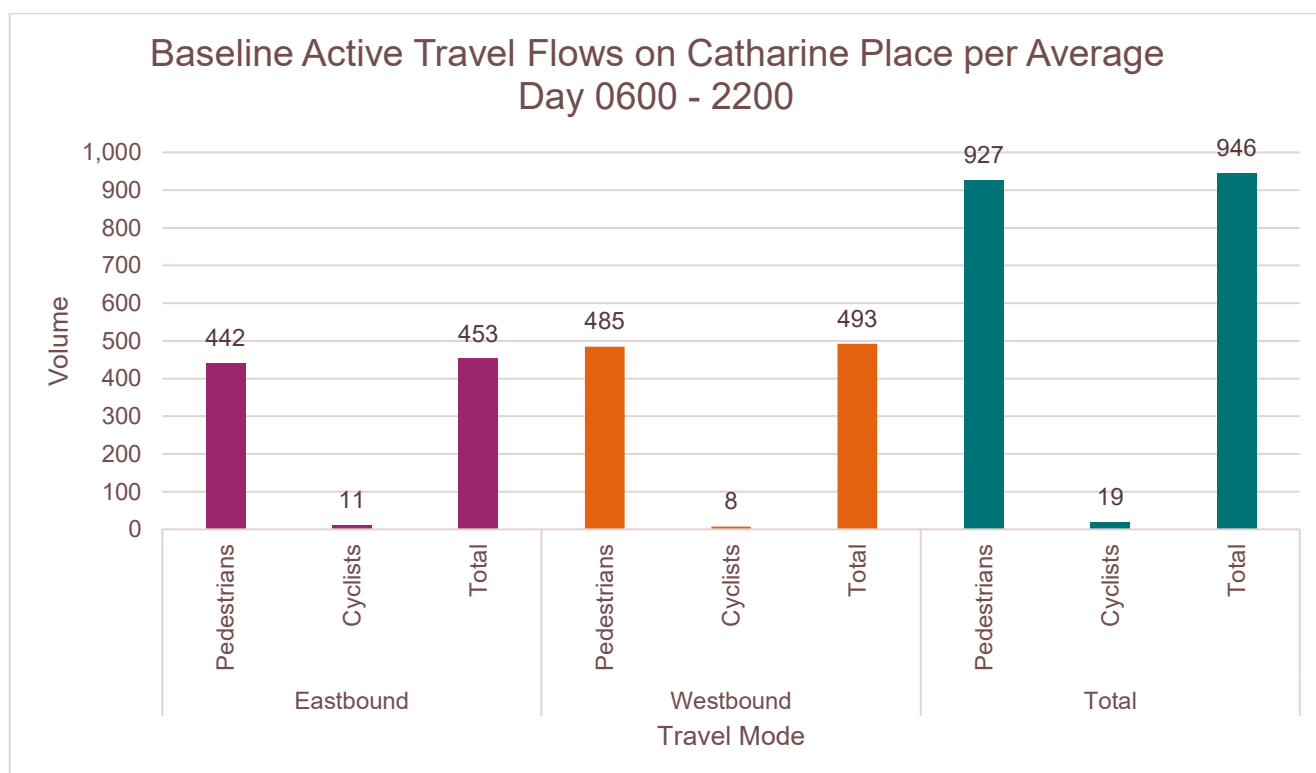


Table 22 Baseline Active Travel Flows Catharine Place (7-Day Average)

Mode	Eastbound	Westbound	Total
Pedestrians	442	485	927
Cyclists	11	8	19
Total	453	493	946

Figure 66 Baseline Active Travel Flows Winifred's Lane (7-Day Average)

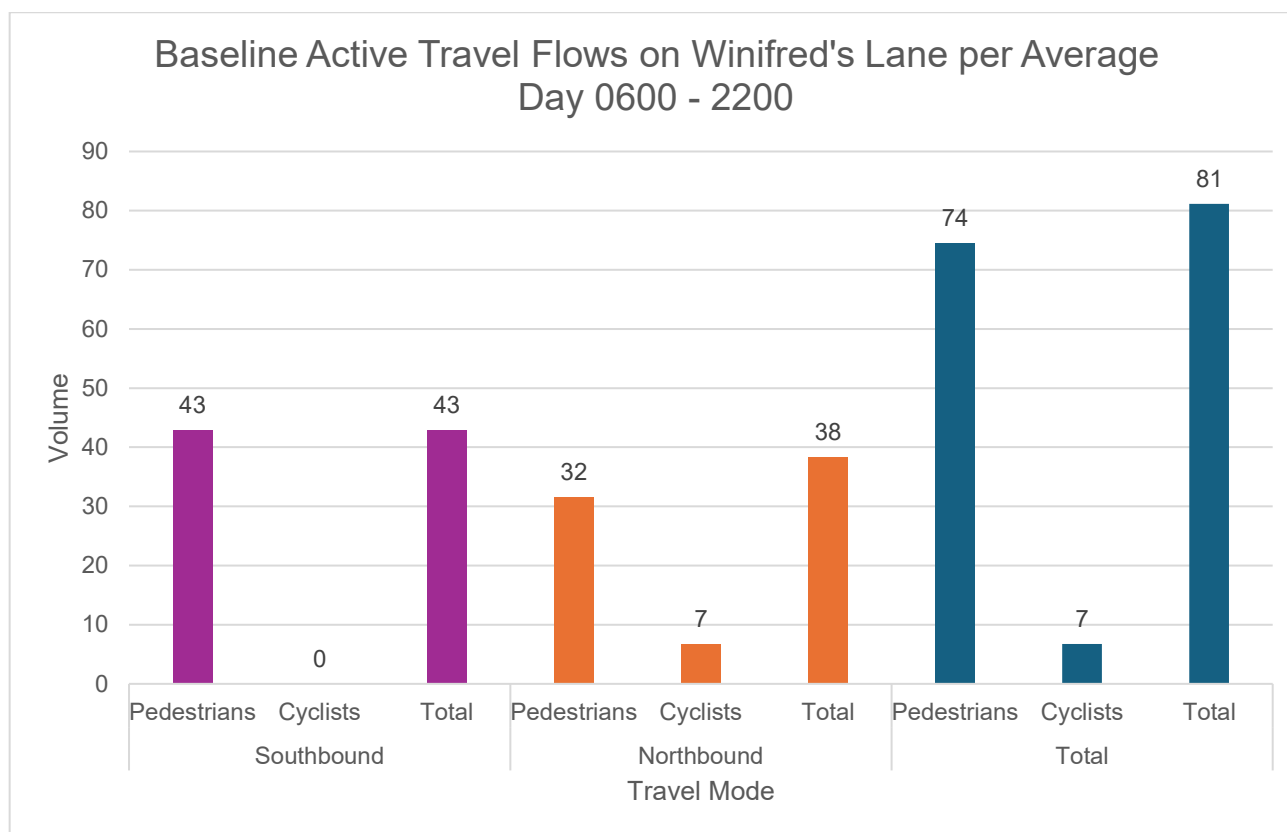


Table 23 Baseline Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	43	32	74
Cyclists	0	7	7
Total	43	38	81

3.2.191 The data shows that on Catharine Place the daily average active travel users was 946 during baseline monitoring, of which 98% were pedestrians and 2% were cyclists. The flows were broadly similar in each direction, with a slightly higher proportion travelling westbound compared to eastbound.

3.2.192 The data shows that on Winifred's Lane the daily average active travel users was 81 during baseline monitoring, of which 91% were pedestrians and 9% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling southbound compared to northbound. There were no cyclists recorded as travelling southbound.

In-trial

3.2.193 In-trial active-travel-flow data is set out below in the form of a graph and table for each of the five monitoring periods, followed by a written comparison with the baseline data in section 3.2.204.

Figure 67 November 2024 Active Travel Flows Catharine Place (7-Day Average)

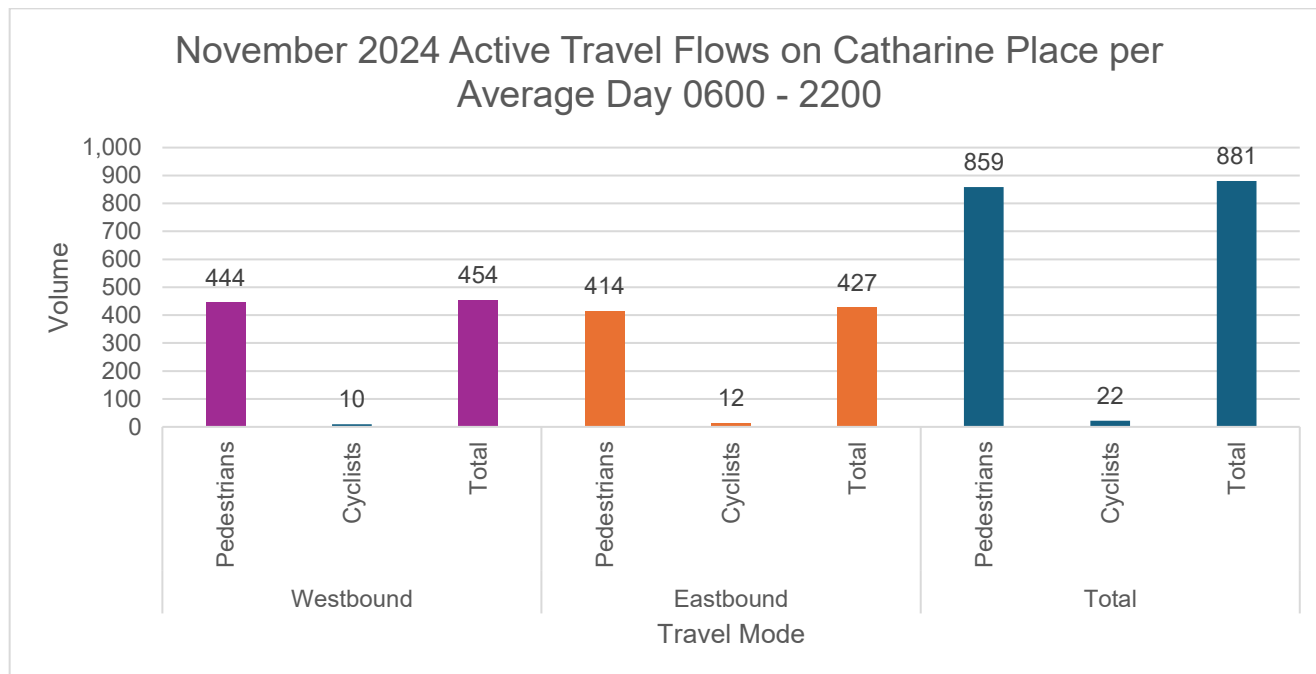


Table 24 November 2024 Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	444	414	859
Cyclists	10	12	22
Total	454	427	881

3.2.194 The data shows that the daily average of active travel users on Catharine Place was 881 in November 2024, of which 98% were pedestrians and 2% were cyclists. The flows were broadly similar per direction, with a slightly higher proportion travelling westbound compared to eastbound.

Figure 68 February 2025 Active Travel Flows Catharine Place (7-Day Average)

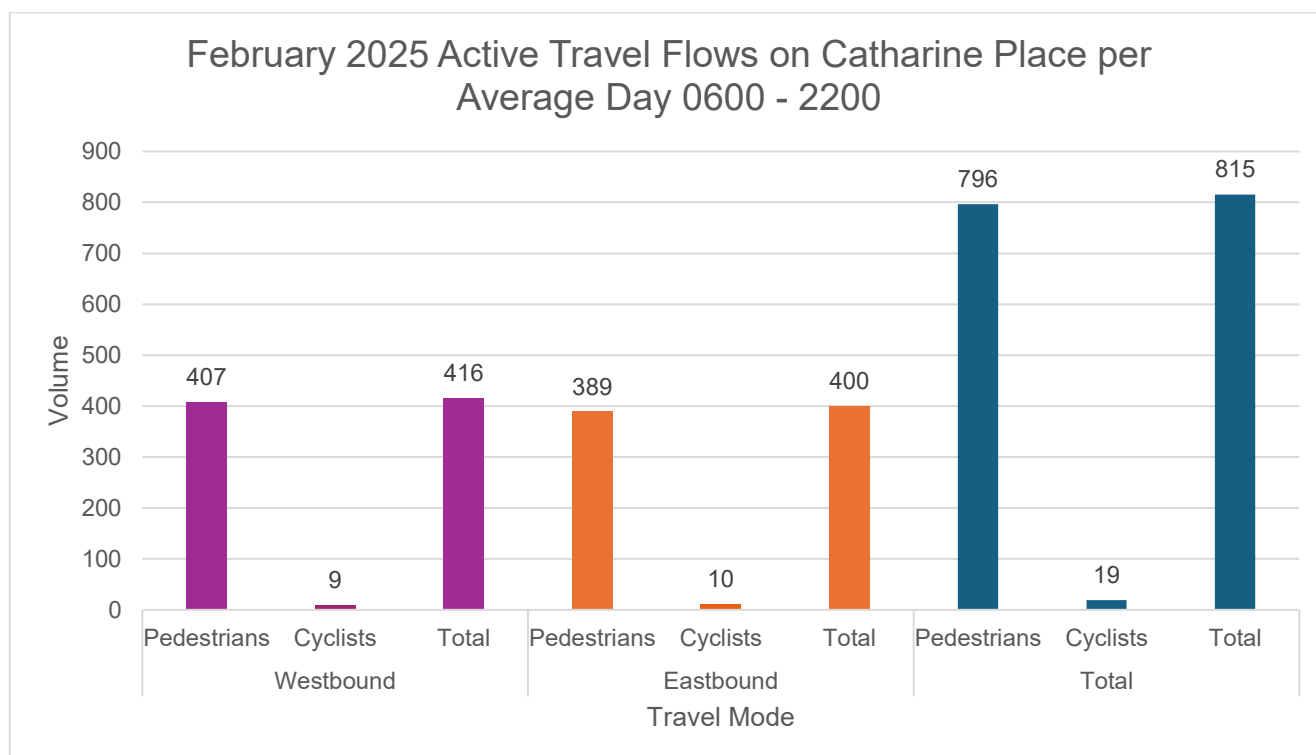


Table 25 February 2025 Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	407	389	796
Cyclists	9	10	19
Total	416	400	815

3.2.195 The data shows that the daily average active travel users on Catharine Place was 815 in February 2025, of which 98% were pedestrians and 2% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.

Figure 69 March 2025 Active Travel Flows Catharine Place (7-Day Average)

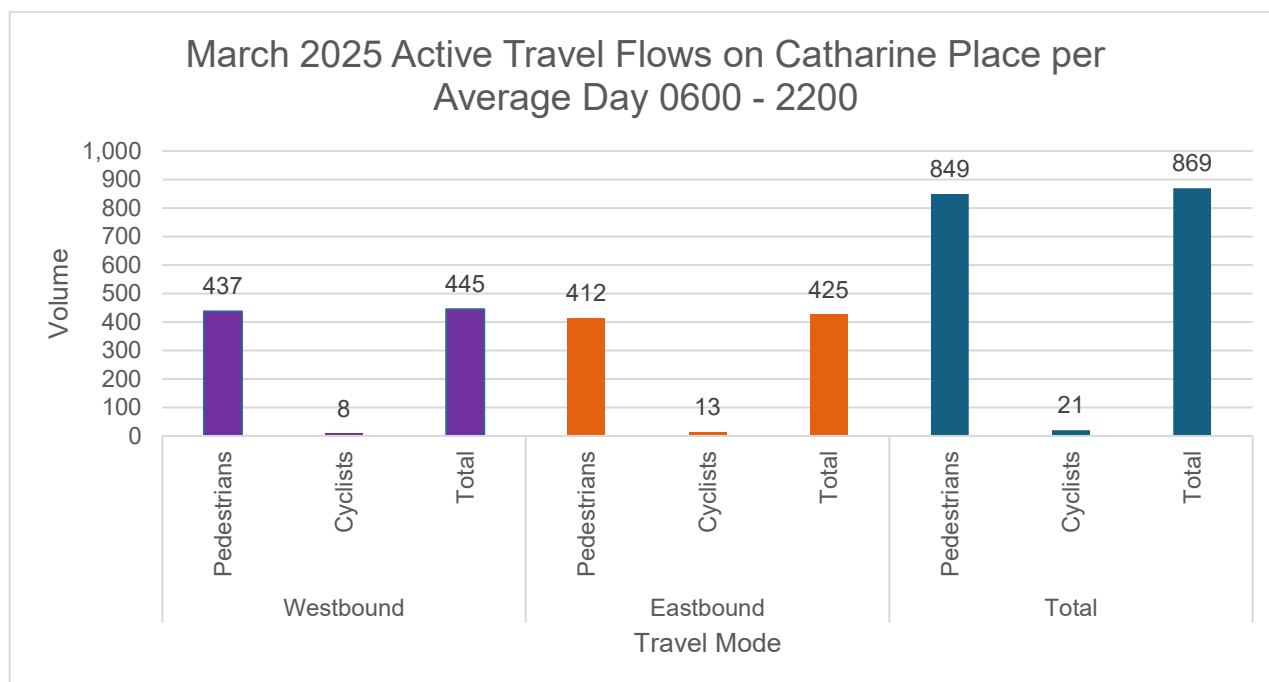


Table 26 March 2025 Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	437	412	849
Cyclists	8	13	21
Total	445	425	869

3.2.196 The data shows that the daily average active travel users on Catharine Place was 869 in March 2025, of which 98% were pedestrians and 2% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.

Figure 70 April 2025 (Week 1) Active Travel Flows Catharine Place (7-Day Average)

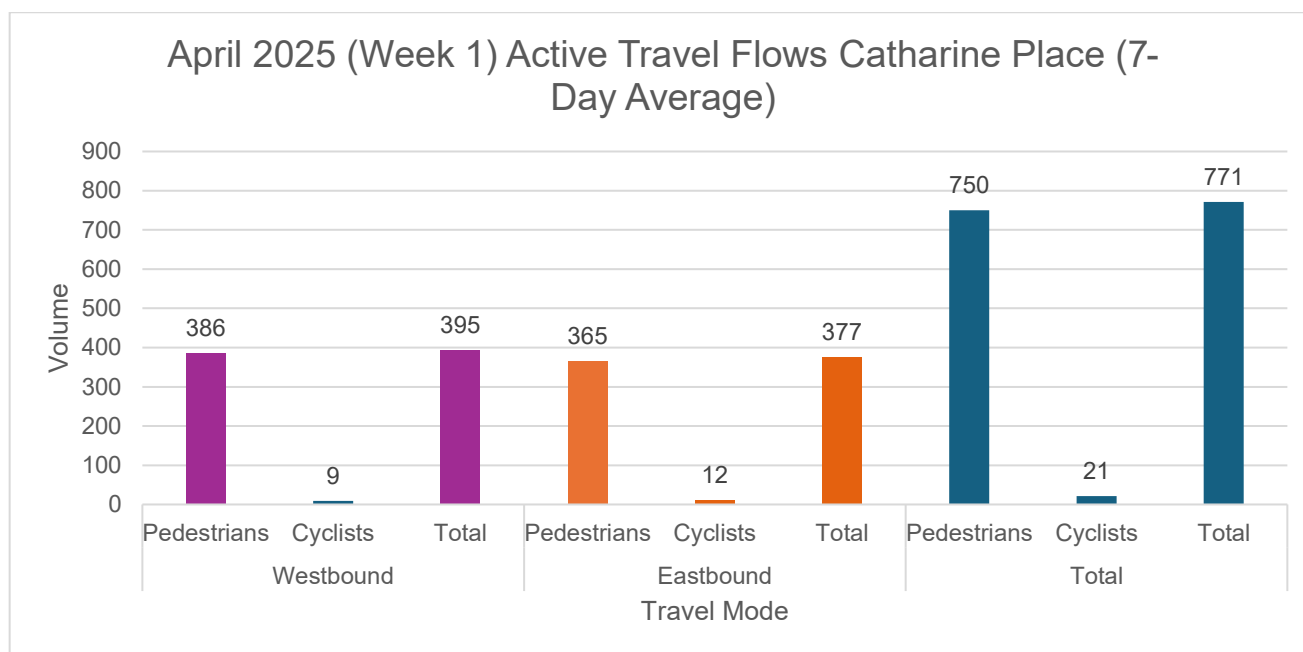


Table 27 April 2025 (Week 1) Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	386	365	750
Cyclists	9	12	21
Total	395	377	771

3.2.197 The data shows that the daily average active travel users on Catharine Place was 771 in April 2025 (Week 1), of which 97% were pedestrians and 3% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.

Figure 71 April 2025 (Week 2) Active Travel Flows Catharine Place (7-Day Average)

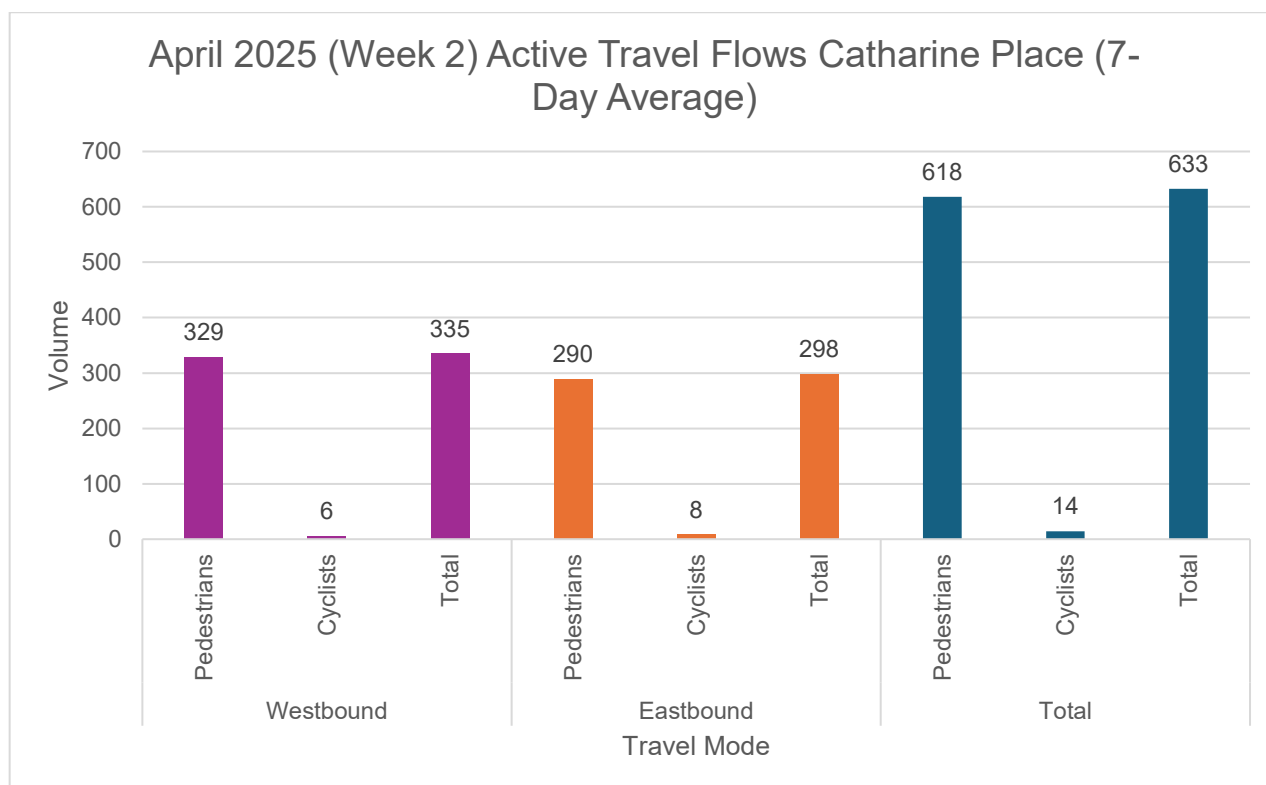


Table 28 April 2025 (Week 2) Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	329	290	618
Cyclists	6	8	14
Total	335	298	633

3.2.198 The data shows that the daily average active travel users on Catharine Place was 633 in April 2025 (Week 2), of which 98% were pedestrians and 2% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.

Figure 72 November 2024 Active Travel Flows Winifred's Lane (7-Day Average)

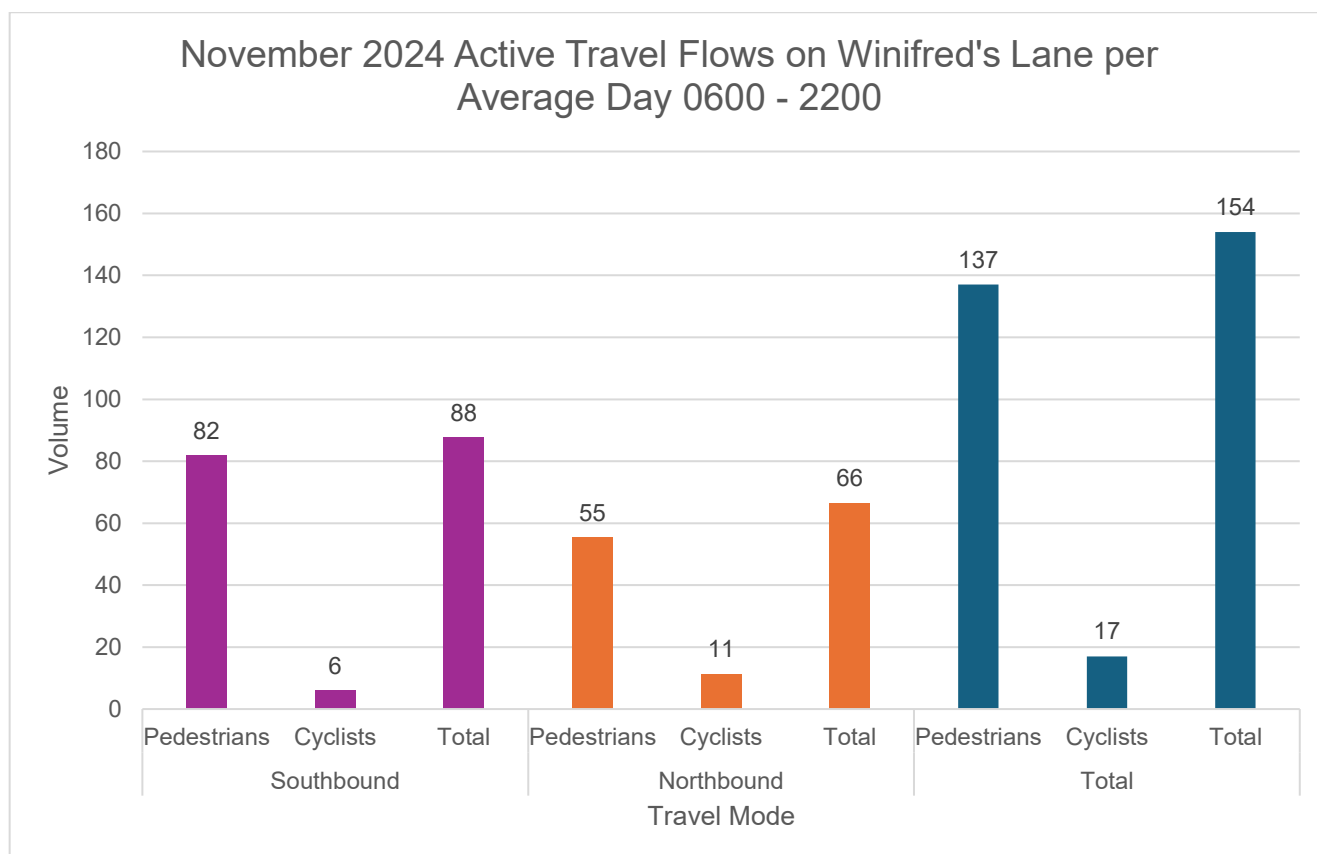


Table 29 November 2024 Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	82	55	137
Cyclists	6	11	17
Total	88	66	154

3.2.199 The data shows that the daily average active travel users on Winifred's Lane was 154 in November 2024, of which 89% were pedestrians and 11% cyclists. The flows were slightly higher in the southbound direction for both pedestrians and cyclists.

Figure 73 February 2025 Active Travel Flows Winifred's Lane (7-Day Average)

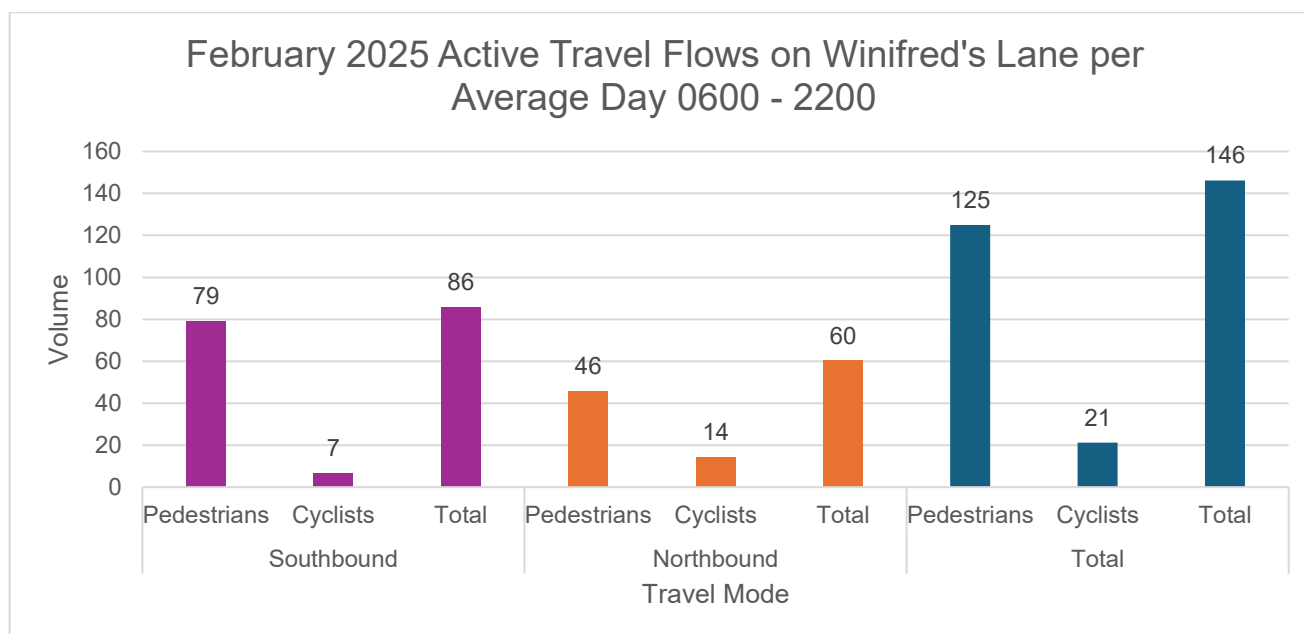


Table 30 February 2025 Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	79	46	125
Cyclists	7	14	21
Total	86	60	146

3.2.200 The data shows that the daily average active travel users on Winifred's Lane was 146 in February 2025, of which 86% were pedestrians and 14% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

Figure 74 March 2025 Active Travel Flows Winifred's Lane (7-Day Average)

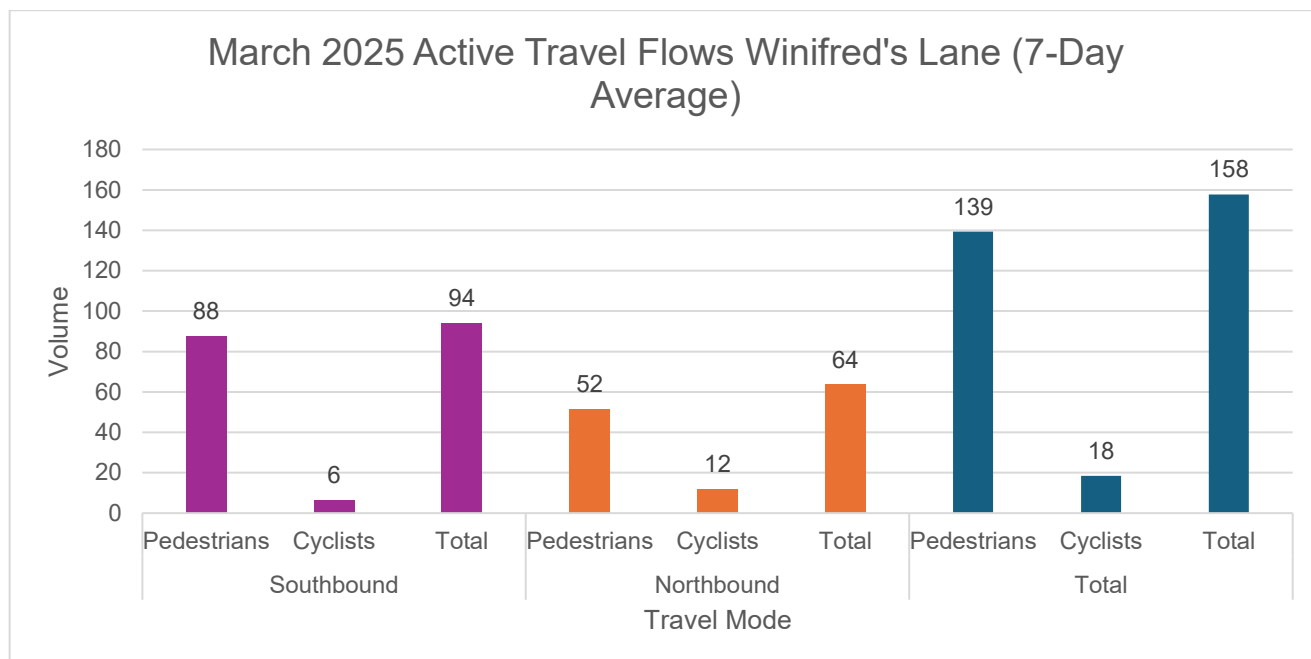


Table 31 March 2025 Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	88	52	139
Cyclists	6	12	18
Total	94	64	158

3.2.201 The data shows that the daily average active travel users on Winifred's Lane was 158 in March 2025, of which 88% were pedestrians and 12% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

Figure 75 April 2025 (Week 1) Active Travel Flows Winifred's Lane (7-Day Average)

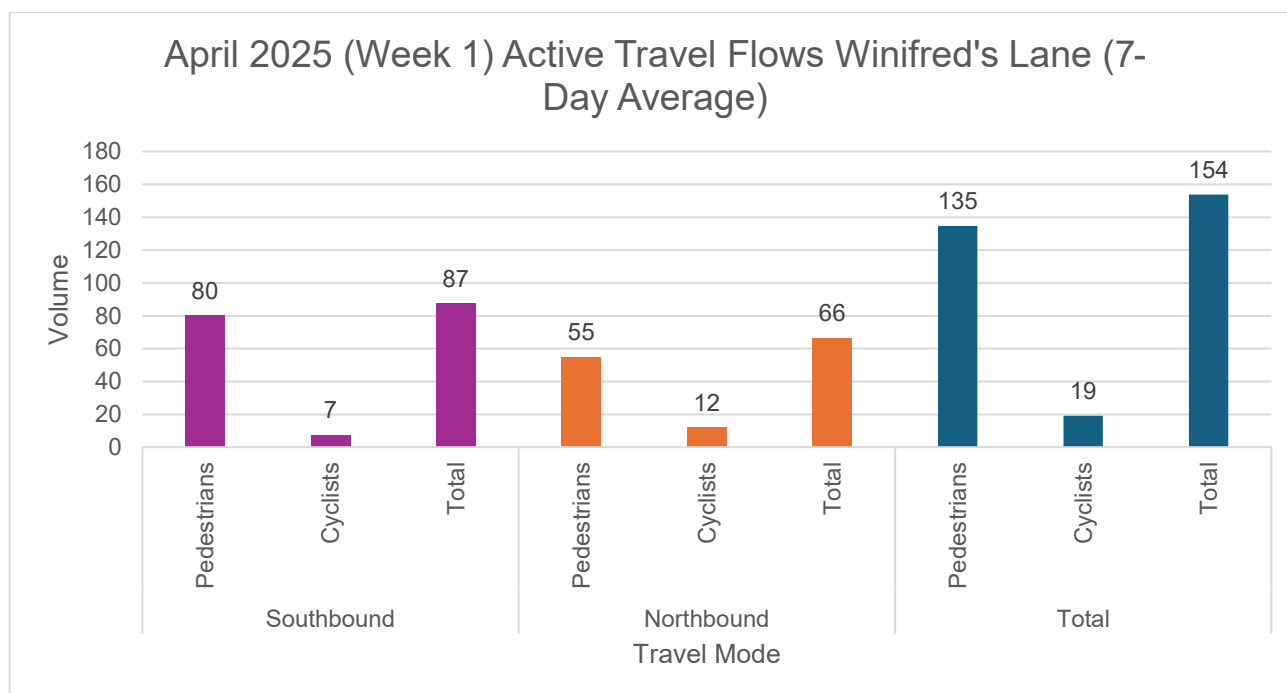


Table 32 April 2025 (Week 1) Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	80	55	135
Cyclists	7	12	19
Total	87	66	154

3.2.202 The data shows that the daily average active travel users on Winifred's Lane was 154 in April 2025 (Week 1), of which 88% were pedestrians and 12% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

Figure 76 April 2025 (Week 2) Active Travel Flows Winifred's Lane (7-Day Average)

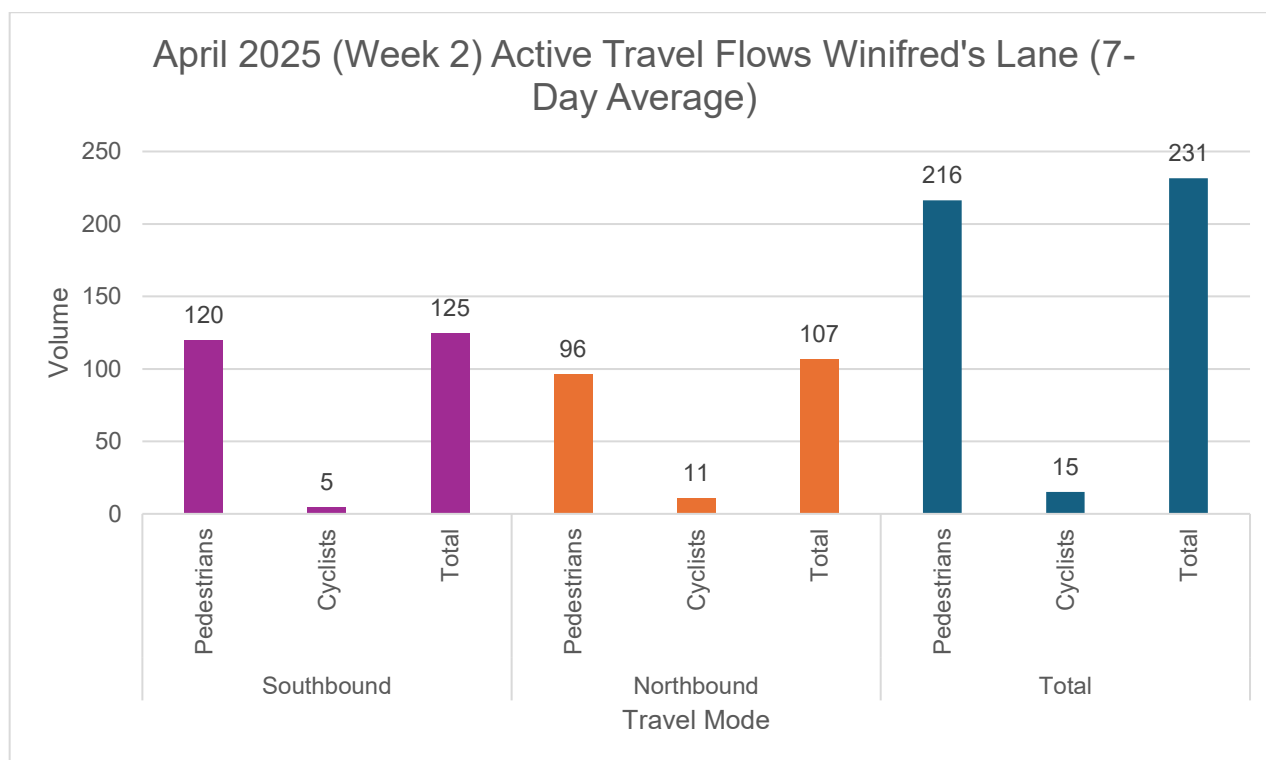


Table 33 April 2025 (Week 2) Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	120	96	216
Cyclists	5	11	15
Total	125	107	231

3.2.203 The data shows that the daily average active travel users on Winifred's Lane was 231 in April 2025 (Week 2), of which 94% were pedestrians and 6% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

Comparison of Results

3.2.204 A comparison of the 7-day average active travel flows on Catharine Place and Winifred's Lane between the baseline and the in-trial periods is presented in a graph in Figure 77 and Figure 78 and set out in Table 34 and Table 35.

Figure 77 Comparison of Active Travel Flows on Catharine Place (7-day average)

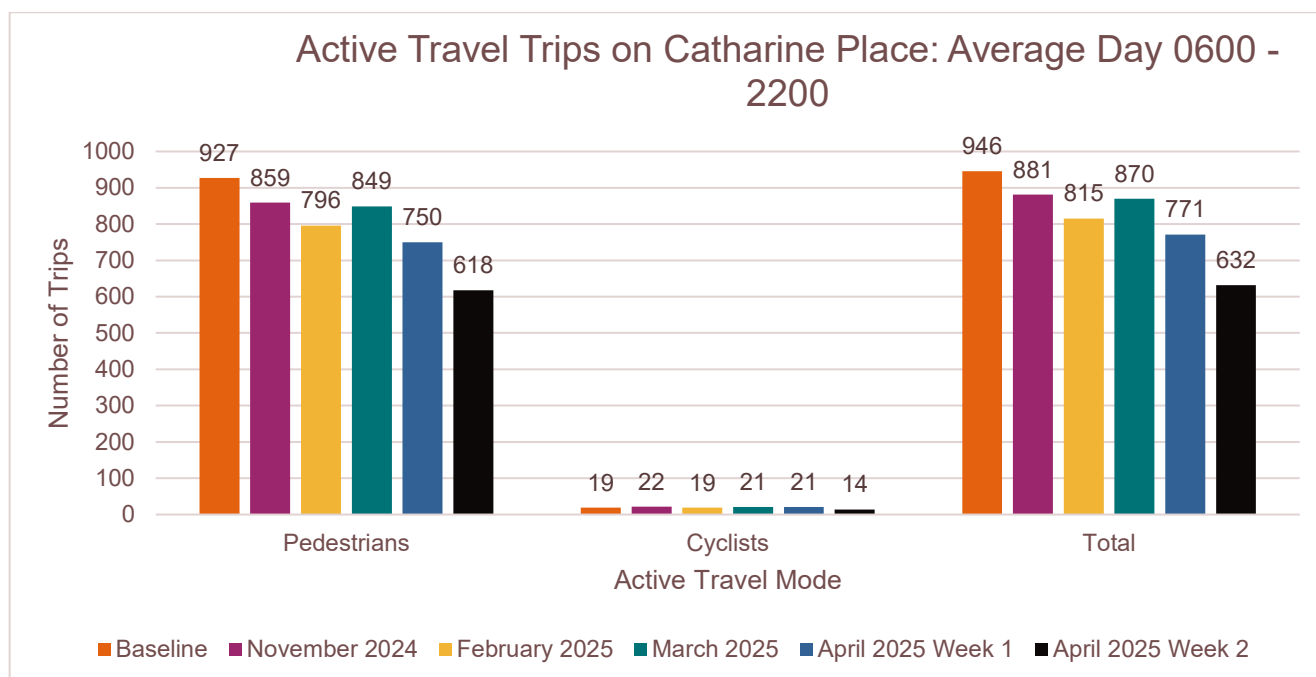


Table 34 Comparison of Active Travel Flows on Catharine Place (7-day average)

Mode	Baseline	November 2024	February 2025	March 2025	April 2025 (Week 1)	April 2025 (Week 2)
Pedestrians	927	859	796	849	750	618
Cyclists	19	22	19	21	21	14
Total	946	881	815	870	771	632

3.2.205 When looking at **pedestrians** on **Catharine Place** compared with baseline (927), 68 fewer pedestrians used the route in November 2024 (859), 131 fewer in February 2025 (796), 78 fewer in March 2025 (849), 177 fewer in April 2025 Week 1 (750) and 309 fewer in April 2025 Week 2 (618). The number of **cyclists** remained consistent fluctuating between 19-22 cyclists per day during the in-trial periods against baseline (19).

3.2.206 Overall, the daily average number of **active travellers** (pedestrians and cyclists) during the trial on **Catharine Place** was lower than the baseline (946). 881 were recorded in November 2024 (65 fewer), 815 in February 2025 (131 fewer) and 870 (76 fewer) in March 2025. This represents a 7%-14% reduction. The biggest drop was in the school holidays with 771 active travellers recorded in April 2025 Week 1 (175 fewer) and 632 in April 2025 Week 2 (314 fewer). This represents a 19%-33% drop in active travel.

3.2.207 While there was a drop in pedestrians using the area, the numbers of cyclists remained constant throughout the trial on **Catharine Place** against baseline (19), varying between 19 and 22 cyclists per day.

Figure 78 Comparison of Active Travel Flows on Winifred's Lane (7-day average)

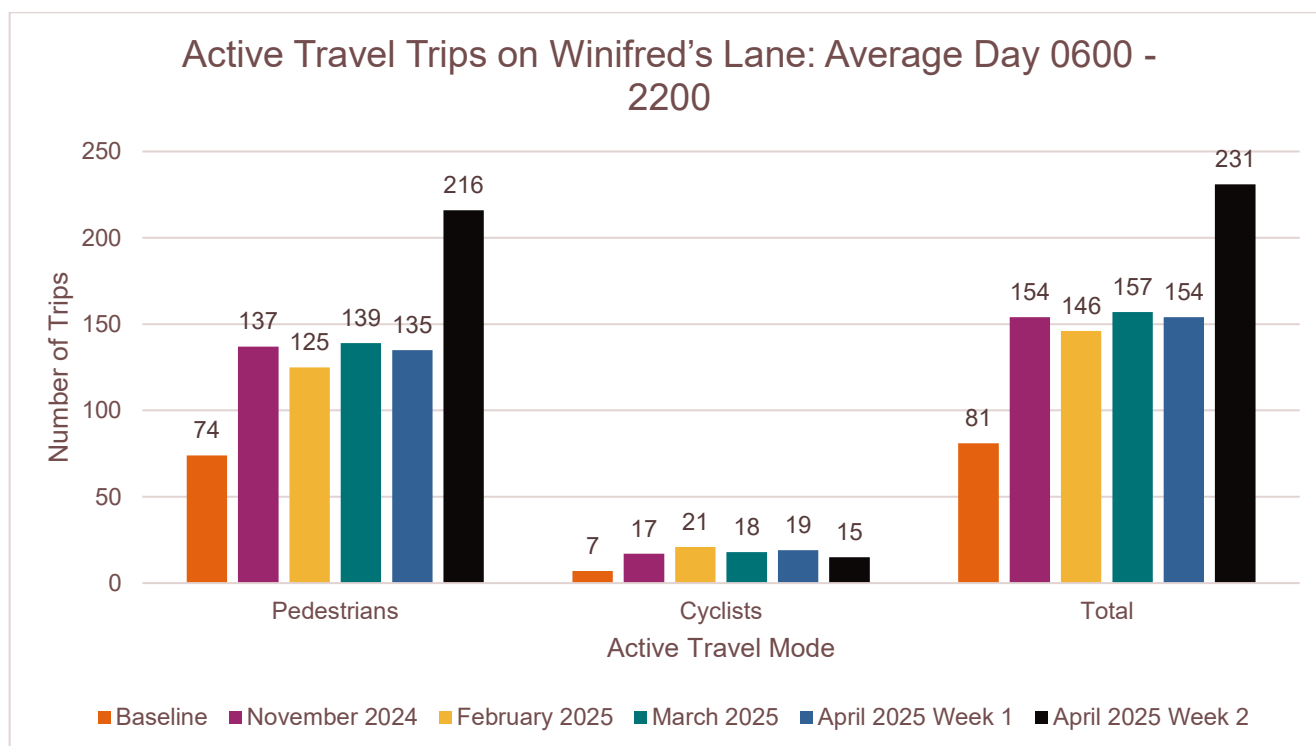


Table 35 Comparison of Active Travel Flows on Winifred's Lane (7-day average)

Mode	Baseline	November 2024	February 2025	March 2025	April 2025 (Week 1)	April 2025 (Week 2)
Pedestrians	74	137	125	139	135	216
Cyclists	7	17	21	18	19	15
Total	81	154	146	157	154	231

3.2.208 When looking at pedestrians on Winifred's Lane, more were recorded during each monitoring period compared with the baseline of 74. 137 pedestrians in November 2024 (63 more); 125 in February 2025 (51 more) and 139 in March 2025 (65 more). This represents a 69%-88% uplift on baseline during term-time monitoring. 135 were recorded in April 2025 Week 1 (61 more) and 216 in April 2025 Week 2, (142 more).

3.2.209 Looking at cyclists, more were recorded on Winifred's Lane during each monitoring period compared with the baseline count of 7. 17 cyclists were recorded in November 2024 (10 more), 21 in February 2025 (14 more) and 18 in March 2025 (11 more). This represents a 143%-200% uplift in cyclists during termtime. During the holidays, 19 (12 more) were recorded in April 2025 Week 1 and 15 (8 more) were recorded in April 2025 Week 2.

3.2.210 Overall, the daily average number of active travellers (pedestrians and cyclists) was higher than baseline during all five in-trial periods, ranging from 65 to 76 more active travellers using the lane. This is an 80%-185% uplift. 150 more active travellers were recorded using the lane during the second week of April 2025 during the school holiday period.

Gay Street (North)

3.2.211 Using the turning count undertaken at the junction of the A4 Gay Street / A4 George Street / Gay Street, an analysis has been undertaken of cyclist flows on Gay Street (north) per average day for the hours 0600 to 2200. It should be noted that junction turning counts are undertaken for the purposes of recording vehicle movements in the carriageway therefore the flows may be an underrepresentation, as cyclists on the footway may not have been captured.

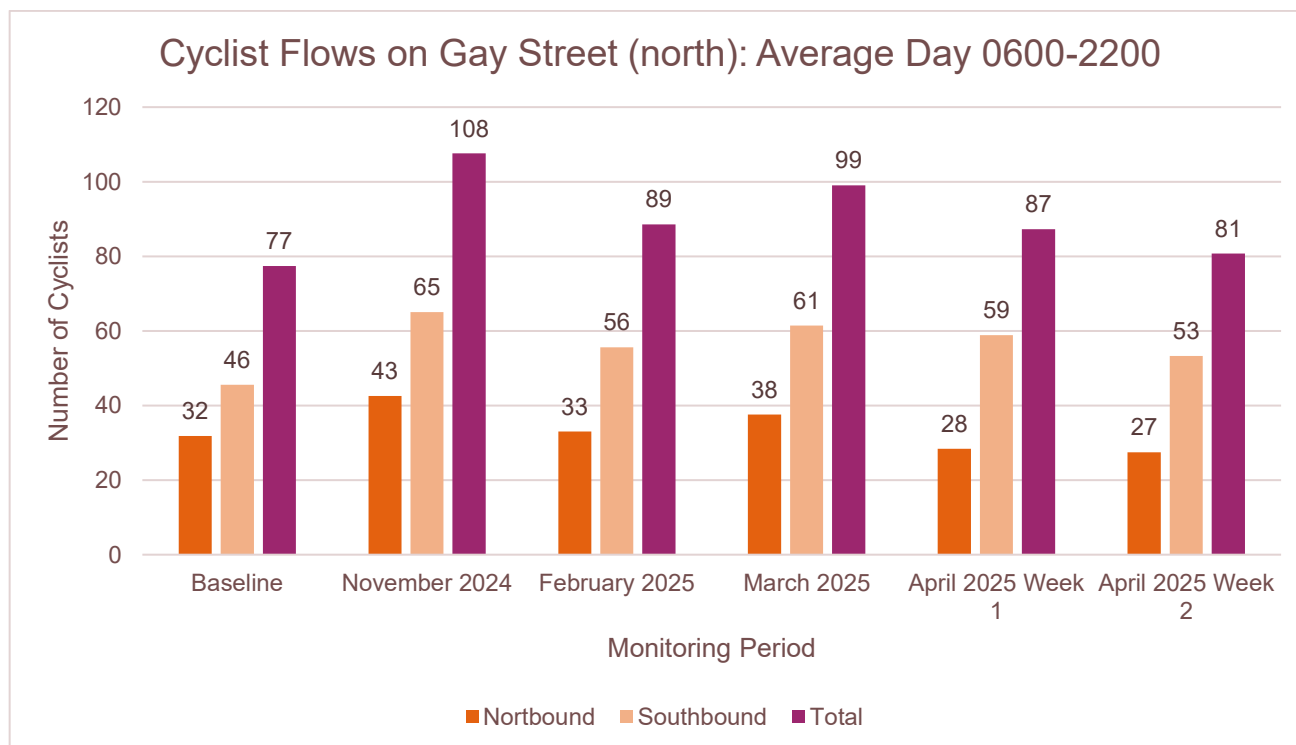
3.2.212 The recorded cyclist flows on Gay Street (north) are tabulated in Table 36 and graphed in Figure 79.

Table 36 Cyclist Flows on Gay Street (north) (7-day average)

Period	Northbound	Southbound	Total
Baseline	32	46	77
November 2024	43	65	108
February 2025	33	56	89
March 2025	38	61	99
April 2025 Week 1	28	59	87
April 2025 Week 2	27	53	81

Note: Summation errors due to rounding.

Figure 79 Cyclist Flows on Gay Street (north) (7-day average)



3.2.213 During the baseline, on average, per day, 77 cyclists were recorded on Gay Street (north). The number of cyclists was higher during each of the in-trial periods. During termtime, 108 cyclists were recorded in November 2024, 89 in February 2025, and 99 in March 2025. During school holidays, 87 cyclists were recorded in April 2025 Week 1, and 81 in April 2025 Week 2.

4 Summary and Key Observations

- 4.1.1 This report has been prepared by Arcadis on behalf of Bath & North East Somerset Council. It has set out the findings of traffic monitoring undertaken in association with the introduction of three, linked through traffic restrictions on Gay Street, Catharine Place, and Winifred's Lane in Lower Lansdown, Bath.
- 4.1.2 The aim of the trials is to prevent motor vehicles from using residential streets in this area as short cuts while maintaining vehicle access to properties on the trial streets. The trials also aim to provide safer routes for active travel (walking, cycling and wheeling) through the area.
- 4.1.3 The purpose of the baseline and in-trial monitoring has been to understand changes in motor vehicle and active travel flows since the implementation of the through traffic restrictions.
- 4.1.4 Baseline traffic data was collected in November 2023 and was comprised of link counts, automatic traffic counters, active travel link counts, and junction turning counts as described in Section 2. Outside of the standard baseline monitoring periods, baseline data was collected in June 2024 on Somerset Lane.
- 4.1.5 During the traffic restriction trials, which were fully installed by 6th November 2024, motor-vehicle traffic and active travel was monitored for 7 consecutive days in November 2024, in February 2025, and in March 2025 outside of the school holidays. More information on the monitoring dates is set out in Section 2. There are several schools in the area, so to assess the impact of the school run, motor-vehicle traffic and active travel was also monitored for 7 consecutive days at the beginning of April 2025 (Week 1 – private school holidays) and during April 2025 (Week 2 – private and state school holidays) while all schools were on holiday. In-trial data was compared with baseline data where available to establish the impacts of the trial on the immediate roads and surrounding areas.

4.2 Lower Lansdown: Key outcomes from traffic flow and active travel data

Traffic Flow

- 4.2.1 Baseline and in-trial counts were collected on Winifred's Lane, Sion Road, Cavendish Road and Lansdown Road between Lansdown Park and Fonthill Road. No baseline monitoring was conducted on Sion Hill (east).
- 4.2.2 Due to the nature and intention of through-traffic restrictions, the numbers of vehicles using Winifred's Lane and Catharine Place decreased during the trial. **Winifred's Lane** carried 1,303 vehicles a day on average during baseline monitoring and this was reduced by 99-100% during the trial.
- 4.2.3 **Cavendish Road** carried 3,248 vehicles a day on average during baseline monitoring. This reduced during the trial by 16% in November 2024, 25% in February 2025, and 22% in March 2025. In the school holidays, vehicle numbers dropped further by 31% in April 2025 Week 1 and by 41% in April 2025 Week 2.

- 4.2.4 **Lansdown Lane**, between Beresford Gardens and Leighton Road, carried 7,336 vehicles on average per day in the baseline. This increased during the trial by 8% in November 2024, 4% in February 2025, 0% in March 2025, 10% in April 2025 Week 1, and 2% in April 2025 Week 2.
- 4.2.5 During the trial, fewer vehicles were recorded on **Lansdown Road between Lansdown Park and Fonthill Road** by 2-4% on average in termtime. During the school holidays (April), traffic reduced by 6-18%. This stretch of road carried 8,346 vehicles a day, on average, during baseline monitoring.
- 4.2.6 **Somerset Lane** carried 50 vehicles on average, per day, in the baseline. This increased during the trial by 14% in November 2024, 20% in February 2025, 35% in March 2025, 14% in April 2025 Week 1, and 6% in April 2025 Week 2.
- 4.2.7 Traffic flows increased on **Sion Road**, which carried 1,022 vehicles a day, on average, during the baseline. In November 2024, average traffic flows increased by 87%. In February 2025 flows increased by 115% and in March 2025 by 94% against baseline. During the private and all-school holidays respectively, traffic increases were smaller with a 58% increase in April 2025 Week 1, and a 30% increase in April 2025 Week 2.
- 4.2.8 Turning count surveys were introduced during the trial to monitor non-compliance with the no-right-turn at the top of **Cavendish Road** into Sion Hill (east). Non-compliance reduced over the course of the trial.
- 4.2.9 In-trial monitoring showed that over the course of the trial, total turning movements at the junction reduced. Average turning movements per day were 2,784 in November 2024, 2,576 in February 2025, and 2,477 per day in March 2025, during termtime. In the school holidays, average turning movements were 2,354 per day in April 2025 Week 1 and 2,017 per day in April 2025 Week 2.

Active Travel

- 4.2.10 On Winifred's Lane, the average number of active travellers (pedestrians and cyclists) per day was 80-185% higher compared to the baseline. 150 more active travellers were recorded using the lane during the second week of April during the school holiday periods compared with 81 active travellers, on average, per day, during baseline monitoring.

4.3 The Circus Area: Key Outcomes (Traffic flow and active travel)

Traffic Flow

- 4.3.1 Due to the nature of the through-traffic restriction trial, the number of vehicles using **Catharine Place** decreased during the trial. It carried 392 vehicles a day on average, during baseline monitoring and this was reduced by 94-99% during the trial.
- 4.3.2 On **Bennett Street**, which carried 2,839 vehicles per day, on average, in the baseline, traffic flows reduced during the trial. Traffic flows reduced by 59% in November 2024 and February 2025, 62% in March 2025, 52% in April 2025 Week 1, and 66% in April 2025 Week 2. This equates to 1,484 to 1,755 fewer vehicles per day.

- 4.3.3 **Brock Street** carried 1,279 vehicles per day, on average, during the baseline. During the trial, traffic flows reduced, with reductions of 13% in November 2024, 22% in February 2025 and March 2025, 15% in April 2025 Week 1, and 22% in April 2025 Week 2.
- 4.3.4 On **Crescent Lane**, which carried 1,590 vehicles per day, on average, during the baseline, traffic flows reduced during the trial. Traffic flows reduced by 32% in November 2024, 37% in February 2025, 32% in March 2025, 31% in April 2025 Week 1, and 36% in April 2025 Week 2.
- 4.3.5 **Gloucester Street** carried 189 vehicles per day, on average, during the baseline. During the trial, traffic flows varied, with an increase of 1% in November 2024; an increase of 65% in February 2025; a decrease of 3% in March 2025; an increase of 50% in April 2025 Week 1; and an increase of 47% in April 2025 Week 2.
- 4.3.6 On **Julian Road**, between Upper Church Street and Harley Street, which carried 8,365 vehicles per day, on average, during the baseline, traffic flows varied in the trial. Traffic flows increased by 8% in November 2024; decreased by 3% in February 2025; increased by 7% in March 2025; increased by 9% in April 2025 Week 1; and increased 1% in April 2025 Week 2. This equates to changes between 287 fewer and 733 more vehicles per day.
- 4.3.7 **Lansdown Road**, between Bennett Street and Alfred Street, carried 8,452 vehicles per day, on average, during the baseline. During the trial, traffic flows varied, with increases of 13% in November 2024, 6% in February 2025, 10% in March 2025, 10% in April 2025 Week 1, and an overall change of 0% in April 2025 Week 2. This equates to between a reduction of 3 to an increase of 1,077 vehicles per day.
- 4.3.8 **Morford Street** carried 4,040 vehicles per day, on average, during the baseline. During the trial, traffic flows increased, with an increase of 10% in November 2024, 9% in February 2025, 12% in March 2025, 18% in April 2025 Week 1, and 4% in April 2025 Week 2. This equates to 170 to 730 more vehicles per day.
- 4.3.9 On **Rivers Street**, which carried 331 vehicles per day, on average, during the baseline, traffic flows varied, with an increase of 18% in November 2024; an increase of 20% in February 2025; an increase of 6% in March 2025; an increase of 5% in April 2025 Week 1; and a decrease of 19% in April 2025 Week 2.
- 4.3.10 **Russell Street** carried 630 vehicles per day, on average, during the baseline. During the trial, traffic flows reduced, with reductions of 22% in November 2024, 27% in February 2025, 60% in March 2025, 33% in April 2025 Week 1, and 90% in April 2025 Week 2.
- 4.3.11 On **Upper Church Street**, which carried 564 vehicles per day, on average, during the baseline, traffic flows varied, with an overage change of 0% in November 2024; an increase of 3% in February 2025 and March 2025; an increase of 4% in April 2025 Week 1; and a reduction of 1% in April 2025 Week 2.
- 4.3.12 The impacts of the **Gay Street trial** were derived from turning count data collected during baseline monitoring and five times during the trial at the junction of the A4 George Street / A4 Gay Street (south) / Gay Street (north), as outlined in Section 3.2.

- 4.3.13 During baseline monitoring, 13,823 motor vehicles used this junction on average, each day. The majority travelled between **A4 Gay Street (south) and A4 George Street** (in both directions) but 1,058 vehicles a day travelled from **Gay Street (North)** to A4 Gay Street (south) and 1,704 travelled north from A4 Gay Street (South) into Gay Street (North).
- 4.3.14 Access to **Gay Street (north)** was prevented during the trial, and access into **A4 Gay Street (south)** from the North was also prevented. The numbers of vehicles recorded turning right into A4 George Street from Gay Street (south) increased from 5,399 per day in the baseline to a maximum of 6,728 per day in April 2025 Week 1 (+1,329). The numbers of vehicles turning left from A4 George Street into A4 Gay Street (south) increased from 5,521 in the baseline to a maximum of 6,144 in March 2025. (+623).
- 4.3.15 Overall, fewer vehicles (on average, per day) used the **Gay Street/George Street junction** during the trial. Baseline counts were 13,823. 12,775 were recorded in November 2024 (1,048 fewer), 11,763 in February 2025 (2,063 fewer), 13,004 in March 2025 (801 fewer), 13,223 in April 2025 Week 1 (600 fewer), and 12,574 in April 2025 Week 2 (1,249 fewer).

Active Travel

- 4.3.16 Overall, the average number of active travellers during the trial on Catharine Place was lower than the baseline, with a 7-14% reduction between the baseline and March 2025. The biggest drop was in the school holidays recorded in April 2025 Week 1 with a 19-33% reduction in active travel. While there was a reduction in pedestrians using Catharine Place, the numbers of cyclists remained constant throughout the trial against baseline.
- 4.3.17 On Gay Street (north), the number of cyclists was higher in each of the in-trial periods than the baseline of 77 cyclists per day, on average. During termtime, the number of cyclists ranged from 89 to 108, whilst during school holidays, the number of cyclists ranged from 81 to 87.

4.4 Travel Time: Key outcomes for the Lower Lansdown and The Circus areas

Average Day 24 Hours

- 4.4.1 Across the average day 24 hours, changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with the majority of roads experiencing a change in travel times of less than ten seconds. No roads had a travel time increase of more than eight seconds.
- 4.4.2 The greatest increase in mean travel time was recorded on **Sion Road, between Sion Hill and Winifred's Lane (southbound)**. The greatest increase in median travel time was recorded on **Bennett Street, between Lansdown Road and The Circus (eastbound)**.
- 4.4.3 The greatest decrease in mean travel time was recorded on **Lansdown Road, between Morford Street and Lansdown Place East (northbound)**, while greatest decrease in median travel time was recorded on **Sion Road, between Sion Hill and Winifred's Lane (northbound)**.

Average Weekday AM Peak

- 4.4.4 During the average weekday AM peak (07:30-10:30), changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with all roads having a travel time change of 20 seconds or less.
- 4.4.5 The greatest increase in mean travel time was recorded on the **A4 Gay Street, between George Street and Queen Square (northbound)**. The greatest decrease in mean travel time was recorded on **Lansdown Road, between Morford Street and Lansdown Place East (northbound)**, and on **Brock Street, between The Circus and Upper Church Street (westbound)**.
- 4.4.6 The greatest increase in median travel time was recorded on the **A4 George Street, between Gay Street and Lansdown Road (westbound)**. The greatest decrease in median travel time was recorded on **Brock Street, between The Circus and Upper Church Street (westbound)**.

Average Weekday PM Peak

- 4.4.7 During the average weekday PM peak (15:30-18:30), changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with **all roads (apart from Brock Street westbound)** experiencing longer travel times of 20 seconds or less.
- 4.4.8 The greatest increase in mean travel time was recorded on the **A4 Gay Street, between George Street and Queen Square (northbound)**. The greatest decrease in mean travel time was recorded on **Brock Street, between The Circus and Upper Church Street (westbound)**.
- 4.4.9 The greatest increase in median travel time was recorded on the **A4 Gay Street, between George Street and Queen Square (northbound)**. The greatest decrease in median travel time was recorded on **Brock Street, between The Circus and Upper Church Street (westbound)**.

4.5 Conclusions

- 4.5.1 Considering total traffic volumes across all roads in the study area, there was a reduction in recorded motor vehicle traffic during all five in-trial monitoring periods. Compared with the baseline, the mean change in traffic flows per road was a reduction of 76 vehicles in November 2024; a reduction of 189 vehicles in February 2025; a reduction of 151 vehicles in March 2025; a reduction of 107 vehicles in April 2025 Week 1; and a reduction of 414 vehicles in April 2025 Week 2.
- 4.5.2 The greatest reduction in traffic flows (in terms of absolute numbers of vehicles) across all five monitoring periods was recorded on **Bennett Street**, ranging from a reduction of 1,484 to 1,862 motor vehicles per day compared with the baseline. This was followed by **Winfred's Lane**, ranging from a reduction of 1,292 to 1,299 motor vehicles compared with the baseline. During April 2025 Week 2, greater reductions in traffic flow were recorded on **Lansdown Road, between Lansdown Park and Fonthill Road** (1,513 vehicles), and on **Cavendish Road** (1,316 vehicles).

- 4.5.3 The greatest increase in traffic flow was recorded on **Lansdown Road, between Bennett Street and Alfred Street** in November 2024 and April 2025 Week 1 (private school holidays); and on **Sion Road** in February 2025, March 2025, and April 2025 Week 2 (all school holidays). Changes in traffic flow on this section of Lansdown Road ranged from a reduction of 3 vehicles to an increase 1,077 vehicles. Changes in traffic flow on Sion Road ranged from an increase of 305 vehicles to an increase of 1,174 vehicles on average per day.
- 4.5.4 Increases in motor vehicle traffic flow were recorded on **Julian Road, between Upper Church Street and Harley Street**, except for February 2025, when traffic flows decreased. The increases in traffic flow on Julian Road ranged between 115 and 733 vehicles per day, on average.
- 4.5.5 Increases in motor vehicle traffic flow were also recorded on **Morford Street**. The increases in traffic flow on Morford Street ranged between 170 and 730 vehicles per day, on average.
- 4.5.6 At the **Sion Hill / Winifred's Lane / Cavendish Road junction**, the numbers of vehicles using the junction reduced during the trial period, with an average of 2,784 vehicles per day in November 2024, 2,576 in February 2025, 2,477 in March 2025, 2,354 in April 2025 Week 1, and 2,017 in April 2025 Week 2.
- 4.5.7 At the **A4 Gay Street / George Street** junction, baseline turning movements were 13,823 vehicles per day. This reduced to between 11,763 and 13,223 vehicles per day during the in-trial monitoring periods (reductions of between 600 and 2,060 vehicles per average day).
- 4.5.8 Active travel flows on **Catharine Place** fell from the baseline of 946 active travellers per day. During the in-trial monitoring, the number of active travellers ranged from 632 to 881 per day. It is not known whether there were any events or incidents that may have affected the number of active travellers in the baseline. It was however observed that active travel flows on Catharine Place varied by up to 50% between the in-trial monitoring periods.
- 4.5.9 Active travel flows on **Winifred's Lane** increased from the baseline of 81 active travellers per day. During the in-trial monitoring, the number of active travellers ranged from 146 to 231 per day.
- 4.5.10 On **Gay Street (north)**, the number of cyclists was higher in each of the in-trial periods than the baseline of 77 cyclists per day, on average, ranging from 81 to 108 cyclists a day.
- 4.5.11 Travel time changes were generally minimal, both across the 24-hour average day, and during the average weekday AM peak and PM peak, with the majority of changes being 20 seconds or less.

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Appendix E

Provisional 2024 Air Quality Monitoring Report

Lower Lansdown and The Circus Liveable Neighbourhood

Jan 2023-June 2025

Baseline monitoring:

- January 2023 – December 2023 (Annual)
- January 2024 - October 2024 (Q1, Q2 and Q3)

In-trial monitoring:

- November 2024 – June 2025 (Q1 and Q2)

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	July 2025

Background information

This report provides a comparison of the baseline air quality data (January 2023 to October 2024) with provisional data from November 2024 - July 2025 for the Lower Lansdown and The Circus Liveable Neighbourhood (LN) scheme. The purpose is to assess the potential impact of three linked through-traffic restriction trials in the Winifred's Lane, Gay Street, Circus and Catharine Place areas in Lower Lansdown (as described at www.bathnes.gov.uk/lansdownetro).

Please note that both the 2024 and 2025 data is provisional until a peer review is performed and published. The 2024 data is due to be confirmed and published in late Summer 2025.

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 breathe them in without noticing.

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 emissions contribute

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>

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 travel into our lungs first, then from here move into our blood and vital 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. However, 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 and, in 2023, annual average NO₂ levels were below the legal limit of 40 µg/m³ within the city. However, there are still areas of concern and two sites in Bath had annual average levels between 36-40 µg/m³ which is mainly caused by vehicle emissions⁴. Both of these sites are located at Walcot Parade outside of the Lower Lansdown trial area.

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, nationally⁴.

How we monitor air quality We have measured air quality in Bath and North East Somerset since the mid-1990s. Currently we measure NO₂, PM_{2.5} and

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

⁴ B&NES Air Quality Annual Status Report 2024
<https://www.bathnes.gov.uk/sites/default/files/2024%20Annual%20Air%20Quality%20Report.pdf>

PM₁₀ concentrations in two ways: automatic analysers and diffusion tubes.

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, 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 22 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 Report (ASR) alongside this report. These set out and comment on air quality data from across the wider authority. Current and historic reports can be found on our website: <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 for Liveable Neighbourhoods

As part of the Liveable Neighbourhoods (LN) project, additional monitoring has been carried out around the Lower Lansdown and The Circus LN area. Additional monitoring sites were placed on Sion Hill and Catharine Place in October 2023 in readiness for potential shortlisted trials, and on Sion Road and Winifred's Lane in May 2024 to supplement the existing monitoring in the area (See the blue triangles in Figure 1 and Figure 2). 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>).

Full details of the interventions at each point (marked as green diamonds on Figures 1 and 2 below) can be found on the LN website at <https://www.bathnes.gov.uk/lansdownetro>.

Figure 1: Air quality monitor locations near Gay Street and Catharine Place trials

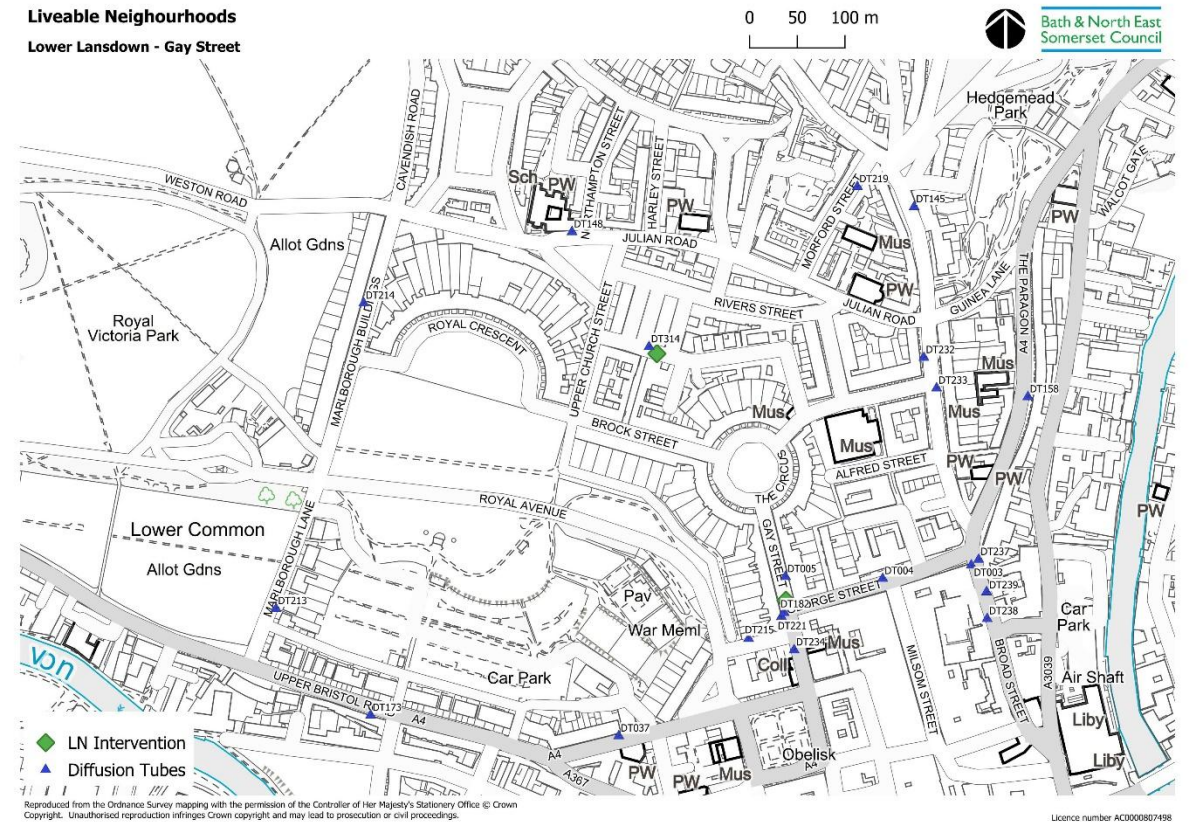
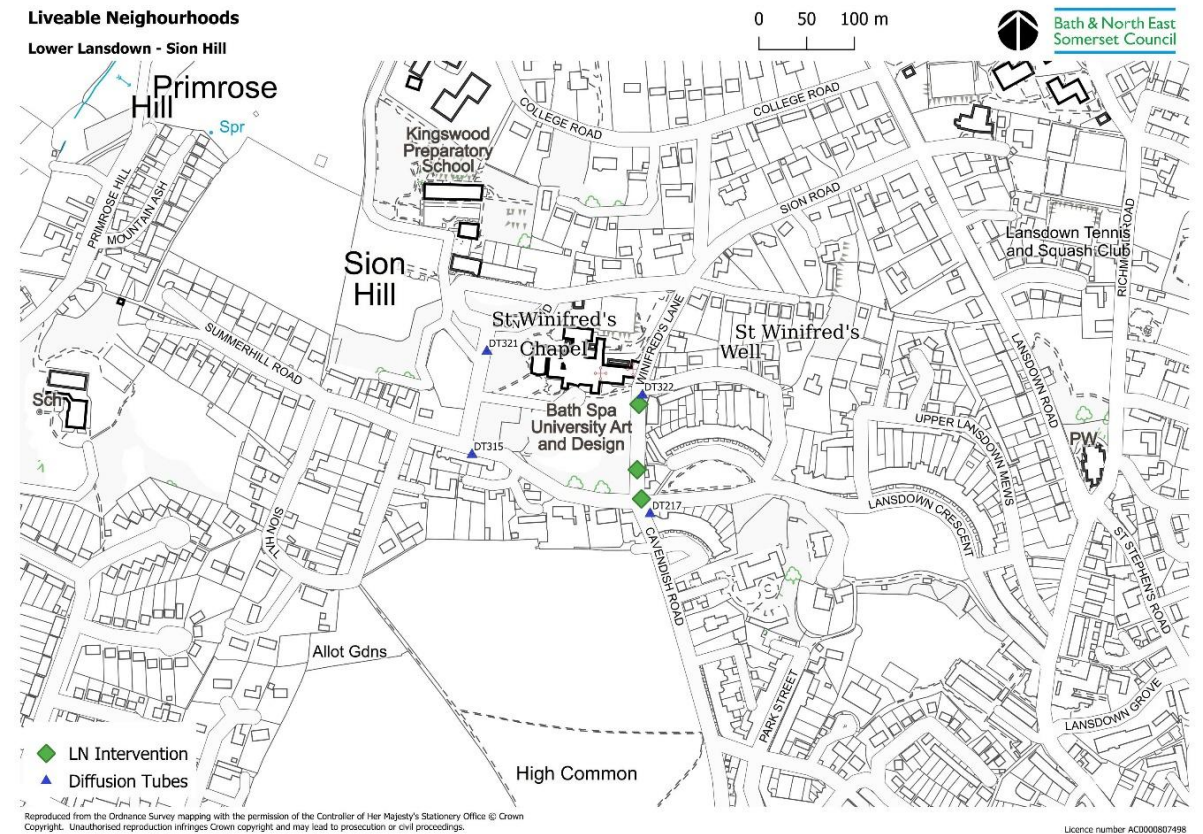


Figure 2: Air quality monitor locations near Winifred's Lane Trial



Data Analysis – Provisional Data

The data shown below is provisional and is currently being finalised. Final results will be available when the Annual Status Report 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 fourth quarter (Q4) of 2024 and the first and second quarter (Q1 & Q2) of 2025 as this covers the first 8 months of the trial. It should be noted that the three trials were fully installed fully by 7 November 2024, so quarter 4 includes 1 month pre-trial and 2 months in-trial data.

When reading the report please note the following:

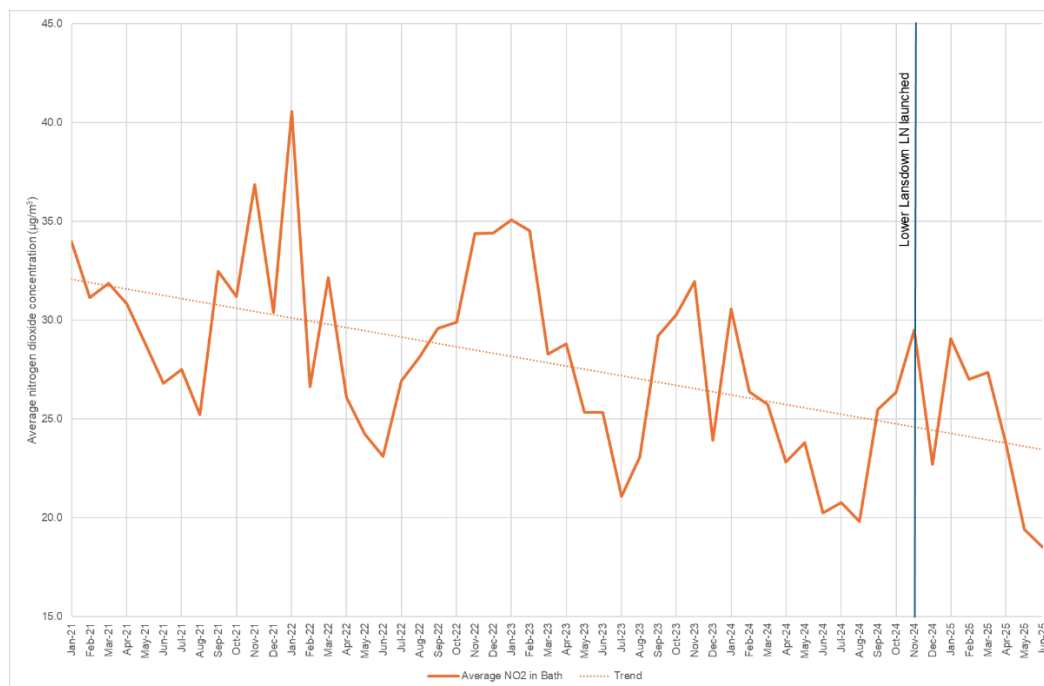
- 2024 and 2025 air quality data is provisional until our Annual Status Reports are peer reviewed.
- We compare baseline data (pre-trial) collected during 2023 and 2024 (Q1, 2 and 3) with in-trial data collected during 2024 (Q4) and 2025 (Q1, Q2) to inform how the trial may have impacted air quality.
- Air pollution is affected by the seasons.
- Quarterly results are not comparable to annual air quality objectives.
- The quarterly data has not been corrected for bias as this is always and only carried out at the end of each calendar year. Bias correction is made after comparison to monitoring data from an automatic monitoring site and the process is explained in the Annual Status Report <https://www.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>).

It should be noted that there are several factors which can affect nitrogen dioxide concentrations. These include but are not limited to weather, local pollution sources and seasonality. Further information is needed to see the ongoing trends in this area. Monitoring will continue in the scheme area to ensure there are no ongoing adverse effects on air quality.

Air quality across Bath

It's useful to be able to compare results in the trial area to the wider area. **Figure 3** below shows the monthly average readings taken from 136 long-term monitoring diffusion tube sites in Bath between 2021 and 2025. Sites were only included if they were active for the whole period. The results (for the whole of Bath and the wider district) show a general downward trend, but results for February and March 2025 are slightly higher than the same months in 2024. This may be due to differences in weather conditions between the two years.

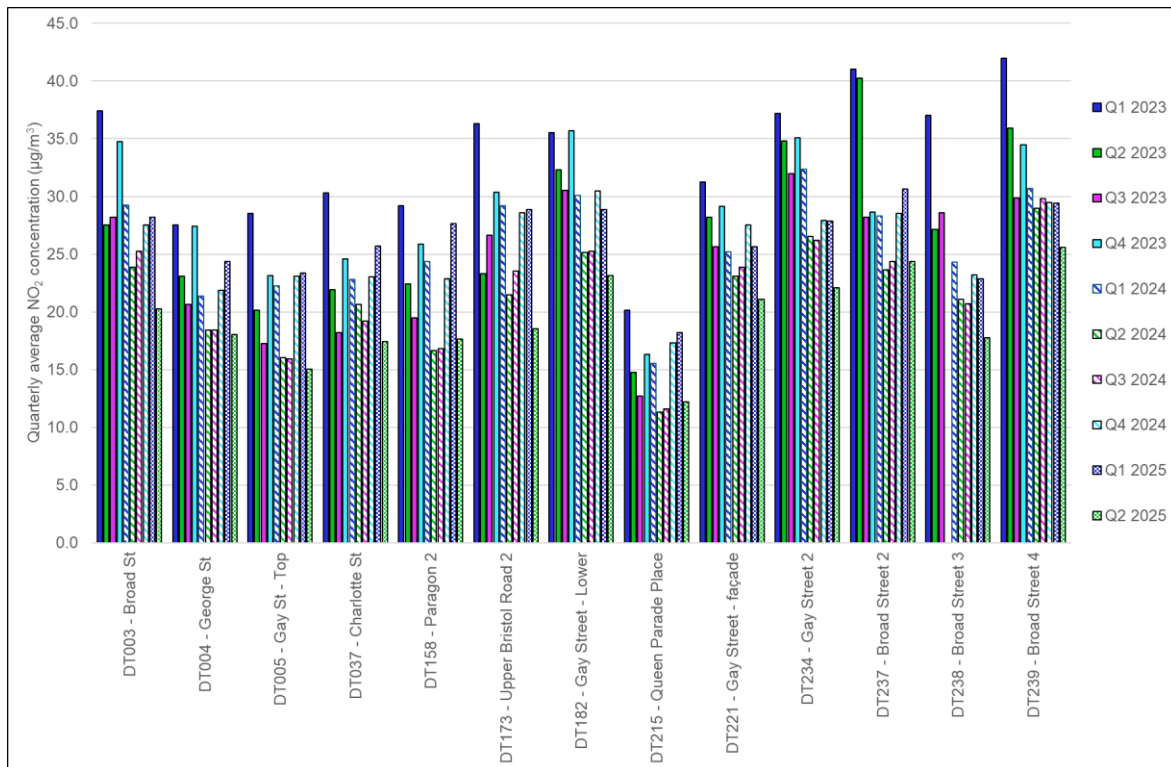
Figure 3: Trend in monthly average diffusion tube NO₂ concentrations in Bath from 2021 to 2024 (µg/m³)



Quarterly Monitoring Results (Lower Lansdown ETRO Trial area)

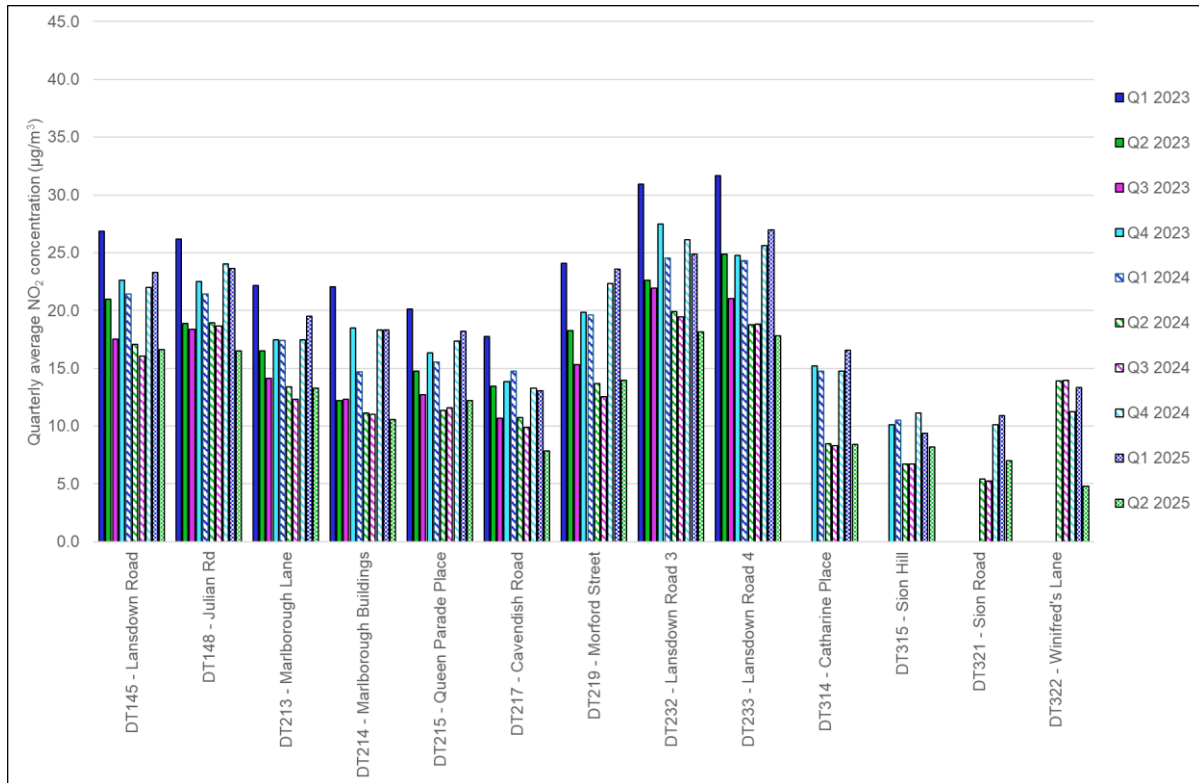
The monitoring data from Q4 (2024), Q1 & Q2 (2025) from diffusion tubes located in the trial area and presented on maps in Figures 1 and 2, are compared with baseline monitoring data from 2023 and 2024 in **Figure 4 and 5 (bar chart) overleaf and in tabular form in Tables 1, 2 and 3**. Full quarterly data is available in Appendix 1.

Although the results for each quarter are not directly comparable with the annual average objective (because 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 in the trial area are below 40 µg/m³ in 2024 and 2025.**

Figure 4: Provisional NO₂ Diffusion Tube Monitoring Results (µg/m³)

Please Note:

- **DT238 on Broad Street** moved locations in January 2024 due to low data capture during 2023
- **DT005 Gay Street Top** is located further up **Gay Street North** where northbound cars are now restricted.
- **DT182 Gay Street Lower** is located **opposite the junction** of Gay Street and George Street on a lamppost close to the kerbside (close to the road)
- **DT221 Gay Street Façade** is located on a downpipe on a building's **façade at the junction** of Gay Street (west side) and George Street
- **DT234 Gay Street 2** is located on **Gay Street South** just south of Queens's Parade Place

Figure 5: Provisional NO₂ Diffusion Tube Monitoring Results (µg/m³)

Please note:

- **DT145 Lansdown Road** is located south of the junction with Camden Crescent
- **DT232 Lansdown Road 3** is located between the junctions of Julian Road and Bennett Street
- **DT233 Lansdown Road 4** is located opposite the junction with Bennett Street
- **DT315 Sion Hill** is Sion Hill West at the junction with Sion Road
- **DT321 Sion Road** is located just north of the private one-way road exit from Kingswood School
- **DT217 Cavendish Road** is located at the top of the road just before the junction with Sion Hill East.

Table 1 – Comparison of Quarter 4 (2023 and 2024) Lower Lansdown provisional NO₂ Diffusion Tube Data (µg/m³)

Site ID	Site NameSD	Q4 2023 (baseline)	Q4 2024 (in-trial)	Change (%)
DT003	Broad St	34.7	27.5	-20.7
DT004	George St	27.4	21.9	-20.2
DT005	Gay St – Top (Gay Street North)	23.1	23.1	0
DT037	Charlotte St	24.6	23.0	-6.3
DT145	Lansdown Road (south of Camden Crescent)	22.6	22.0	-2.8
DT148	Julian Rd	22.5	24.0	6.9
DT158	Paragon 2	25.9	22.9	-11.6
DT173	Upper Bristol Road 2	30.4	28.6	-6.0
DT182	Gay Street – Lower (junction with George St)	35.7	30.5	-14.6
DT213	Marlborough Lane	17.5	17.5	0
DT214	Marlborough Buildings	18.5	18.3	-1.0
DT215	Queens Parade Place	16.3	17.3	6.2
DT217	Cavendish Road (at junction with Sion Hill East)	13.9	13.3	-4.0
DT219	Morford Street	19.8	22.3	12.6
DT221	Gay Street – façade (junction with George St)	29.2	27.5	-5.7
DT232	Lansdown Road 3 (between junction of Julian Rd and Bennett St)	27.5	26.1	-4.9
DT233	Lansdown Road 4 (opposite junction with Bennett Street)	24.8	25.6	3.3
DT234	Gay Street 2 (Gay Street South)	35.1	27.9	-20.4
DT237	Broad Street 2	28.6	28.5	-0.4
DT238	Broad Street 3*	-	23.2	-
DT239	Broad Street 4	34.5	29.5	-14.4
DT314	Catharine Place	15.2	14.7	-3.0
DT315	Sion Hill (West) at the junction with Sion Rd	10.1	11.1	9.8
DT321	Sion Road* (north of the private one-way road exit)	-	10.1	-
DT322	Winifred's Lane*	-	11.2	-

*Data not available for Q4 2023

Observations: Table 1 presents a comparison of data in the trial area collected during Q4 in 2023 (baseline) and 2024 (in-trial from 7 November). The results show improvements in air quality at 20 of the 25 sites monitored in the area. Five sites where concentrations of NO₂ were higher than baseline were:

- **Julian Road** (22.5 to 25 µg/m³)
- **Queens Parade Place** (16.3 to 17.3 µg/m³)
- **Morford Street** (19.8 to 22.3 µg/m³)

- **Lansdown Road 4** opposite junction with Bennett Street (24.8 to 25.6 $\mu\text{g}/\text{m}^3$)
- **Sion Hill** (west) near the junction with Sion Road (10.1 to 11.1 $\mu\text{g}/\text{m}^3$)

Continued overleaf.

Table 2 – Comparison of Q1 (2023, 2024 and 2025) provisional NO₂ diffusion tube data (µg/m³)

Site ID	Site Name	Q1 2023 (Baseline)	Q1 2024 (Baseline)	Q1 2025 (In-trial)	Change (%) 2023-25	Change (%) 2024-25
DT003	Broad St	37.4	29.3	28.2	-24.6	-3.7
DT004	George St	27.5	21.3	24.3	-11.5	14.0
DT005	Gay St – Top (Gay St North)	28.5	22.3	23.4	-18.1	4.8
DT037	Charlotte St	30.3	22.8	25.7	-15.4	12.5
DT145	Lansdown Road (south of Camden Crescent)	26.9	21.4	23.3	-13.3	8.8
DT148	Julian Rd	26.2	21.4	23.7	-19.5	10.5
DT158	Paragon 2	29.2	24.4	27.7	-5.2	13.5
DT173	Upper Bristol Road 2	36.3	29.2	28.8	-20.6	-1.3
DT182	Gay Street – Lower (opp. George St junction)	35.5	30.1	28.8	-18.9	-4.2
DT213	Marlborough Lane	22.1	17.4	19.5	-11.9	11.9
DT214	Marlborough Buildings	22.1	14.7	18.3	-16.9	24.5
DT215	Queens Parade Place	20.1	15.5	18.2	-9.5	17.2
DT217	Cavendish Road (top at junction w/ Sion Hill East)	17.8	14.8	13.1	-26.5	-11.5
DT219	Morford Street	24.1	19.6	23.6	-2.1	20.2
DT221	Gay Street – façade (opp junction w/ George St)	31.3	25.2	25.7	-17.9	1.8
DT232	Lansdown Road 3 (between Julian Rd and Bennett St junctions)	30.9	24.5	24.9	-19.5	1.5
DT233	Lansdown Road 4 (opp junction with Bennett Street)	31.7	24.3	27.0	-14.8	10.9
DT234	Gay Street 2 (south of Queens's Parade Pl)	37.2	32.3	27.9	-25.1	-13.8
DT237	Broad Street 2	41.0	28.3	30.6	-25.4	8.2
DT238	Broad Street 3	37.0	24.3	22.9	-38.2 ¹	-5.9
DT239	Broad Street 4	42.0	30.7	29.4	-29.9	-4.1
DT314	Catharine Place*	-	14.8	16.6	-	12.1
DT315	Sion Hill* (west) at junction with Sion Rd)	-	10.5	9.4	-	-11.1
DT321	Sion Road* (north of private one-way exit)	-	-	10.9	-	-
DT322	Winifred's Lane*	-	-	13.3	-	-

*Data not available for Q1 2023.

¹Note – Site DT238 moved locations in January 2024 due to low data capture during 2023

Observations: Table 2 presents a comparison of baseline (2023 and 2024) and in-trial (2025) data collected in Q1. When comparing Q1 2025 (in-trial data) with Q1

2023 baseline data (where available) all sites show improvements or remain the same.

When comparing Q1 2024 with Q1 2025 there are increased NO₂ concentrations at 15 of the 25 monitoring sites (by up to 4-5 µg/m³). However, further investigation shows concentrations at the Bath A4 Roadside monitoring site also rose by 6% during this time and other continuous monitoring sites in Bristol and South Gloucestershire showed similar increases. It is therefore unlikely that the small increases are due to the trial.

Continued overleaf.

Table 3 – Comparison of Quarter 2 (2023, 2024 and 2025) Lower Lansdown provisional NO₂ Diffusion Tube Data (µg/m³)

Site ID	Site Name	Q2 2023 (Baseline)	Q2 2024 (Baseline)	Q2 2025 (In-trial)	Change (%) 2023-25	Change (%) 2024-25
DT003	Broad St	27.5	23.8	20.3	-26.3	-14.9
DT004	George St	23.1	18.4	18.1	-21.8	-2.1
DT005	Gay St – Top (Gay St North)	20.2	16.0	15.0	-25.5	-6.3
DT037	Charlotte St	21.9	20.6	17.4	-20.5	-15.5
DT145	Lansdown Road (south of Camden Crescent)	21.0	17.0	16.6	-20.8	-2.5
DT148	Julian Rd	18.9	19.0	16.5	-12.6	-12.9
DT158	Paragon 2	22.4	16.6	17.6	-21.4	6.0
DT173	Upper Bristol Road 2	23.3	21.5	18.5	-20.6	-13.8
DT182	Gay Street – Lower (George St junction)	32.3	25.2	23.1	-28.3	-8.0
DT213	Marlborough Lane	16.5	13.4	13.3	-19.6	-1.0
DT214	Marlborough Buildings	12.2	11.1	10.6	-13.4	-5.0
DT215	Queens Parade Place	14.8	11.3	12.2	-17.4	7.7
DT217	Cavendish Road (top at junction w/ Sion Hill East)	13.5	10.7	7.8	-41.9	-26.9
DT219	Morford Street	18.3	13.7	14.0	-23.5	2.0
DT221	Gay Street – façade (opposite junction w/ George St)	28.2	23.1	21.1	-25.3	-8.8
DT232	Lansdown Road 3 (between Julian Rd and Bennett St junctions)	22.6	19.9	18.1	-19.8	-9.0
DT233	Lansdown Road 4 (opposite junction with Bennett Street)	24.9	18.8	17.8	-28.5	-5.1
DT234	Gay Street 2 (south of Queens's Parade PI)	34.8	26.5	22.1	-36.6	-16.8
DT237	Broad Street 2	40.3	23.7	24.3	-39.5	2.9
DT238	Broad Street 3	27.2	21.1	17.7	-34.7	-15.8
DT239	Broad Street 4	35.9	29.0	25.6	-28.8	-11.7
DT314	Catharine Place*	-	8.5	8.4	-	-0.8
DT315	Sion Hill* (west) opp junction with Sion Rd	-	6.7	8.2	-	21.8
DT321	Sion Road* (north of private one-way exit)	-	5.4	7.0	-	28.9
DT322	Winifred's Lane*	-	13.9	4.8	-	-65.6

*Data not available for Q2 2023.

¹Note – Site DT238 moved locations in January 2024 due to low data capture during 2023

Table 3 presents a comparison of monitoring data from all the sites collected during Q2 2023 (baseline), Q2 2024 (baseline) and Q2 2025 (in-trial). Again, when comparing Q2 2025 (in-trial) to Q2 2023 (baseline) there are improvements in air quality at all sites where data was available.

When comparing Q2 2024 with Q2 2025 (baseline) there is a mixed picture with six sites showing small increases in NO₂ concentrations. These sites are:

- Paragon 2 (16.6 to 17.6 µg/m³)
- Queens Parade Place (11.3 to 12.2 µg/m³)
- Morford Street (13.7 to 14.0 µg/m³)
- Broad Street 2 (23.7 to 24.3 µg/m³)
- Sion Hill (West) opposite junction with Sion Road (6.7 to 8.2 µg/m³)
- Sion Road north of private one-way exit (5.4 to 7 µg/m³)

Of these, DT215 Queens Parade Place had one month of missing data in Q2 2025 and DT321 Sion Road had one month of missing data in Q2 2024 which contributes to the difference. (Sion Road was installed in May 2024 and the tube on Queens Parade Place was missing.)

The sites remain well below the air quality objective (40 µg/m³) and monitoring will continue. It should be noted that there are several factors which can affect NO₂ concentrations. These include but are not limited to weather, local pollution sources, roadworks/closures, and seasonality. The additional monitoring will continue in the scheme until a decision is made on the scheme.

Several sites show improvement in air quality with a decrease in NO₂ concentrations every quarter when compared with the available baseline figures (Q4, Q1 and Q2):

- DT003 Broad Street
- DT239 Broad Street 4
- DT182 Gay Street - Lower (opposite the junction with George Street)
- DT234 Gay Street 2 (South of Queens's Parade Place)
- DT173 Upper Bristol Road 2
- DT217 Cavendish Road (top at junction w/ Sion Hill East)

Additionally:

Winifred's Lane showed a significant improvement in Q2 2025 when compared with Q2 2024 (baseline) from 13.9 µg/m³ to 4.8 µg/m³ (-65.6%). Other quarterly comparisons were not available.

DT005 Gay Street – Top (Gay Street North) showed less marked improvements each quarter against baseline. In Q2 2025 (in-trial) readings of 15.0 µg/m³ were favourable when compared with baseline readings of 20.2 µg/m³ in Q2 2023 (-25%).

Concentrations recorded at **DT145 Lansdown Road (South of Camden Crescent)** and **DT232 Lansdown Road 3 (between Julian Rd and Bennett St junctions)** are lower compared with baseline data or the level remains the same. At **DT232 Lansdown Road 3**, the highest reading was 30.9 $\mu\text{g}/\text{m}^3$ in Q1 2023 (baseline). At **DT145 Lansdown Road (South of Camden Crescent)** the highest reading was 26.9 $\mu\text{g}/\text{m}^3$ in Q1 2023 (baseline).

DT233 Lansdown Road 4 (opposite junction with Bennett Street) shows a fluctuating picture but concentrations in Q2 2025 (in-trial) were below both baseline years at 17.8 $\mu\text{g}/\text{m}^3$. In Q4 2024 (in-trial), readings were just slightly higher than in Q4 2023 (baseline). In Q1 2025 (in-trial) concentrations were below baseline Q1 2023 (31.7 $\mu\text{g}/\text{m}^3$) but above Q1 2024 (24.3 $\mu\text{g}/\text{m}^3$).

DT148 Julian Road shows an improvement against baseline during some quarters. In Q2 2025 (in-trial), concentrations of 16.5 $\mu\text{g}/\text{m}^3$ compared favourably against 18.9 $\mu\text{g}/\text{m}^3$ and 19.0 $\mu\text{g}/\text{m}^3$ in 2023 and 2024 respectively (both baseline). In Q1 2025 (in-trial), concentrations of 23.7 $\mu\text{g}/\text{m}^3$ compared favourably with baseline figure of 26.2 $\mu\text{g}/\text{m}^3$ in Q1 2023 but not Q1 2024 (21.4 $\mu\text{g}/\text{m}^3$).

DT219 Morford Street shows a mixed picture. There were improvements against baseline during some quarters. In Q4 2024 (in-trial) concentrations of 22.3 $\mu\text{g}/\text{m}^3$ are 12% higher than baseline Q4 2023 results which were 19.8 $\mu\text{g}/\text{m}^3$. In Q1 2025 (in-trial), concentrations of 23.6 $\mu\text{g}/\text{m}^3$ compare favourably with baseline Q1 2023 (24.1 $\mu\text{g}/\text{m}^3$) but are 20% higher than baseline Q1 2024 results (19.6 $\mu\text{g}/\text{m}^3$). In Q2 2025 (in-trial) concentrations of 14.0 $\mu\text{g}/\text{m}^3$ compared favourably with 18.3 $\mu\text{g}/\text{m}^3$ recorded in the baseline Q2 2023. But this was slightly higher when compared with baseline Q2 2024 (13.7 $\mu\text{g}/\text{m}^3$).

Annual Monitoring Results

The data shown below in **Table 4** is provisional and is currently being finalised. The results will be available when the Annual Status Report (ASR) has been peer reviewed.

Table 4 – Annual Average NO₂ Diffusion Tube Monitoring Results: Lower Lansdown and The Circus LN (µg/m³)

Site ID	Site Name	2023	2024	Change (%)
DT003	Broad St	25.7	21.7	-15.5
DT004	George St	19.8	16.3	-17.7
DT005	Gay St - Top	18.0	15.9	-12.1
DT037	Charlotte St	19.3	17.7	-7.9
DT145	Lansdown Road	17.8	15.7	-12.0
DT148	Julian Rd	17.4	17.2	-1.3
DT158	Paragon 2	19.6	16.5	-15.8
DT173	Upper Bristol Road 2	23.6	21.1	-10.8
DT182	Gay Street - Lower	27.1	22.9	-15.5
DT213	Marlborough Lane	14.2	12.4	-12.6
DT214	Marlborough Buildings	13.2	11.2	-14.7
DT215	Queens Parade Place	13.0	11.4	-11.7
DT217	Cavendish Road	11.3	10.0	-11.7
DT219	Morford Street	15.7	14.0	-11.0
DT221	Gay Street - façade	23.1	20.4	-11.7
DT232	Lansdown Road 3	20.9	18.6	-10.6
DT233	Lansdown Road 4	20.3	17.9	-11.6
DT234	Gay Street 2	28.2	22.9	-18.9
DT237	Broad Street 2	28.0	21.5	-23.2
DT238	Broad Street 3*	26.5	18.3	-31.0
DT239	Broad Street 4	28.9	24.4	-15.6
DT314	Catharine Place	11.1	9.5	-14.3
DT315	Sion Hill	7.4	7.2	-2.6
DT321	Sion Road*	-	6.0	-
DT322	Winifred's Lane*	-	10.9	-

*Data not available for 2023

Observations: Table 4 compares monitoring data from 2024 with baseline data collected in 2023.

- Where monitoring sites were already in existence, 2023 data was collected from January to December 2023. Note that DT315 Sion Hill and DT314 Catharine Place were put in (in readiness for a trial) in October 2023.
- In 2024, all monitors were in place from January to December 2024 except DT321 (Sion Road) and DT322 (Winifred's Lane) which were added in May 2024.
- The 2024 results **only include the first two months of the trial's operation** in November and December 2024.
- All annual data has been bias-corrected using the local bias of 0.82 in 2024 and 0.81 in 2023 and annualised where there are less than 9 months data. This process is detailed in the ASR <https://www.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>).

The results of the monitoring show that the NO₂ concentrations at all locations are below 40 µg/m³ and that the annual average air quality objective has not been exceeded. All concentrations in 2024 decreased from 2023. The results are comparable with data from across Bath where the average change between the 2023 and 2024 was a reduction of 9%.

It is recognised that 2024 data only include two months of the trial and so quarterly data is more helpful at this point. Monitoring will continue to assess what impact, if any, the interventions are having on air quality. We expect 2025 annual average NO₂ Diffusion Tube Monitoring Results for the area in Summer 2026.

Conclusion

- Baseline NO₂ monitoring has been carried out in the Lower Lansdown and The Circus Liveable Neighbourhood area and surrounding streets to help establish the impact on air quality of the through-traffic restriction trials installed in the area by 7 November 2024 (and as outlined at www.bathnes.gov.uk/lansdownetro).
- The results of the baseline monitoring show that the NO₂ concentrations at all locations are below 40 µg/m³ in 2024 and 2025 and that the annual average air quality objective has not been exceeded.⁵

⁵ Air Quality Annual Status Report 2024 - <https://www.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>

- During the first two months of trial in **Q4 2024**, five of the twenty-five sites in the LN area saw a small increase in NO₂ levels against baseline (as a quarterly average).
 - **Julian Road** (22.5 to 25 µg/m³)
 - **Queens Parade Place** (16.3 to 17.3 µg/m³)
 - **Morford Street** (19.8 to 22.3 µg/m³)
 - **London Road 4** opposite junction with Bennett Street (24.8 to 25.6 µg/m³)
 - **Sion Hill** (west) near the junction with Sion Road (10.1 to 11.1 µg/m³)
- Although quarterly results are not directly comparable to the annual average objective, these concentrations are well below the annual average legal limit of 40 µg/m³. All other sites are showing a decrease in concentration when compared to 2023 Q4 baseline results.
- **In Q1 2025, in-trial data** at all sites show improvements in air quality when compared to **2023 Q1 baseline** results. However, several sites recorded slightly higher levels compared to baseline data collected in **Q1 2024 (baseline)**. Further investigation showed similar increases in other areas of the district and wider region. It is therefore unlikely that the small increase is due to the trial.
- **In Q2 2025, in-trial data** at all sites also show improvements in NO₂ concentrations compared to baseline **Q2 2023** results. However, several sites recorded slightly higher levels of NO₂ concentrations compared to baseline data collected in **Q2 2024**. Further investigation showed that two of the sites had limited data in 2024 which could have affected the results. It is unclear if the small increases are due to the trial.
- Trial areas including **DT217 Cavendish Road** and **DT234 Gay Street 2 (south of Queens Parade Place)** shown on-going improvements. **DT322 Winifred's Lane** also showed significant improvement in **Q2 2025** compared with **Q2 2024 (baseline)**. **Gay Street North** (where restrictions are now in place as part of the trial showed small improvements in each quarter against 2023 baseline data.
- **DT148 Julian Road** and **DT219 Morford Street** show a mixed, fluctuating picture when comparing in-trial quarters Q4 2024, Q1 and Q2 2025 against the same quarters in the baseline.
- All annual average monitored concentrations were below the annual average objective of 40 µg/m³ and showed lower concentrations between 2023 and 2024. The results show similar trends to other locations across Bath. Monitoring will continue to determine the impact, if any, of the interventions until a decision is made to either make the scheme permanent or remove it. We recognise that quarterly results are more useful until we receive 2025 annual average data in 2026.

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 Report (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>

Appendix 1

Table 3 – Quarterly NO₂ Monitoring Results: Diffusion Tube – Lower Lansdown LN (µg/m³)

Site ID	Site Name	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Q1 2025	Q2 2025
DT003	Broad St	37.4	27.5	28.2	34.7	29.3	23.8	25.3	27.5	28.2	20.3
DT004	George St	27.5	23.1	20.6	27.4	21.3	18.4	18.4	21.9	24.3	18.1
DT005	Gay St - Top	28.5	20.2	17.3	23.1	22.3	16.0	15.9	23.1	23.4	15.0
DT037	Charlotte St	30.3	21.9	18.2	24.6	22.8	20.6	19.2	23.0	25.7	17.4
DT145	Lansdown Road	26.9	21.0	17.5	22.6	21.4	17.0	16.1	22.0	23.3	16.6
DT148	Julian Rd	26.2	18.9	18.3	22.5	21.4	19.0	18.7	24.0	23.7	16.5
DT158	Paragon 2	29.2	22.4	19.5	25.9	24.4	16.6	16.8	22.9	27.7	17.6
DT173	Upper Bristol Road 2	36.3	23.3	26.6	30.4	29.2	21.5	23.5	28.6	28.8	18.5
DT182	Gay Street - Lower	35.5	32.3	30.6	35.7	30.1	25.2	25.3	30.5	28.8	23.1
DT213	Marlborough Lane	22.1	16.5	14.1	17.5	17.4	13.4	12.3	17.5	19.5	13.3
DT214	Marlborough Buildings	22.1	12.2	12.3	18.5	14.7	11.1	11.0	18.3	18.3	10.6
DT215	Queens Parade Place	20.1	14.8	12.7	16.3	15.5	11.3	11.6	17.3	18.2	12.2
DT217	Cavendish Road	17.8	13.5	10.7	13.9	14.8	10.7	9.9	13.3	13.1	7.8
DT219	Morford Street	24.1	18.3	15.3	19.8	19.6	13.7	12.5	22.3	23.6	14.0

Site ID	Site Name	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Q1 2025	Q2 2025
DT221	Gay Street - façade	31.3	28.2	25.6	29.2	25.2	23.1	23.9	27.5	25.7	21.1
DT232	Lansdown Road 3	30.9	22.6	22.0	27.5	24.5	19.9	19.4	26.1	24.9	18.1
DT233	Lansdown Road 4	31.7	24.9	21.0	24.8	24.3	18.8	18.8	25.6	27.0	17.8
DT234	Gay Street 2	37.2	34.8	32.0	35.1	32.3	26.5	26.2	27.9	27.9	22.1
DT237	Broad Street 2	41.0	40.3	28.2	28.6	28.3	23.7	24.4	28.5	30.6	24.3
DT238	Broad Street 3*	37.0	27.2	28.6	-	24.3	21.1	20.7	23.2	22.9	17.7
DT239	Broad Street 4	42.0	35.9	29.9	34.5	30.7	29.0	29.8	29.5	29.4	25.6
DT314	Catharine Place	-	-	-	15.2	14.8	8.5	8.3	14.7	16.6	8.4
DT315	Sion Hill	-	-	-	10.1	10.5	6.7	6.7	11.1	9.4	8.2
DT321	Sion Road	-	-	-	-	-	5.4	5.3	10.1	10.9	7.0
DT322	Winifred's Lane	-	-	-	-	-	13.9	14.0	11.2	13.3	4.8

The results are averaged across 3 months' data and have not been bias adjusted. The 2024 and 2025 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.

*Note – Site DT238 moved locations in January 2024 due to low data capture during 2023

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Annex F:

Stakeholder Communications and Engagement Report

Lower Lansdown and The Circus ETRO Trials

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

Section 1: Introduction

This report sets out Bath & North East Somerset Council's (B&NES) community and key stakeholder engagement relating to the Lower Lansdown through-traffic restriction trials comprising three linked trials in Winifred's Lane, Catharine Place and Gay Street.

The three trials were installed at the beginning of November 2024 for a minimum of six months under an experimental traffic regulation order (ETRO).

The trials remain in place until all outcomes of the ETRO public consultation are analysed; and a Single Member Decision is made on whether to make the trials permanent under a standard Traffic Regulation Order (TRO). The TRO must be made within 18 months of the start of the trial (30 April 2026).

During the first six months of the trial (1 November until 30 April 2025), we held a public consultation to gather people's feedback using an online survey.

We also collected evidence on the impacts of the trial on air quality, traffic and active travel. The outcomes of this activity are presented in separate consultation reports.

This report provides a log of the activity conducted by the project team from December 2023 to November 2025, including:

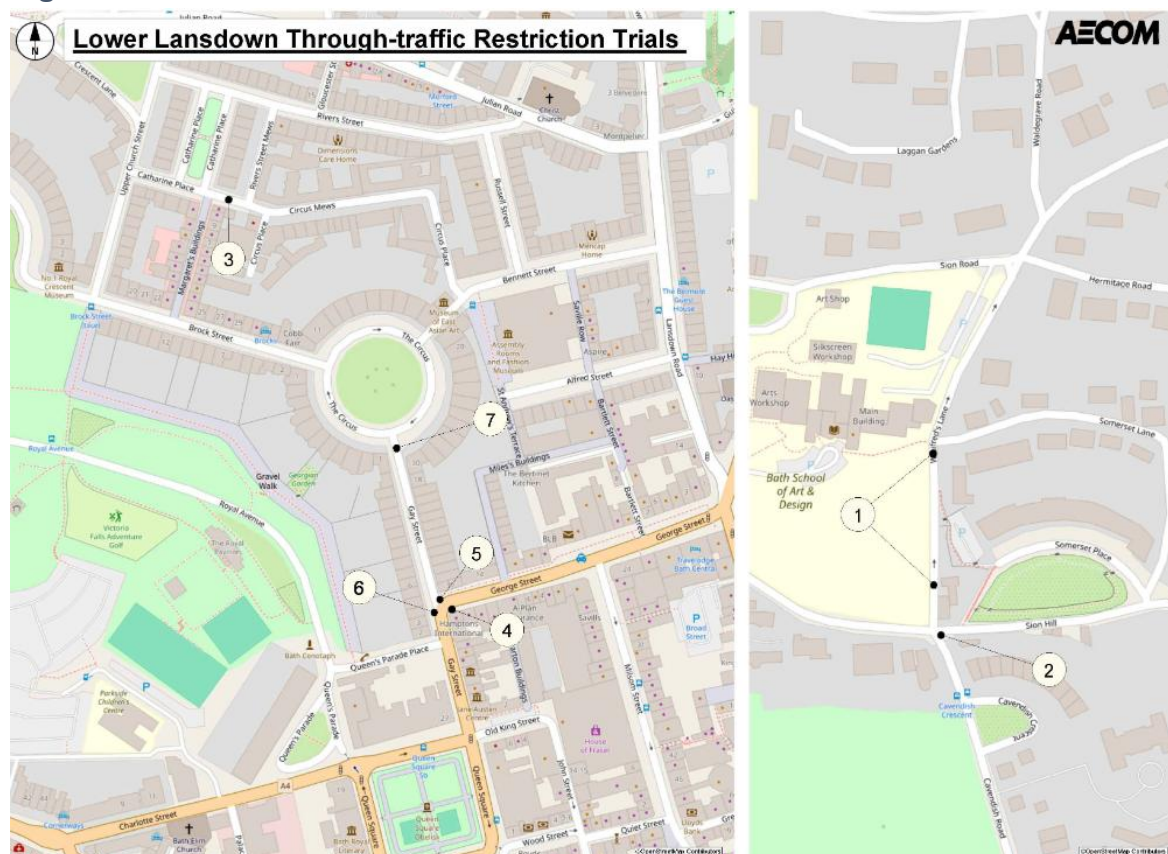
- press, print, web, events and direct mail used to promote the proposal and consultation
- more in-depth stakeholder meetings/engagement, including with schools and organisations and campaign groups and their outcomes
- the outcome of engagement work carried out by our partner, Sustrans - now known as The Walk, Wheel and Cycle Trust – which is a specialist organisation that helps us to engage directly with people using the area including school children and students
- consideration of petitions and legal challenges
- considerations of reports, including videos of poor driver behaviour

To read all the reports relating to this consultation, including the single member decision (SMD) report, please go to www.bathnes.gov.uk/lansdownetro

Section 2: About the trials

The linked through-traffic restriction trials are in Lower Lansdown. The numbers below correspond to the numbers on the map.

Figure 1 Location of trials



Winifred's Lane through-traffic restriction

Installed on Wednesday 6 November.

(1) A through-traffic restriction on Winifred's Lane comprising of one set of bollards placed just north of Holywell House and one set of bollards placed just south of Somerset Lane

(2) A no right turn into Sion Hill (east) from the top of Cavendish Road applying to motor vehicles but not cyclists

Gay Street traffic restrictions

Installed on Monday 4 and Tuesday 5 November.

(4) A no-entry into Gay Street from the George Street junction applying to all northbound vehicles but not cyclists

(5) A left-turn-only into George Street for vehicles exiting this stretch of Gay Street

(6) Vehicles are prohibited from travelling south to Queen Square when exiting this stretch of Gay Street

(7) Two-way traffic is maintained on Gay Street, but with entry via The Circus

Catharine Place through-traffic restriction

Installed on Friday 1 November.

(3) A through-traffic restriction on Catharine Place comprising of a set of bollards between the junctions of Margaret's Buildings and River Street Mews

Vehicle access to properties is maintained from either side of the restrictions.

Figure 2: Gay Street Trial



Figure 3: Catharine Place trial



Figure 4: Winifred's Lane trial



Section 3: Pre-trial communications and engagement

Early communications/engagement from December 2023

On Friday 8 December 2023, the council published single member decision reports outlining proposals for through-traffic restriction trials in Bath. See <https://democracy.bathnes.gov.uk/documents/s79915/E3491-3%20-%20Lower%20Lansdown%20Liveable%20Neighbourhood%20Proposed%20Trials.pdf>

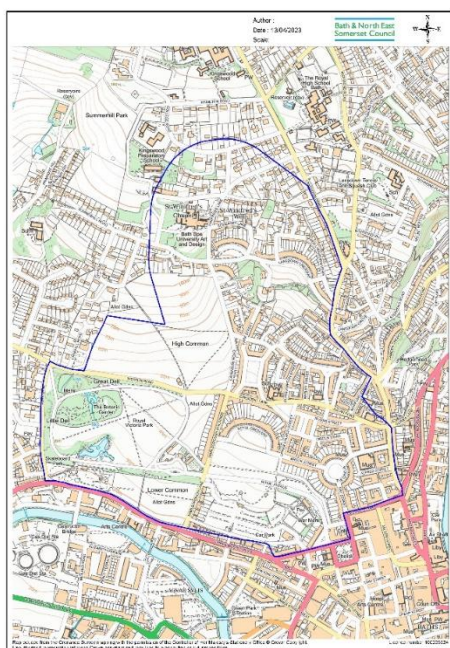
On 9 December 2023, the council published a media release (and associated social media and e-newsletter posts) announcing its proposal to run up to five new Liveable Neighbourhoods (LN) trials, including the through-traffic restrictions in Lower Lansdown and The Circus area:

<https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods>.

The proposal was the result of previous consultation and engagement on Liveable Neighbourhoods in Lower Lansdown and The Circus area since 2021. These consultations and engagements are outlined in more detail on our web page: www.bathnes.gov.uk/lansdownetro

On 12 December 2023, the project team sent a letter to 4551 properties in the Lower Lansdown LN area informing them of the proposal and forthcoming decision on whether the experimental trials would go ahead.

Figure 5: Mailing area for 12 December 2023.



Note: This mailing area was extended for a mailing in May 2024.

The letter on 12 December informed residents that a decision would be made in the new year (2024) on whether to proceed with the Lower Lansdown and The Circus trials in the Spring. **See Appendix 1**

Maps with details on each trial were enclosed with the letter, and residents were invited to contact the council's team of advisors should they have any concerns about the design or the proposal.

Prior to making decisions on the trials, members considered the feedback from the communities, which was shared with them via the Project Team leader on a weekly basis.

In general, the themes raised reflected many of the same themes now recorded in the public consultation outcome reports. They included:

- Restrictions would only benefit a few people.
- That the scheme was not a good use of resources.
- That traffic calming would have been preferable.
- Concerns over increased traffic on other roads as a result and that more consultation on the scheme, prior to the ETRO consultation, would have been appropriate.

3.2 Communications on the decision to run the trial (February 2024)

On 2 February 2024, the council issued a media release on the single member decision to run five new trials under ETROs from the Spring of 2024, including three in Lower Lansdown. ETRO trials include traffic and air-quality monitoring and a minimum six-month public consultation with the trials in place before any decisions are made. See <https://newsroom.bathnes.gov.uk/news/five-new-liveable-neighbourhoods-trials-bath-set-go-ahead>. This was accompanied by social media and an e-newsletter post.

The media release also informed residents that the council would continue to run a period of informal engagement until the trials were installed to allow people to raise any concerns. This would include key stakeholders such as schools, businesses, and other organisations.

Read the single member decision report:

<https://democracy.bathnes.gov.uk/mgListPlanItems.aspx?PlanId=926>

The LN web page for Lower Lansdown and The Circus area was updated (see www.bathnes.gov.uk/yourLN (Lower Lansdown)) while the council develop a dedicated web page for the trials.

3.3 Pre-trial engagement on the decision to run the trial (February to May 2024)

News on the decision to run the trials generated enquiries from residents for several months (directed into our team of advisors and to ward councillors and members who read and passed on the correspondence to the team).

Liveable Neighbourhood Advisors were available to answer questions from the public, Mon-Fri 9am to 5pm from December 2023; and weekly meetings were held to discuss the key themes arising and these were fed back to designers and decision makers.

New web content

In May 2025, a new web page was developed to outline the aims of the trial and showcase the design. See www.bathnes.gov.uk/lansdownetro . This web page launched prior to correspondence to residents outlining the decision and next steps by letter.

Direct mail: 16 May 2024

On 16 May 2024, a letter was sent to 5151 residents' properties in Lower Lansdown and The Circus confirming the decision to proceed with the trials and the council's intention to install them from 15 July 2024. **See Appendix 2.**

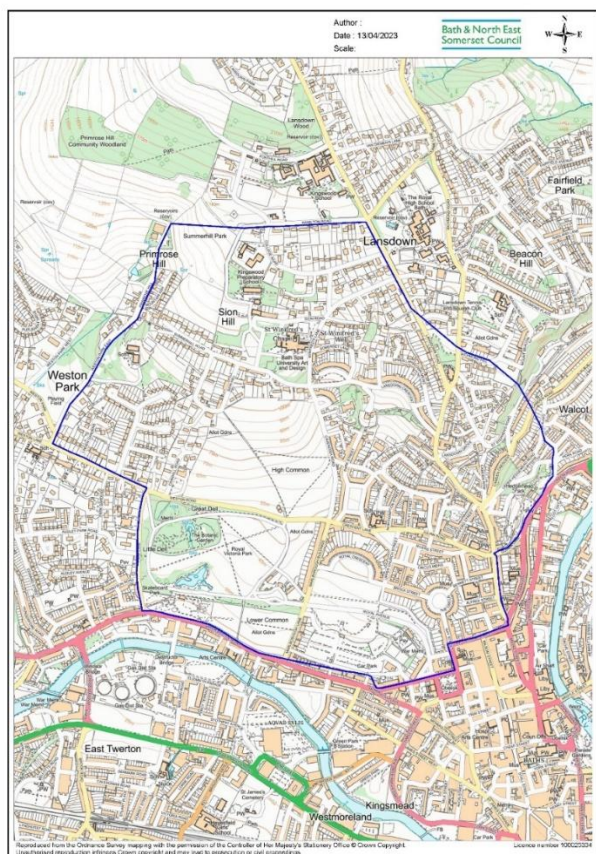
The letter on 16 May reiterated the aims and reasons for the trial, and how we would formally consult residents once the trial was in place. It also informed them of the trial's new web page, and how to engage with the project team during May and June, including opportunities for residents to book appointments at an event on 5 June 2024 in The Guildhall between 10.30-6.30pm.

Please note: the event and installation dates promoted in this letter were delayed over several months due to an election and a legal injunction. See the following sections for details.

The intention was to help people understand how ETRO consultations work, address any concerns, and answer questions on the aims and design of the scheme.

The decision-letter was sent to a wider area than the earlier letter(s). This was in response to requests from residents and ward councillors to include certain streets that they felt might be impacted by the trial, but which were not included in the December mailing. This included more addresses to the south-west of Cavendish Lane (nr Winifred's Lane) and Morford Street, Camden Crescent, and Belvedere north-east of Gay Street and Catharine Place. **See Figure 6**

Figure 6: Mailing area for letter drops (16 May 224)



3.4 Pre-trial Engagement (June to July 2024)

Community Event (Postponed to June 2024)

On 23rd May a general election was announced for 4th July. Due to the controversial nature of the proposal, installation of the trials and the event scheduled for 5 June 2024 (promoted in the letter sent on 16 May) was postponed due to pre-election rules.

Those who had booked an event appointment were notified directly of the postponement and the booking page was updated with a message to say that the event was postponed and would be updated once a new date was planned.

In early July 2024 two new event dates were publicised and those who had booked an appointment for 5 June were notified and invited to re-book for July (using the same web page/URL).

Attendees at the event were able to book up to 4 slots of 20 min with two members of the LN project team.

- 19th July 13:30 to 17:00.
- 27 people booked, 19 people attended and there were no walk-ins
- 22nd July 16:30 to 19:00.

- 7 people booked, 4 people attended and there were 4 walks-ins

The event was held by council officers and consultancy staff. We circulated simplified technical drawings of the schemes (also downloadable from the web site), plus copies of recent correspondence to support our discussions.

Key themes that arose during the events:

- Concerns that some roads likely to be impacted by displaced traffic had not been monitored during baseline traffic counts (conducted in November 2023) and that the raw baseline traffic counts had not been published.
- Concerns that the Winifred's Lane Trial would increase traffic speeds on Sion Hill (East) because of the loss of traffic turning onto this road from Cavendish Road.
- Queries on how the council would determine the success of the through-traffic restriction trial, particularly on Winifred's Lane.
- The appropriateness of Winifred's Lane for cycling due to the gradient
- Concerns over driver behaviour on roads surrounding Winifred's Lane where drivers already mount the pavement and do not give way when they should
- Additionally, residents told us that they had stopped traffic on Winifred's Lane to ask about where they were driving to/from and said that 98% of the drivers they stopped were "local" to the area.

In response to these concerns, the project team reviewed which roads had been monitored, and additional monitoring data was collected on the roads requested. Existing traffic monitoring data was uploaded to the website in its raw form on 23rd August 2024 (raw data = not analysed).

3.5 Engagement with individuals and campaign groups (May to July 2024)

Please see **Section 5** which outlines a summary of correspondence (including legal correspondence) from individuals and campaigners primarily around the Winifred's Lane Trial, and our responses and mitigating actions.

Direct mail: 9 July 2024

After the election, on 9 July 2024, we sent a letter to 5152 properties in Lower Lansdown announcing that we now intended to install the trials in Gay Street, Catharine Place and Winifred's Lane from Monday 5 August 2024. See **Appendix 3**.

The letter reminded residents of the previous letter (sent on 16 May) and of the dedicated web pages at www.bathnes.gov.uk/lansdownetro which described the trials in more detail, including their aims.

It went on to describe how we would install the trials and that signs would alert motorists and residents of the temporary restrictions during the works. We provided contact details for anyone requiring support.

3.6 Pre-trial Engagement August to November (postponement of launch)

Press Statement, 1 August (suspension of plans due to legal proceedings)

On Thursday 1 August, we issued a short press statement to inform the public that we had paused the Lower Lansdown Experimental Traffic Regulation Order (ETRO) pending a legal hearing due on 8 August. **See Appendix 4**

Direct mail: 2 August 2024

On 2 August we also sent a first-class letter to properties directly on or around the trial streets (574 addresses) informing them that the planned installation of the trials was suspended. The mailing area was limited to be mindful of postage costs and on the assumption that the news would spread virally among the community on the back of the press release, social posts, and residents' associations. **See Appendix 5.**

Both the press release and the letter informed residents that the suspension was the outcome of legal proceedings following an application for an injunction brought by a group of B&NES residents, and that a court hearing was listed for Thursday August 8 for a judge to either lift the suspension or continue (pending a judicial review hearing). The letter and press release encouraged residents to go online to www.bathnes.gov.uk/lansdownetro to keep informed of proceedings.

About the injunction/legal proceedings

In the hearing the Council requested the opportunity to re-make the ETRO and address the technical issues which had been highlighted during the proceedings. These were that:

- An official 'statement of reasons' had not been deposited in the ETRO notices. (However, it should be noted that the reasons for the trial had been promoted via correspondence and the dedicated web page).
- We had not contacted one of the statutory consultees (the Road Haulage Association and Logistics UK, previously known as the Freight Transport Association) for comments prior to depositing the legal notice.

To address these issues, and in accordance with the outcome of the hearing, we deposited a new Experimental Traffic Regulation Order in October 2024. A Statement of Reasons was included, and comments on the trial were sought from the statutory consultees. The reports supporting the introduction of the ETRO can

be found at <https://www.bathnes.gov.uk/traffic-order/24-027-lower-lansdown-bath-experimental-traffic-regulation-order>

The Road Haulage Association and Logistics UK provided no comments on the scheme.

We also took the opportunity to address some of the other issues raised by campaigners on the design of the trial.

Please see Section 5 which includes a summary of the correspondence (including legal correspondence) around the trial and our responses and mitigations.

Launch Press Release and Social Media posts (17 Oct to 6 Nov 2024)

A media release on 17 October 2024 outlined the plans for launching the trials in three areas from 1 November, the aims of the trials, and how the public could submit feedback over the course of six months via an online/printed survey. See **Appendix 6**.

Social media posts were scheduled to promote the installation and any temporary disruptions during this time. These were scheduled for the days prior to installation for each of the three areas from the end of October through to 5 November.

Direct mail: 17 October 2024 (Launch Letter)

On 17 October 2024 as the new ETRO was being deposited, we sent a letter to 5152 properties in Lower Lansdown (living in the area in **Figure 6**), covering all three trial areas and neighbouring areas to inform them of when and how the trials would be installed from 1 to 6 November 2024, and any temporary restrictions that were required during installation. We also explained how the ETRO works and how people could have their say on the trial for six months. We provided a QR code linking to the web page where background information and the online survey were published. We advised people to experience the trial for several weeks before replying. See **Appendix 7**.

We updated our web pages with the relevant installation information and the new ETRO notices.

Section 4: Six-month Experimental TRO Public Consultation

During the six-month consultation we collected feedback via the official consultation surveys for each element of the trial (Winifred's Lane, Catharine Place and Gay Street interventions) available in print and online via the trial's website at www.bathnes.gov.uk/lansdownETRO .

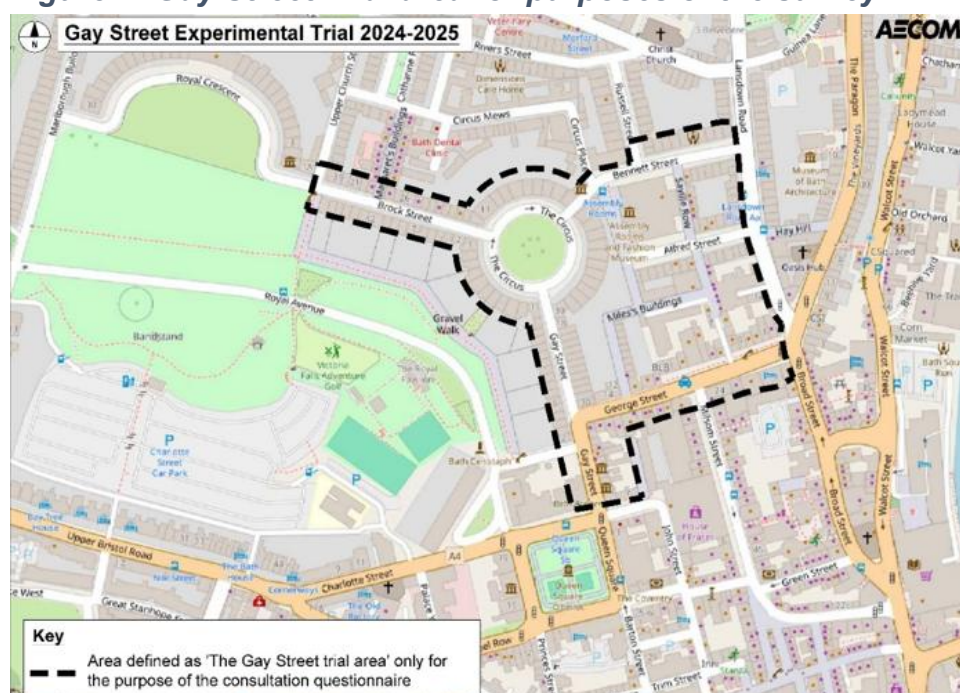
The results, summarised in brief below, have been analysed by an independent third party and are published in separate reports under the Single Member Decision Report.

4.1 Gay Street Public Consultation Survey summary

For the full report see **Annex B** to the Single Member Decision report at www.bathnes.gov.uk/lansdownETRO.

- 157 responses via the online survey and 2 via email (not answering all the questions). Of the 157:
- 24 (15%) were from those who lived in the trial area
- 133 (85%) were from residents living outside the trial area who either travelled through the area or visited the area
- Almost two-thirds (60%) wholly or mainly objected to making the trial permanent
- A third (37%) either wholly or mainly supported it being made permanent.
- 71% of responses from those who lived in the trial area supported the scheme being made permanent compared with 31% who lived outside the trial area
- Two-thirds (67%) of responses from those who lived outside the trial area objected to making the trial permanent
- 59 (86%) of those supporting mainly walked or cycled in the area since the introduction of the trial
- Of the 95 respondents who objected to the trial being made permanent, two-thirds (65%) used a personal motorised vehicle and 13% mainly walked or cycled in the area. The remaining 22% used a different mode (van, public transport).

Figure 7: Gay Street Trial area for purposes of the survey



4.2 Catharine Place Public Consultation Survey summary

For the full report see **Annex A** to the Single Member Decision report at www.bathnes.gov.uk/lansdownETRO.

- 50 responses via the online survey and 1 via email (not answering all the questions). Of the 50:
- 17 (around one-third of responses) were from those who lived in the trial area and 32 (two-thirds) were from those who lived outside the trial area and either travelled through the area or visited the area.
- 31 responses were from those who either wholly or mainly objected to making the trial permanent.
- 17 (one-third) either wholly or mainly supported it being made permanent
- The proportion of people who supported the trial (either wholly or with suggested improvements) was similar whether they lived inside the trial area (6 out of 17) or outside it (11 out of 32).
- Of those who wholly or partly objected to the trial being made permanent, 11 out of 17 lived in the trial area, and 20 out of 32 lived outside it.
- Over half of the responses came from those who mainly travelled on foot in the trial area (n=26) before the trial.
- Of 17 responses supporting the trial being made permanent, 13 had mainly walked, 3 had mainly cycled in the area and 1 travelled as a vehicle passenger.
- Of the 31 who objected to the trial being made permanent, 16 (half) used a personal motorised vehicle, 12 walked in the area and 3 used other modes of transport.

Figure 8: Catharine Place Trial area for purposes of the survey



4.3 Winifred's Lane Public Consultation Survey summary

For the full report see **Annex B** to the Single Member Decision report at www.bathnes.gov.uk/lansdownETRO.

- 1,289 responses via the online survey; and 8 responses by email (not answering all the questions)
- 35% of responses (one-third) were from those who lived in the trial area and 65% (two-thirds) were from those who lived outside the trial area and either travelled through the area or visited the area
- 84% of the responses (more than three quarters) wholly or mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent
- 16% wholly or mainly supported it being made permanent.
- 26% (a quarter) of responses from those who lived in the trial area supported the scheme being made permanent. This was more than those who lived outside the trial area (9%).
- 72% (three-quarters) of responses from those who lived in the trial area objected to the trial scheme being made permanent, either wholly or 'due to elements not considered'.
- Almost three quarters (72%) of responses were from those who travelled along Winifred's Lane at least once a week before the trial.
- Of those who travelled on Winifred's Lane at least once a week, 12% (114) supported the trial and 87% (815) objected to it.
- Of the 200 responses supporting the trial, half (56%) mainly walked or cycled and 39% (n=78) used a personal motorised vehicle. 5% used a different mode of transport.
- Of the 1,080 responses in objection, most (72%) used a personal motorised vehicle and 15% mainly walked or cycled in the area. 13% used a different mode of transport.

Figure 9: Winifred's Lane Trial area for purposes of the survey



Contact with advisors

During the trial, we responded directly to residents and stakeholders who emailed or called our team of advisors. They were available Mon-Fri 9am to 5pm. Weekly meetings were held to discuss the key themes arising and these were discussed with decision makers.

4.4 Engagement during March and April 2025 (end of trial)

Toolkit and reminders via residents' associations

We sent a toolkit of short articles, social media posts and images to local Ward Councillors and Chairpersons of nine residents' associations (RAs) in the area to help promote the close of the consultation and encourage residents (who had not already done so) to complete the online/printed surveys on the trials. The associations contacted were:

- Catharine Place Association
- Cavendish Crescent Association
- Cavendish Road Society
- Circus Area RA
- Lansdown Crescent Association
- Marlborough lane and buildings RA
- Royal Crescent Society
- Sion Hill and Summerhill Road RA
- St James's Square Bath Ltd

These are residents' associations that are registered with Federation of Bath Residents Associations (FOBRA) and have agreed to share their contact details. See **Appendix 8**

We also encouraged ward councillors and RAs to send the toolkit to other non-registered groups in the area. See **Appendix 9**

Social media

The council scheduled a series of social media posts sent in the last month of the trial to remind the public to submit survey responses had they not already done so.

Section 5: Summary of legal correspondence from campaign groups/individuals and mitigating actions.

5.1 Summary of direct contacts and concerns (prior to trial)

Prior to launching the trial, we received several direct contacts from individuals and campaign groups raising issues which we have sought to summarise below. These were duly considered, and responses were sent to the groups and individuals.

- The potential for the trial to increase congestion on Sion Road by the exit of Kingswood School where children and parents are walking
- The potential for displacement of traffic into areas where there are lower-income households e.g. Morford Street and Julian Road
- Concerns that we were removing traffic from Winifred's Lane (with only a few homes) into areas with more housing
- The potential for the trial to force people to take longer journeys
- That the trial would not do as intended and reduce traffic on Cavendish Road

5.2 Summary of legal letter and the concerns/themes raised

One month prior to the installation planned initially for August 2024, we received a legal letter sent on behalf of an individual representing around 54 residents. It raised the following concerns/themes which were duly considered and responded to.

- An overarching argument that the issues (set out in the legal letter) should inform a decision to withdraw the ETRO rather than install it and monitor for any issues.
- The suitability of Winifred's Lane to accommodate safe cycle movements due to retained vehicle access at the bottom and top of the lane.
- That the design of the trial on Winifred's Lane did not meet DfT LTN/120 guidance for the design of cycle infrastructure including, among other things, the steep gradients that could potentially lead to high-speed collisions with vehicles and poor visibility of the bollards and the junction with Cavendish Road.
- That a more appropriate walking and cycling route through the Bath Spa University campus had been set out in the Local Plan and that this would be a better solution.
- Concerns about vehicles reversing out of the lower parts of Winifred's Lane into the junction with Cavendish Road.
- Potential traffic displacement into neighbouring areas, including Julian Road (the location of St Andrew's C of E Primary School) and Marlborough Buildings, Sion Hill, and Sion Road.

- No measures to address speeding.

During the trial, we continued to receive direct contact (outside of the official survey) from individuals and a campaign group regarding primarily Winifred's Lane trial. These were also duly considered and responded to.

- Congestion and poor driver behaviour on Sion Road
- Non-compliance to no-right-turn sign on Cavendish Road (into Sion Hill East)
- Non-compliance to the mandatory left-hand-turn at the junction of upper Gay Street and George Street
- Concerns over the amount of signage on Gay Street
- Around the launch of the trial, we received an independent Transport Planning Review from a campaign group, which we reviewed at the time. The report did not present any issues suggesting the trial should not proceed. The intention of the trial was to monitor and understand its impacts with the scheme in place.

5.3 Summary of mitigations put in place to address concerns

We considered all the points and put in place the following mitigations before and during the trial. We also corresponded with individuals, providing them with the information that was available at the time about this work.

- We conducted **three Road Safety Audits** with independent highway experts who reviewed the scheme. They noted driver's non-compliance with the new signage and advised us to manage vegetation growth to ensure signs are not obscured. These audits were completed before and after launch. They did not highlight any concerns around cyclists' safety due to the vehicle movements on either side of the bollards or the incline.
- It should be noted that the lane is not a dedicated cycle lane, and DfT LTN/120 guidance does not therefore apply. This guidance also acknowledges that it is difficult to alter vertical dimensions on existing routes without major reconstruction (Section 5.9.4) and that cycle routes along existing roads and paths will usually have to follow the existing gradient (Section 5.9.8).
- It should also be noted that LTN 1/20 represents national guidance and not a regulatory framework, a point confirmed in correspondence between DfT and the MP for Bath ([see Appendix 13](#)). However, every effort has been made to create a safe space for walking and cycling:
 - When the scheme was launched, we added extra temporary signage at the top of Cavendish Road indicating the no right turn onto Sion Hill East to discourage non-compliance with signage.
 - We revised the design ahead of installation from 1 November (under the new ETRO deposited in October 2025):
 - To improve visibility, we installed plastic, high visibility bollards with reflective strips on Winifred's Lane to reduce the chance of serious injury in any collision with them.

- We laid high friction surfacing on Winifred's Lane before the junction with Cavendish Road to support cyclists to brake effectively towards the junction. We painted a solid stop line at the junction.
- We undertake regular leaf clearance on Winifred's Lane to ensure the road surface does not become slippery.
- We erected extra signage at the bottom of Winifred's Lane to remind people of the new modal filter. This was to help embed the required behaviour change and to stop people driving up and reversing out. Delivery drivers for the houses can turn in the driveways to exit Winifred's Lane at the Cavendish Road junction.
- We completed five sets of traffic monitoring within six months – some of which was completed during the state and private school holidays to understand the differences in traffic volumes during the school break, particularly on Sion Road. The outcomes are published in **Annex D to the Single Member Decision Report**.
- We met with the Royal High and Kingswood School several times to discuss impacts and mitigations. We reached out to St Andrew's C of E Primary School due to circumstances at the school, and we have not heard from them directly about the impacts. A meeting was held prior to the launch of the trial.
- We also monitored Air Quality in the area, and the outcomes are presented in **Annex E: Air Quality Report** to the Single Member Decision Report.
- We put Variable Messaging Signs from the launch for the duration of the Christmas Market at the junction of Weston Road and Cavendish Road advising drivers that there was no through route to the A46.
- We also engaged the local taxi-driver community to advise them not to use Cavendish Road as a route north.

The council will consider mitigations to further address the issues raised, particularly on Sion Road, should the trial be made permanent. These may include:

- Increasing the visibility for drivers on Sion Road around the rear exit of Kingswood School
- Creating more passing places on Sion Road by removing some on-street parking
- Reviewing the signage at the northern end of Winifred's Lane
- Automatic Number Plate Recognition (ANPR) camera enforcement on George Street and Cavendish Road

See also **Section 9** outlining the series of face-to-face meetings with residents' associations and campaign groups in November 2025. These were conducted with two Cabinet Members (the decision makers) enabling them to discuss their concerns in person prior to a decision being made.

Section 6: Summary of targeted engagement with local businesses and school offices

The project team identified key stakeholders in the area including some businesses and schools.

- The Royal High School
- Kingswood School
- St Andrews Primary School
- Taxi drivers
- Residents of Winifred's Lane
- Some businesses on Gay Street regarding cellars

These stakeholders were contacted by email in October 2024 (prior to the scheme being installed). The email invited them to contact the LN project manager and engagement team leader should they have concerns, and to arrange a meeting. In some cases, such as with Kingswood School, this contact was ongoing.

6.1 Taxi drivers

Prior to launch we sent several texts out to taxi drivers in B&NES via the Licensing Team (which is their preferred method of communication) to ensure drivers were aware of the forthcoming changes to street layout.

We did not hear back from taxi drivers (as a group), however individual comments from taxi drivers may have been submitted via the trials' public consultation surveys during the six-month consultation, and responses will have been captured in these separate reports. See **Annex A-C Public Consultation Reports** attached to the Single Member Decision Report.

6.2 Residents of Winifred's Lane

We met with residents living on properties of Winifred's Lane so they could discuss any issues. We received mixed responses (in support and in opposition). There was some concern about vehicles using their driveway to turn around and the potential for damage to their vehicles parked in the driveway.

6.3 Kingswood Schools

We met with the Director of Finance and Operations and Director of Estates four times (before and during the trial).

It was shared that pupils attending Kingswood are not all from the Bath area. They also shared that the school has around 400 members of staff, which is a mixture of full-time and part-time staff

The school offers four coach routes from Corsham, Tetbury, Bishop Sutton and Tunley. All routes, with the exception of Tetbury, do pick-ups in Bath, but they are not used to capacity.

The school had already surveyed staff, parents and students as part of their Modeshift STARS accreditation.

A concern was raised over the potential impact of traffic using Sion Road on parents leaving the premises by car via The Gardens (a private road through their grounds that meets Sion Road), particularly during morning drop-off which has a more condensed timeline than afternoon collection.

They told us that the school coaches use the main roads and therefore it was felt that these services would not be directly affected by the scheme.

In a meeting after the trials were installed it was shared that the concern over back-up of cars leaving The Gardens (the exit from the Nursery and Prep School) had not played out however they felt that Julian Road and Morford Street were busier.

The school asked whether more could be done to improve the ease of exit and improve safety and visibility when exiting from The Garden's onto Sion Road and The Council committed to looking into this. **See Section 5.2**

Closer to the end of the trial, the school shared that residents of other roads surrounding the school (to the north of Winifred's Lane) had complained to them that more parents were using these roads (Hamilton Road in particular), to park in when collecting pupils. The school felt that this was as a result of parents not wanting to exit the premises via the Gardens and onto Sion Road. The school also felt that traffic had increased on Lansdown Road during the trial.

The school shared that the volume of cars being brought on site and needing parking was an issue for the school and that they were looking for ways to control/reduce this. The school also requested that the Council consider allowing the school staff to use Lansdown Park and Ride as an additional support for staff, rather than relying only on staff being able to park on site. The Cabinet Members acknowledge this request and following on from the decision-making process, will continue discussions with the school.

Before and during the trial, we provided the school with information to help them raise awareness of the trial and to promote walking, cycling and the use of the park and ride. The School shared this information in their newsletter to parents.

Our partner Sustrans (now known as The Walk, Wheel and Cycle Trust) conducted workshops with some of the children from Kingswood School, and the outcomes of this are published in **Section 8**.

6.4 Royal High School

We met with the Director of Finance and Operations and the Vehicles and Equipment Manager

In a meeting prior to the launch of the schemes, they told us that the school uses their private minibuses to transport pupils between sites and typically use the roads around Winifred's Lane to do so. It was felt that this route is better for their vehicles.

They were supportive of the aims of the LN trials but felt that more enforcement of current parking restrictions and new restrictions in the wider area need addressing to help traffic flow better.

They felt that the trials would result in increased traffic on other roads local to the trials.

During the trial they told us they had witnessed drivers acting erratically on the roads around Winifred's Lane. They also shared that during the school holidays, traffic moved more easily.

A local resident shared a video of drivers mounting the pavement around the Winifred's Lane trial area and the school were proactive in instructing their drivers to ensure they did not do this.

It was felt that whilst transporting pupils between sites, their buses were spending more time in traffic on the roads around Winifred's Lane following the launch of the trial and they supplied some detailed observations about traffic volumes.

We provided information on the trial and the consultation for the school to share with its community.

6.5 St Andrews Church of England Primary School

We met with the Acting Headteacher and School Governor. They shared their concerns that the school and the local community had concerns that Julian Road (the main road outside the school) would receive more traffic.

Both representatives shared that they had witnessed near misses and examples of poor driver behaviour before the trial launched. Recent recruitment for a school crossing patrol had been unsuccessful.

The school raised concerns about air quality and officers shared that there was a monitoring station outside of the school and that air quality changes would be monitored.

(Please note that Julian Road saw improvements in air quality during the trial when compared against baseline during some quarters. See **Annex E: Air Quality Report** under the Single Member Decision Report.)

The school governor felt that the ideas that were shared during the co-design process for the Lower Lansdown and The Circus LN which would benefit the school had not been progressed. Officers explained that the trials were the first of several measures that had been put forward for funding.

Following the launch of the trials, the school were unable to meet with officers due to circumstances at school. However, the school governor said that they remain committed to working with the council and that they had not heard complaints from parents about traffic related to the trial, but that other roadworks in the area were causing some issues.

We provided information on the trial and the consultation for the school to share with its community.

Section 7: Summary of pop-up events in Lower Lansdown area

Council officers from the LN team spent a morning on the streets in the area in March to gather feedback from local people travelling actively in the streets in and around the trial area.

7.1 Julian Road Pop-up

While on Julian Road, traffic was light and moving freely (7 March). 8 people walking along **Julian Road** stopped to share their experiences of the changes within the areas, and shared their reason for using the area, including:

- Accessing local schools or other services
- Visiting someone locally
- Volunteering in the locality
- Walking their dog

All 8 people travelled actively through the area prior to the trial. Opinions about the impact of the trial were mixed:

- 5 people shared that their experience today was better than or the same as before the trial
- 3 people felt that their experience was worse.

- 2 people reported seeing examples of poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required)
- 3 people felt that this was happening more frequently since the trial was installed.
- 5 people felt that driver behaviour had improved since or stayed the same as before the trial.
- 6 people felt that the changes should be made permanent because there was less traffic on Cavendish Road and the traffic that remained was moving slower.
- In addition, while some felt that traffic had been displaced onto other roads, they were still supportive of the changes.

7.2 Gay Street Pop-up

While on Gay Street, road traffic was light but consistent and moving freely in the area (7 March).

7 people walking through **Gay Street** stopped to share their experiences of the changes within the area. Those who stopped shared that they used the area before the trial, and travel through to:

- access local services
- visit someone locally

Opinions about the impact of the trial were mixed:

- 5 people shared that their experience today was better than before the trial
- 2 people felt it was the same
- 3 people reported seeing examples of poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required)
- 5 people felt that driver behaviour had improved since the trial whereas 1 person didn't think this had changed since the changes were made.
- 5 people felt that the changes should be made permanent. 1 person was neutral to making changes permanent and 1 person did not want to see the changes made permanent.

People that stopped to talk mostly only want to provide short, yes/no type answers rather than detailed feedback about the changes.

One of the eight people shared some extra information. This was that while they were supportive of the left turn only from Gay Street onto George Street, they were not supportive of not being able to travel north along the full length of Gay Street.

7.3 Catharine Place Pop-up

While on Catharine Place, road traffic was light, and it was to provide services to homes and business in the area (7 March 2025).

12 people walking through Catharine Place stopped to share their experiences of the changes within the area, including one business owner based in Margaret's Buildings who came out to speak to officers. Those who stopped were travelling through to:

- access or work in the local area
- visit someone locally
- dog walking
- access homes in the area.

All 12 people had used the area prior to the trial and opinions about the impact of the trial were mixed.

7 people shared that their experience today was better than, or the same as before the trial and 5 people felt it was worse.

11 people shared that they have seen examples of poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required) with 7 people sharing that they felt this had become more frequent since the start of the trial and 4 people sharing that this had become less frequent or it had not changed.

5 people agreed or strongly agreed with making the changes permanent. 6 people strongly disagreed, and 1 person who strongly disagreed with making the changes permanent said this specifically about the changes on and around Winifred's Lane only. 1 person neither agreed nor disagreed with making the changes permanent.

The types of comments we received from the 12 people who stopped included sentiments as follows:

Negative comments

- It does not fulfil aims to reduce through traffic and doesn't benefit anyone.
- It wasted taxpayers' money and was expensive when there was no need for it (it was never a rat run).
- There was no proper consultation prior to installation.
- That it does/would push more traffic onto River St Mews including more noise and air pollution
- That it does/would push more traffic onto Julian Road (although this was something they had heard other people say but had not experienced it themselves)
- That it causes traffic displacement and have longer journey times making travel by car more difficult and congesting roads at delivery times
- That they experience more traffic while walking
- That it was concerning for the school (St Andrew's).
- There was a loss of parking and tradespeople are parking on pavements, causing damage to pavements.

- There is not enough enforcement in the area
- Footfall decreased because people can't be bothered to drive around the trial, deliveries are impacted, shops are feeling the pinch and that shop keepers not happy (Please note this was not said by shop keeper).

Positive comments

- That it was good, quieter and easier for cycling (especially Gay Street), but harder for pedestrians as a result
- Traffic should stay on main roads
- Fewer cars on the road is good – too many people drive short distances.
- Less traffic means it's easier to cross the roads (especially at Gay Street where it was difficult to cross).
- It's better.
- Despite having to take a slightly longer route they do not mind.

7.4 Cavendish Road, Sion Hill (west), Sion Road and Winifred's Lane Pop Ups

While on site in the area, road traffic was light and moving freely. 3 people walking through these streets stopped to share their experiences of the changes within the area. Those who stopped were travelling through to:

- Access or work in the local area
- Exercise
- Access homes in the area.

1 person walking through the area did not feel they were travelling actively through the area and therefore did not want to answer questions about their experience in doing so.

All 3 people had travelled actively through the area prior to the trial and opinions about the impact of the trial were mixed:

- 1 person shared that their experience today was the same as before the trial and 2 people shared that their experience was worse.
- 2 people shared that they have seen poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required) and that this had become more frequent since the start of the trial.
- 1 person felt that this had not changed since the trial.

2 people disagreed with making the changes permanent. They felt that traffic was displaced onto other roads locally and only benefits a small number of residents.

1 person did not know whether the trial should be made permanent and said that they don't drive this way any longer and use Julian Road or Morford Street instead.

Section 8: Overview of Sustrans' engagement events and summary of key findings

Our partner Sustrans, now known as The Walk, Wheel and Cycle Trust, 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.

The trust visited three groups in February and March 2025 during the trial. They could not conduct visits prior to the trial (for the purposes of comparison) due to the trials' launch being postponed several times.

The three groups were:

- Curo residents living in or around Julian Road (workshop with residents)
- Kingswood Preparatory School (workshop with Year 6 pupils)
- Bath Spa University students and staff (pop-up event)

The purpose was to gather opinions in person from younger voices attending school or university in the area and residents living in Curo social housing on Julian Road that may not have been motivated to reply to our consultation survey.

8.1 Summary of Kingswood Preparatory School's Workshop

Approximately 20 attendees took part from Year 6 on 3 March 2025.

The feedback was predominantly negative, with most reporting no journey improvements and significant concerns about increased car journey times (10-15 minutes longer for school trips) and traffic displacement to areas like Sion Hill, creating new crossing hazards.

Local pupils shared they felt more negatively impacted than non-locals, while neutral respondents typically didn't use the affected roads, though often recognised the walking, wheeling and cycling versus driving 'trade-off'.

When asked if the area had been improved for walking, wheeling and cycling, the feedback was predominantly positive, therefore suggesting a supportive view towards more sustainable travel options in principle (outside of their own experience of journeys to and from school).

The feedback on the location-specific trial changes yielded varying responses across all three locations, revealing a fundamental tension between walking, wheeling and cycling improvements and vehicular convenience.

At Catharine Place, some participants reported enhanced walking comfort despite previously low traffic levels.

Gay Street changes were generally appreciated with improvements for pedestrians and for those with different experiences of disability, though traffic displacement to George Street was noted.

Winifred's Lane generated the strongest feelings with pupils citing increases in school journey times and perceptions of traffic displacement rather than reduction.

Some pupils valued the improved walking conditions outside school hours.

Overall, experiences varied based on participants' main choice of route and the time they travelled.

These responses should be contextualised with the following points:

- The school's elevated location relative to Bath's centre
- The participants being Year 6 pupils (likely not travelling independently);
- And the school's status as independent with a potentially unlimited catchment area, meaning some students travel considerable distances.

Key themes:

- There is a trade-off between car journey times and benefits to walking, wheeling and cycling
- The trial was seen to improve walking, wheeling and cycling in the Lower Lansdown and The Circus Liveable Neighbourhood area
- There are concerns over displaced traffic, particularly on Sion Hill
- There are mixed views of the traffic interventions and impacts across the three different trial areas
- Limited impact on personal safety perception

See **Appendix 10** for Sustrans' full report.

8.2 Summary of Bath Spa University's Drop-in Event on Sion Hill

There were 16 attendees in total, 2 over 35 and 14 under 35. Most were students, and some were staff (on 13 February).

Willing participants came to talk in-between classes or during lunch.

Due to the engagement being a drop-in format, participants chose which activities to complete, resulting in varying response rates across locations and activities.

For Catharine Place, feedback was limited as few participants regularly travelled through this area. Those who did respond indicated a slight improvement in walking, wheeling, and cycling enjoyment.

At Winifred's Lane, which had the most participant familiarity, feedback was more substantial. Participants generally found the area safer and more enjoyable for walking, wheeling and cycling, particularly noting improved space for people who cycle.

There were mixed opinions on traffic reduction, with some reporting no difference in driving times while others mentioned increased driving times, but this was caveated with differences across different days/times.

Participants did raise an ongoing issue of near misses, based on people driving and not abiding by the 'no right turn' from Cavendish Road onto Sion Hill.

Gay Street received mostly positive feedback, with participants indicating increased enjoyment for walking, wheeling, and cycling after the changes.

A specific improvement mentioned was the pedestrian island providing safer crossing options, though one participant noted a missing safe crossing point over George Street from the southern half of Gay Street to the Northern half.

Unlike the other locations, the trial in Gay Street had a more positive response regarding traffic reduction, with four participants agreeing that the changes helped prevent through traffic using this route.

There was minimal change in people's perception of personal safety following the ETRO implementation.

Key themes:

- There was a perception of modest improvements to walking, wheeling and cycling
- Participants shared that changes are having limited impact on travel patterns, particularly when driving.
- Further infrastructure is needed, particularly on Gay St on the north-south road crossing) and the no-right turn from Cavendish Road to Sion Hill.
- Limited impact on personal safety perception

See **Annex 11** for Sustrans' full report.

8.3 Summary of Curo Residents Workshop, on 10 March at Christchurch Hall (Lower Mews), Julian Road, BA1 2RB

There were only two attendees in total (both female, one age 45-54 and another 65 and over). Both were local Curo residents.

The focus group was intended to be a small group of up to 10 people but there was a significant delay in advertising the event within Curo due to the manager being on leave for a considerable time. The feedback was mixed.

Participants shared that the changes failed to improve their journeys or encourage walking, wheeling, and cycling.

They felt that traffic had been displaced to Julian Road and Morford Street, making those areas more congested and dangerous, which was a concern due to the nearby St Andrew's Primary School.

Both participants perceived the project as primarily benefiting wealthier areas rather than addressing needs across all communities.

The response to specific ETRO changes varied by location.

At Catharine Place, participants felt the area was already quiet and pleasant before changes, with no noticeable improvement in enjoyment or personal safety afterwards, though there was some acknowledgement of reduced traffic.

At Winifred's Lane participants were positive about the area after the trial, though perceptions of traffic reduction and safety were mixed.

At Gay Street the two participants were negative or neutral about the changes saying that they did not make the area more enjoyable for active travel.

Both participants said that they hadn't experienced significant traffic issues in this area before the changes were implemented.

One participant specifically criticised the changes at Gay Street as aesthetically unpleasant, creating excessive street clutter and detracting from the area's character.

Key themes:

- Mixed perceptions of traffic interventions and impacts across different locations
- Traffic displacement concerns, particularly on Julian Road
- Socio-economic divide in project benefits
- Aesthetic concerns
- Disruption to existing travel patterns

See **Appendix 12** for Sustran's full report.

Section 9: Decision-makers' meetings with residents' associations and campaign groups (post-trial)

Private meetings were held with the residents' associations in the area registered with the Federation of Bath Residents' Associations (FOBRA) and community/campaign groups and non-registered residents' associations who had voiced opinion on the impacts of the scheme throughout the trial. Attendees were invited via email.

The purpose of the meetings was to give them the opportunity to speak directly with the decision-makers, Cllr Joel Hirst and Cllr Manda Rigby, so that their opinions and evidence could be taken into consideration when reaching a decision about the trial.

The meetings were held on 29 and 30 October 2025. Each meeting began at 6pm and lasted for approximately 1 hour. Attendees (from the council side) were:

- Cllr Manda Rigby – cabinet member for Communications and Community
- Cllr Joel Hirst – cabinet member for Sustainable Transport Strategy
- Cathryn Brown – Senior Programme Manager
- Chris Major – Director of Place Management

The meeting on 29th October was for those who had expressed opinions that they were not in favour of the schemes in Lower Lansdown. The meeting on 30th October was for those who had expressed opinions that they were broadly in favour of the schemes in Lower Lansdown.

The group sessions were represented by no more than three attendees from each group. To ensure that there was a fair and accurate record of the discussion, the meetings were recorded using Microsoft Teams which are not included in this report.

The groups invited (although not all attended) were

- Heart of Lansdown Conservation Group
- Royal Crescent Society
- Sion Hill and Summerhill Road Residents Association
- Marlborough Lane and Buildings Association
- Sion Place Association
- Lansdown Crescent Association
- Catharine Place Association
- Circus Area Residents Association
- Cavendish Crescent Association
- St James's Square Bath Ltd
- Cavendish Road Society

Section 10: Consideration of videos/reports of poor driving behaviour

Following the introduction of the trials, the council received direct contact from residents including reports and videos evidencing poor driving behaviour around the trials including ignoring the new restrictions.

We watched the videos and shared them with the decision makers; and to help us better understand the issue, we conducted several site visits. During these site visits, incidents of poor driving behaviour were low, but we also instructed contractors to install temporary cameras to record the incidents.

The videos and reports concerned:

- Drivers ignoring the no right turn from Gay Street (north) to Gay Street (south)
- Drivers ignoring the no right turn from Cavendish Road onto Sion Hill (east)
- Drivers travelling south on the northern end of Winifred's Lane
- Cyclists travelling south on the northern end of Winifred's Lane
- Drivers mounting the pavement on Sion Road.

The analysis of vehicles ignoring the no right turn signage from Gay Street and Cavendish Road is covered in **Annex D: Traffic Monitoring Report** to the Single Member Decision report.

The analysis of data collected by cameras on Sion Road and Winifred's Lane is included in **Annex G: Driver Behaviour Analysis** to the Single Member Decision Report.

Section 11: Consideration of a petition submitted by business owners in Margaret's Buildings

In April 2025 the council was sent a petition on behalf of business owners in Margaret's Buildings and other areas locally who opposed the through traffic restriction on Catharine Place.

The petition, signed by 27 individuals, stated that business owners and residents in the area were opposed to the modal filter and wanted it to be removed. They felt that the modal filter had depressed footfall resulting in fewer customers to businesses on Margaret's Buildings.

In response to the petition, the council commissioned access to current and historic footfall data which was based upon mobile phone GPS data for Margaret's Buildings. Data for 2023, 2024 and 2025 (to the end of October) was provided and is shown in Figure 10, and Tables 1 and 2 overleaf.

Figure 10: Graph showing footfall in Margaret's Buildings in 2023, 2024 and January to October 2025. The trial was introduced on 1 November 2024.

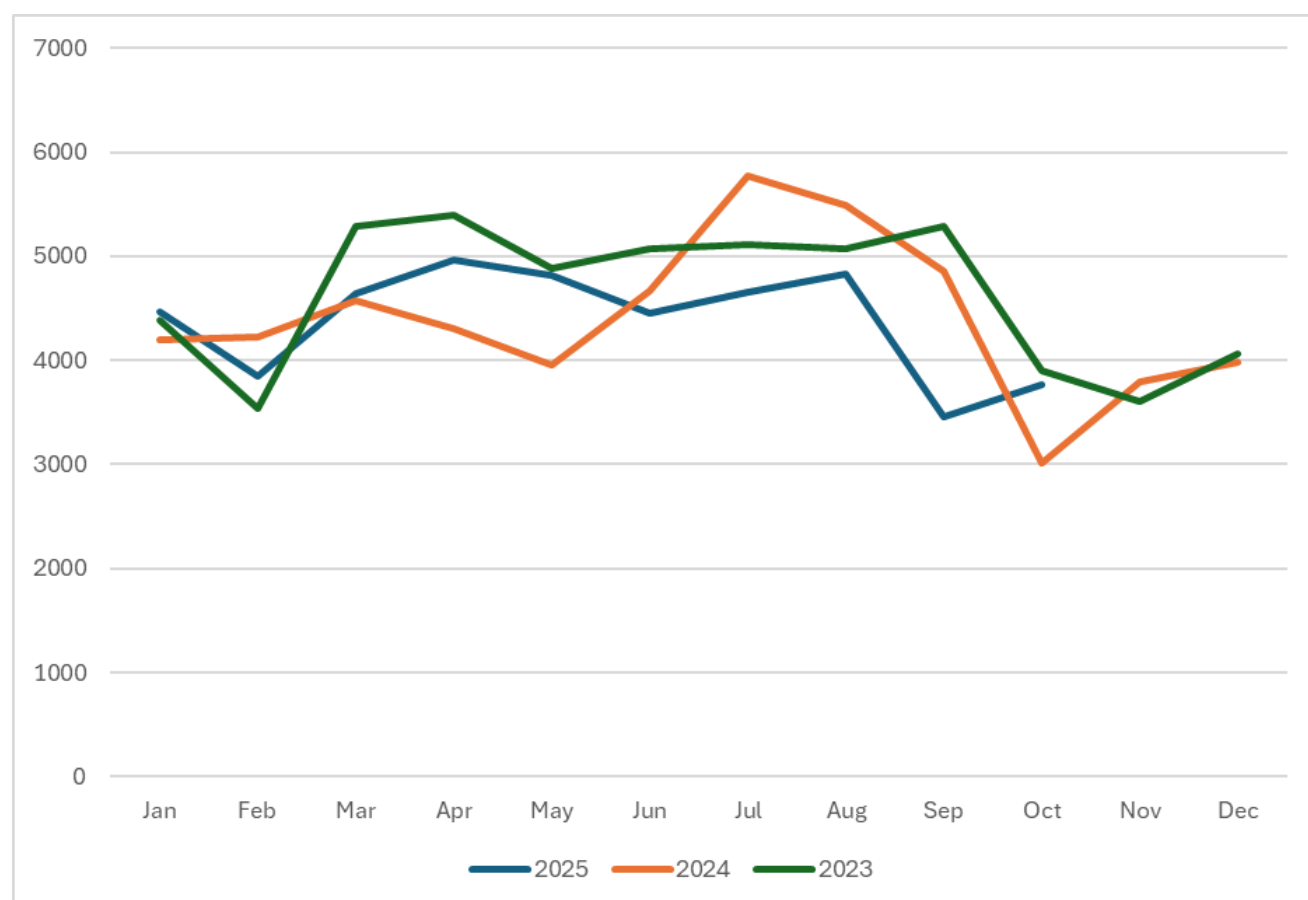


Figure 10 shows that footfall in Margaret's Buildings fluctuated across the year in 2023, 2024 and 2025. Table 1 (overleaf) shows that footfall in 2024 was higher than the same period in 2023 in February, July, August and November. In all other months, footfall in 2024 was lower than in 2023.

Footfall in 2025 was higher than in the same period in 2024 in January, March, April, May and October (noting that November and December data is not available).

Table 1 also shows that since the trial was launched, footfall in Margaret's Buildings was higher than the same period in the previous year in 6 out of 12 months. In the 10 months leading up to the installation of the trial (for which data is available), footfall was higher than the same period in the previous year in 3 months.

Table 1: Footfall in Margaret's Buildings in 2023, 2024 and January to October 2025

*** denotes footfall data while the trial was active**

	2023	2024	2025
Jan	4,380	4,201	4,463*
Feb	3,538	4,220	3,850*
Mar	5,288	4,577	4,641*
Apr	5,400	4,311	4,960*
May	4,887	3,949	4,815*
Jun	5,073	4,670	4,460*
Jul	5,119	5,777	4,660*
Aug	5,069	5,493	4,825*
Sep	5,286	4,851	3,453*
Oct	3,898	3,011	3,765*
Nov	3,612	3,797*	N/A
Dec	4,062	3,989*	N/A
Year to October total	47,938	45,060	43,892
Whole year total	55,612	52,846	N/A

Table 2: Change in footfall in Margaret's Buildings, year on year

	Change in footfall Jan to Oct, year on year	% change in footfall Jan to Oct, year on year	Change in footfall year on year	% change in footfall, year on year
2023	N/A	N/A	N/A	N/A
2024	-2,878	-6%	-2,766	-5%
2025	-1,168	-3%	N/A	N/A

Table 2 shows that footfall has decreased year on year for the past 2 years. Compared to 2023, footfall in 2024 was 5% lower in Margaret's Buildings. This represents 2,766 fewer people visiting this area in 2024, compared to 2023.

Between January and October 2025 (the months for which data is available), footfall in Margaret's Buildings was 3% lower than across the same months in 2024. This represents 1,168 fewer people visiting this area in this period in 2025, compared to 2024.

In conclusion, monthly footfall levels have varied across the year in 2023, 2024 and 2025. Since the trial was installed, footfall in Margaret's Buildings was higher than the same period in the previous year in 6 out of 12 months. Footfall between January and October was lower in 2025 and 2024 when compared to the same period the previous year. However, in 2024 this represented a decrease of 2,878 visitors to this area compared to 2023, whereas the decrease noted in 2025 was smaller at 1,168 fewer visitors when compared to 2024.

We feel there is no strong evidence to suggest that footfall in Margaret's Buildings has been negatively impacted by the trial itself.

REPORT ENDS. Please see Annex 1-13 on the following pages.

Appendix 1: Letter proposing trials on 12 December 2023

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: Lower Lansdown ETRO Trial Proposal:

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 12 December 2023

Dear Occupant

Re: Proposal to trial traffic restrictions in Lower Lansdown and The Circus

We are writing to inform you of proposals to trial three linked through-traffic restrictions in Lower Lansdown, including on Winifred's Lane, Catharine Place and Gay Street from spring 2024. The proposal is the outcome of significant consultation and co-design already conducted with the local community as part of our Liveable Neighbourhood (LN) programme. You will find more information overleaf and attached.

Should the proposals be approved, we would install the trials 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 each of them work before we decide whether to make them permanent or not. A report is currently with the cabinet member for transport to inform their decision on whether these trials 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 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 trials

The aim of these three trials is to address speeding and excessive through traffic in residential areas and provide safe routes for walking and cycling. These residential streets are frequently used by motorists to avoid the main roads linking the A46/M4 to the south of Bath.

Scheme details

We have provided summaries overleaf and attached maps with annotations showing what we propose. In all cases, access to homes and businesses would be retained, but drivers may need to take alternative routes. Advance signage would be provided.

The proposed through-traffic restriction trial for Winifred's Lane would be a modal filter comprising two sets of bollards to prevent motor vehicles from travelling north

up Winifred's Lane. One set of bollards would be placed south of the junction with Somerset Lane. Another set would be placed north of the entrance to Holywell House. The restriction would be supplemented by a no-right-turn onto Sion Hill from the northern end of Cavendish Road. The lane north of the restrictions would remain one way (northbound). Access to Holywell House would be retained from the junction with Cavendish Road/Sion Hill. Properties in Somerset Lane would be accessed via Lansdown Road/Lansdown Crescent/ Somerset Lane. Emergency services and service vehicles would collapse the bollards for access.

The proposed trial on Gay Street comprises a no-entry for motor vehicles into Gay Street from its junction with George Street. This would be supplemented by a left-turn-only onto George Street from the upper end of Gay Street to prevent southbound vehicles from travelling straight on to Queens Square. The upper end of Gay Street would remain two-way, with access to homes/businesses via The Circus. Alternatively, vehicles could exit using the left-only turn into George Street.

The proposed through-traffic restriction trial on Catharine Place would take the form of a set of bollards placed across the road between its junctions with Margaret's Buildings and Rivers Street Mews. Pedestrians and cyclists would be able to pass through, but not motor vehicles. Vehicle access to homes and businesses would be retained from either side of the restriction with room to turn provided on either side. This would require the removal of a few parking spaces. Service vehicles could collapse the bollards in an emergency.

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 at www.bathnes.gov.uk/yourLN (Lower Lansdown and The Circus area).

We would introduce the trials under experimental traffic regulation orders (ETROs), which is an ongoing public consultation for a minimum of six months with the trials in place. During this time, you would be able to feedback your experience using 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 trials or make them permanent would be made within 18 months of their start, considering traffic and air quality impacts, 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 trials, we will send you another letter outlining the next steps and opportunities to engage with us on detailed 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 can contact an advisor on 01225 394025 or at LN@bathnes.gov.uk

Yours sincerely

The Liveable Neighbourhoods Team
Bath and North East Somerset Council

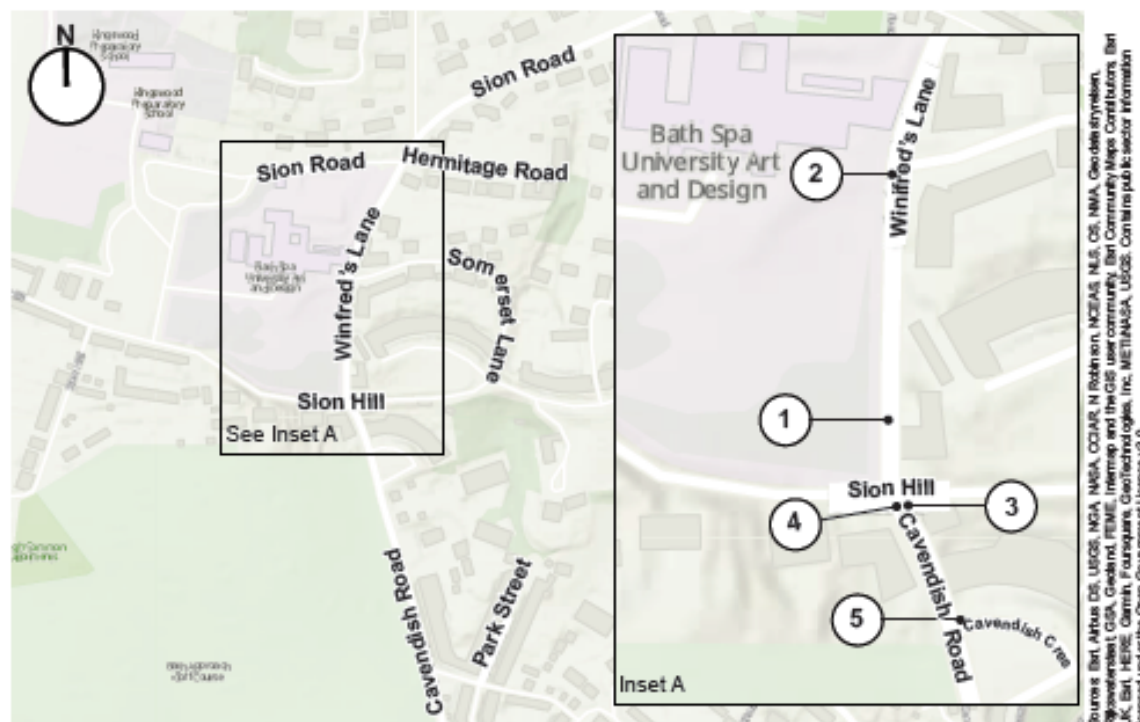
Annexe 1 cont. Maps attached to Residents' Letter 12 December 2023

Proposed trial of three (linked) through-traffic restrictions for Lower Lansdown and The Circus area

Bath & North East Somerset Council

Improving People's Lives

1. Proposed through-traffic restriction trial on Winifred's Lane



We are proposing a modal filter comprising two sets of bollards on Winifred's Lane to prevent northbound vehicles using the lane as a short cut. Pedestrians, cyclists and people with mobility aids will be able to pass through. The restriction would be supplemented by a no-right-turn onto Sion Hill from the northern end of Cavendish Road.

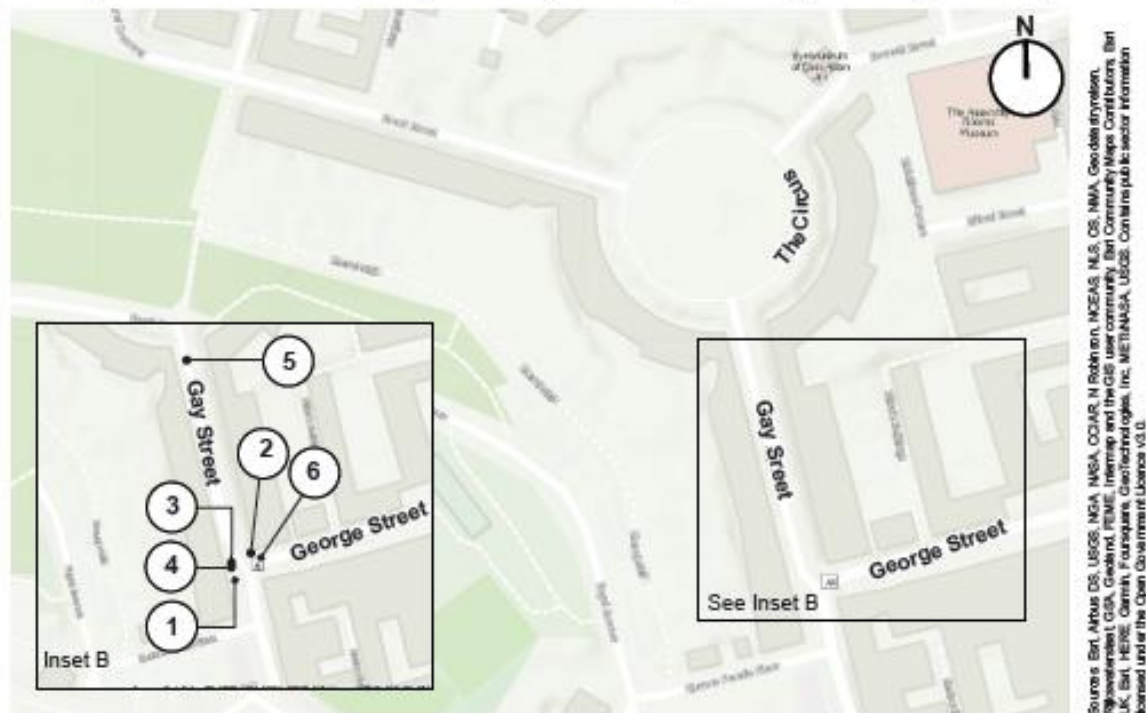
The section of Winifred's Lane north of the restrictions would remain one way (northbound). Properties in Somerset Lane would be accessed via Lansdown Road/Lansdown Crescent/ Somerset Lane. Emergency and service vehicles would be able to collapse the bollards to gain access.

This is one of three linked trials that aims to reduce speeding and excessive traffic in a residential area often used by drivers to avoid the main roads linking the A46/M4 to the south of Bath.

- | | |
|--|--|
| <p>1 First set of bollards to be placed just north of Holywell House (with access to and from the property maintained from the southern end of Winifred's Lane).</p> | <p>3 A sign at the southern entrance of Winifred's Lane giving advance warning to motorists of the restriction.</p> |
| <p>2 Second set of bollards to be placed just south of the junction with Somerset Lane.</p> | <p>4 A 'no right turn' sign at the northern end of Cavendish Road preventing all northbound traffic from turning right into Sion Hill.</p> |
| | <p>5 A sign on Cavendish Road at its junction with Cavendish Crescent giving motorists advance warning of the restrictions.</p> |

Keep up to date at www.bathnes.gov.uk/yourLN (Lower Lansdown and the Circus).

2. Proposed trial of a no-entry into Gay Street (at George Street junction)



The trial on Gay Street would comprise a no-entry for motor vehicles into Gay Street from its junction with George Street. This would be supplemented by a left-turn-only into George Street for southbound vehicles on Gay Street to prevent them from travelling straight on to Queens Square. Gay Street would remain two-way and access to homes and business would be via The Circus. There would be adequate space to turn vehicles with no loss of existing parking space. Alternatively, vehicles could exit via the left-only turn into George Street.

This is one of three linked trials that aims to reduce speeding and excessive traffic in a residential area often used by drivers to avoid the main roads linking the A46/M4 to the south of Bath.

- | | |
|--|--|
| <p>1 A 'no entry' sign at the junction to prevent northbound motorists from entering Gay Street.</p> <p>2 A left-turn-only into George Street from upper Gay Street to prevent southbound vehicles from travelling straight ahead to Queens Square.</p> <p>3 A temporary island build-out to support the restriction and narrow the junction at the foot of Gay Street. This would incorporate an informal crossing with dropped kerbs and tactile paving.</p> | <p>4 A short section of cycle lane and sign to support northbound cyclists entering Gay Street.</p> <p>5 Gay Street would remain two-way with access to all homes and businesses from The Circus. There is adequate space to turn vehicles with no loss of parking. Alternatively motorists can exit by turning left onto George Street.</p> <p>6 A 'no right turn' sign on George Street (westbound) to prevent vehicles turning right into Gay Street.</p> |
|--|--|

The map displays the East community in Saskatoon, Saskatchewan. Key streets include Garden Road, Blenheim Road, Grosvenor Lane, and Rivers St Mews. Landmarks such as St. Mary's Catholic Church and the St. Mary's Catholic School are marked. An inset map, labeled 'Inset C', provides a detailed view of the intersection of Catherine Pl and Rivers St Mews, with three numbered points (1, 2, 3) indicating specific locations. A north arrow is present in the top right corner.

This is one of three linked trials that aims to reduce speeding and excessive traffic in a residential area often used by drivers to avoid the main roads linking the A46/M4 to the south of Bath.

- 1 A set of bollards placed across Catharine Place to prevent motor vehicles from passing. Space to turn vehicles would be provided on either side of the bollards. A secure cycle parking facility for residents (known as a 'cycle hangar') will be retained to the south side of the bollards.
- 2 One 'residents only' parking bay to be removed opposite number 3 Rivers Street Mews to improve visibility and enable turning.
- 3 Three 'residents only' parking bays to be removed outside number 3 Catherine Place to provide a turning space.

Keep up to date at www.bathnes.gov.uk/yourLN (Lower Lansdown and the Circus).

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: Lower Lansdown ETRO Trials

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 14 May 2024

Dear Occupant

Decision on Lower Lansdown and The Circus area experimental traffic restrictions

We are writing to inform you of our decision to trial three linked traffic restrictions on Gay Street, Catharine Place and Winifred's Lane from 15 July 2024.



The experimental trials will be in place for a minimum of six months while we monitor their impact and invite people to share their views in a public consultation. No decision will be made on whether to make the trials permanent until we have considered all the outcomes.

The trials are part of our Liveable Neighbourhood (LN) programme, funded by the UK Government.

Aims

The trial streets are frequently used by motorists to avoid the main roads linking the A46/M4 to the south of Bath, so the aim is to address speeding and excessive through traffic, and to disperse traffic across a wider area. The impacts will be monitored. Additionally, we hope to create a safe and pleasant active travel route through the area. While some residents may have to drive a little longer to access properties, we expect the trials will encourage residents, where able, to walk, wheel or cycle short journeys, with benefits to health and the local environment.

The trials are the result of community engagement and you can find out more about this, and the decision to go ahead with the trials, at www.bathnes.gov.uk/lansdownetro (or by scanning the barcode above).

Scheme details

In summary, the experimental trials will comprise:

- A through-traffic restriction on Catharine Place between Margaret's Buildings and Rivers Street Mews.
- A through-traffic restriction on Winifred's Lane preventing motorists (but not pedestrians or cyclists) from using this route as a short cut. This restriction is

supplemented by a no-right turn (except cycles) into Sion Hill East from the top of Cavendish Road.

- A no-entry restriction preventing northbound motor vehicles from entering Gay Street from its junction with George Street. Access to this stretch of Gay Street, which remains two-way, will be from The Circus only. On exiting, vehicles can turn and exit via The Circus, or turn left into George Street. Motorists exiting this stretch of Gay Street will not be able to travel straight ahead to Queen Square.

Please note that vehicle access to homes and businesses is maintained during the trials, although some drivers may have to use a different route.

Informal engagement and installation

Our intention is to install the schemes from the week beginning 15 July 2024. This should take just a few days for each trial. We will write again to residents living on or near the trial streets to confirm dates and arrangements.

Until then, we are keen to continue a period of informal engagement, and to hear about any specific issues you might have on the scheme's design. We welcome your feedback via email at LN@southniles.gov.uk or you can contact us using the details at the top of the letter. You may also wish to attend a surgery session.

Community surgery on Wednesday 5 June

On Wednesday 5 June, between 10am and 6.30pm at the Guildhall, we are holding a surgery for residents directly impacted by the trial who wish to speak to us. To book an appointment, go online to www.bit.ly/4baMf9X or scan the QR code opposite. If you cannot access this form, please contact us using the details at the top of this letter, stating that you would like to arrange an appointment.



Public consultation (from the start of the trial)

We will install the trials for a minimum of six months from 15 July 2024 (dates to be confirmed). During the first six months, residents and the wider public can share their views by completing a consultation questionnaire, available from the start of the trial. We will hold a formal consultation event and conduct further engagement with key services and stakeholders.

Traffic and air quality monitoring

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 during the trial and again after one year of operation.

Decision-making

Once the six-month consultation is closed, we will analyse and report on all the consultation outcomes, including monitoring data, and consider these in the context of wider council policy. The trial will remain in place until a decision is made on whether to permanently adopt the linked schemes or remove them.

More information is available at www.bathnes.gov.uk/lansdownetro.

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

Annex 3: Letter 9 July

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: Lower Lansdown ETRO Trials

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 9 July 2024

Dear Occupant

Installation of Lower Lansdown experimental traffic restrictions

We are writing to inform you that we will install through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane from Monday 5 August 2024. The three, linked trials will run for a minimum of six months and will allow pedestrians and cyclists safer routes through these areas.

We wrote to you in May to tell you about the decision to proceed with the trials, how they will work and how we will monitor their impact. This letter tells you more about their installation, and how you can have your say on the trials from 5 August. More information is available at www.bathnes.gov.uk/lansdownetro.

Winifred's Lane Through-Traffic Restriction

Installation: Monday 5 August

- Two sets of bollards will be installed on Winifred's Lane on Monday 5 August to create a no-through-route to Lansdown from the junction with Cavendish Road for a minimum of six months. Access to properties at the south of Winifred's Lane will be retained, and the exit into Winifred's Lane from Somerset Lane heading north will also be retained.
- A no-right-turn from Cavendish Road into Sion Hill (East) will also be in place for a minimum of six months. Work to narrow the junction (which helps to prevent right turns) means that vehicles will not be able to pass through this junction on Monday 5 August. Please follow signed diversions on the day.
- Appropriate signage will also be installed including temporary advance signage on Weston Road and Marlborough Buildings to deter northbound vehicles from using Cavendish Road/Winifred's Lane as a through-route.

Gay Street Traffic Restrictions

Installation: Tuesday 6 August and Wednesday 7 August

- From Tuesday 6 August, there will be no entry into the upper stretch of Gay Street from its junction with George Street for the duration of the trial (a minimum of six months). Entry will be via The Circus.

- During works on 6-7 August, there will be no vehicle access (at all) into this stretch of Gay Street. Site advisors will be on hand to help with vehicle access for blue badge holders. Please call or email us in advance if you require support.
- On 6-7 August we will temporarily suspend all parking on Gay Street. Parking restriction signs will be in place from 30 July. Please remove any parked vehicles from the area before 7am on Tuesday 6 August.
- From Thursday 8 August, vehicle entry to this stretch of Gay Street is from The Circus (only) for the duration of the trial. Exit is via The Circus or by turning left into George Street. Vehicles can no longer exit south towards Queen Square.

Catharine Place Through-Traffic Restriction Installation: Thursday 8 August (all day)

- On Thursday 8 August, a set of bollards will be installed on Catharine Place just before the junction with Rivers Street Mews to create a no-through-route for vehicles for a minimum of six months. Appropriate signage will be installed.
- From 8 August, access to homes on all sides of Catharine Place is from Upper Church Street and Rivers Street. Access to 21 and 3 Catharine Place, and to Circus Mews, Rivers Street Mews and Circus Place is either from Rivers Street or Bennett Street/Circus Mews.
- Several parking spaces are being removed in the area to improve visibility and/or for turning vehicles, and we will temporarily suspend the bay to the west of the cycle hanger to safely install the bollards. On 6 August parking restriction signs will be in place. Please remove any parked vehicles in these signed bays before 7 am on Thursday 8 August.

For more information on the installation works and the trials go to www.bathnes.gov.uk/lansdownetro or scan the QR code.

Have your say on the trials from 5 August

- The through-traffic restrictions will remain in place for a minimum of six months alongside public consultations.
- You can complete questionnaires from 5 August at www.bathnes.gov.uk/lansdownetro
- Information will also be available at your local Library and Information Centre and in print on request (from 5 August).
- We advise that you experience the trials for several weeks before completing the questionnaires.
- If you are unable to complete our questionnaire (in any format), you may instead send a letter (or email) which clearly states your objection or support. Please tell us which of the three trials you are referring to and you must include your full name and address (including an email if you have one).



If you require support or any of our information in alternative or printed format, please email LN@bathnes.gov.uk or call 01225 39 40 25

If you are a business in the area, please let your customers and clients know of the trials and the temporary restrictions.

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

Appendix 4: Press Statement 1 August

Media Release

Published in the council's newsroom on Thu, 08/01/2024 - 17:25

Installation of Lower Lansdown experimental traffic restrictions paused

Plans to install three linked through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane have been paused.

Work on the scheme, being put in under an Experimental Traffic Regulation Order, was due to start on Monday 5 August and the trials were planned to run for a minimum of six months.

The scheme has been paused pending legal proceedings following an application for an injunction brought by a group of B&NES residents.

A court hearing is listed for Thursday August 8 for a judge to either lift the suspension or to decide if the suspension continues pending a judicial review hearing.

Councillor Manda Rigby, Cabinet Member for Highways, said: "Our immediate priority is to make people aware that the scheme is paused until the outcome of next week's hearing. We will be writing to let residents know and encourage people to check our Liveable Neighbourhoods webpage for updates."

Planned highways work to improve traffic signal operation in George Street, involving the installation of a new above ground detector will continue to be undertaken on 6 to 7 August. As a result:

On 6-7 August, there will be no vehicle access (at all) into the upper stretch of Gay Street from its junction with George Street. Site advisors will be on hand to help with vehicle access for blue badge holders. Please call or email us in advance if you require support.

- On 6-7 August we will temporarily suspend all parking on Gay Street. Parking restriction signs will be in place from 30 July. Please remove any parked vehicles from the area before 7am on Tuesday 6 August.
- The road closure will be lifted as soon as is reasonably practicable on completion of the works.

For updates from 8 August go to www.bathnes.gov.uk/lansdownetro

FNDS

Annex 5: Letter sent on 2 August to 581 residents

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: Lower Lansdown ETRO Trials

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 2 August 2024

Dear Occupant

Installation of through-traffic restriction trials paused

We are writing to inform you that we have paused plans to install three linked through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane which were scheduled for this week (from Monday 5 August).

This suspension is the outcome of legal proceedings following an application for an injunction brought by a group of B&NES residents. A court hearing is listed for Thursday August 8 for a judge to either lift the suspension or to decide if the suspension continues pending a judicial review hearing.

Temporary restrictions in Gay Street will still apply on 6 and 7 August to complete other works in the area. We have provided more details below.

From 9 August, we encourage you to visit our web pages at www.bathnes.gov.uk/lansdownetro for updates, and we will write to you again once we know more about the future of the scheme. Meanwhile, we apologise for any inconvenience you may have experienced.

Gay Street roadworks (temporary restrictions still apply)

Work to improve unrelated traffic signal operation in the area will go ahead this week, so please continue to expect some disruption on Gay Street:

- On 6-7 August, there will be no vehicle access (at all) into the upper stretch of Gay Street from its junction with George Street.
- On 6-7 August, we will temporarily suspend all parking on Gay Street. Please remove any parked vehicles from the area before 7am on Tuesday 6 August.
- We will open the road and lift suspensions as soon as work is completed.

If you require support, please email LN@bathnes.gov.uk or call 01225 39 40 25.

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



Appendix 6: Media release 17 October about the launch

Media Release: 17 October 2025

Date set for through-traffic restriction trials in Bath

Three new through-traffic restriction trials in the Lower Lansdown area of Bath will be installed from November 1 as part of Bath & [North East](#) Somerset Council's Liveable Neighbourhoods programme.

The linked trials in Gay Street, Catharine Place and Winifred's Lane, which aim to reduce through-traffic in the Lower Lansdown area, will be in place for a minimum of six months under an Experimental Traffic Regulation Order (ETRO), and their impact will be monitored.

People are encouraged to take part in the ETRO consultation and share their views during the first six months of the trial at www.bathnes.gov.uk/lansdownetro. No decision will be made on the future of the trials until the council has considered all the outcomes and collected data on traffic volumes and air quality.

The trials are the result of ongoing community engagement since 2021, and the decision to install them, along with a detailed description of each trial, is published on the council's website at www.bathnes.gov.uk/lansdownetro.

Councillor Manda Rigby, Cabinet Member for Highways, said: "Motorists often use the trial streets to avoid the main roads linking the south of Bath to the A46/A420/M4, so the aim is to address speeding and excessive through traffic in these central, residential areas. We also want to create a safe and pleasant active travel route through the area. I want to reassure residents and businesses that vehicle access to properties will be maintained during the trials, although some drivers may have to use a different route.

"We currently have other Liveable Neighbourhood schemes in place, and these have shown us that the best method of consulting on through-traffic changes is via an ETRO. It gives us time to monitor the impacts of the scheme and for people to respond to the interventions, having experienced the scheme, before we make a final decision on whether to make them permanent."

The dates for installing the through-traffic restrictions, subject to weather conditions, are:

- **Catharine Place Through-Traffic Restriction:** Friday 1 November
- **Gay Street Traffic Restrictions:** Mon 4 November & Tues 5 November
- **Winifred's Lane Through-Traffic Restriction and a no-right-turn into Sion Hill (East) from the top of Cavendish Road:** Wednesday 6 November

Full details of the installation programme have been set out in a letter to all residents and businesses in the area and can be found on the Liveable Neighbourhood webpages <https://beta.bathnes.gov.uk/lansdownetro>

The trials were due to start in August but were put on hold to address a procedural error in legal notices which have now been fixed. The new Experimental Traffic Regulation Order (ETRO) notices will be published on 24 October, and a copy together with a map and a statement of reasons, may be inspected at B&NES' One Stop Shops at The Hollies, Midsomer Norton, 3-4 Manvers Street, Bath and at the Keynsham Civic Centre, Market Walk, Keynsham during normal office hours. They can also be viewed online at www.bathnes.gov.uk/lansdownetro

The Liveable Neighbourhoods Programme is funded through the Government's City Regional Sustainable Transport Settlement (CRSTS) scheme. The West of England Mayoral Combined Authority is responsible for distributing the UK Government's City Regional Sustainable Transport Settlement (CRSTS) funds to viable schemes in the region. Its members, including the West of England Mayor and leaders from the Mayoral Combined Authority's three constituent councils: Bath & [North East](#) Somerset Council, Bristol City Council and South Gloucestershire Council.

Annex 7: Letter sent 17 October 2024

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

Ref: Lower Lansdown ETRO Trials

Name |
Address 1 |
Address 2 |
Address 3 |
Address 4 |
Postcode |

Date : 17 October 2024

Dear Occupant

Installation of Lower Lansdown experimental traffic restrictions

We are writing to inform you of our intention to install through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane from Friday 1 November 2024. We are aiming to install the trials by the end of Wednesday 6 November, and they will run for a minimum of six (and a maximum of 18) months. During the first six months, we will invite your feedback on the trial and monitor any impacts.

Our original plan was to install these trials on 5 August. Unfortunately, we had to put these plans on hold to address a procedural error in our legal notices which have now been fixed. The new Experimental Traffic Regulation Order (ETRO) notices will be published on 24 October in the local paper, at our one stop shops, and at www.bathnes.gov.uk/lansdownetro.

In previous letters we have outlined the aim and designs of each trial. If you no longer have these letters, we encourage you to find out more at www.bathnes.gov.uk/lansdownetro or by contacting an advisor. The information below specifically outlines our installation plans and how to share your views during the trial.

Catharine Place Through-Traffic Restriction: Friday 1 November

- On Friday 1 November, a set of bollards will be installed on Catharine Place just before the junction with Rivers Street Mews to create a no-through-route for vehicles for a minimum of six months. Appropriate signage will be installed.
- From early on Friday morning, access to homes on all sides of Catharine Place will be from Upper Church Street and Rivers Street. Access to 21 and 3 Catharine Place, and to Circus Mews, Rivers Street Mews and Circus Place is either from Rivers Street or Bennett Street/Circus Mews.
- Several parking spaces are being removed in the area to improve visibility and/or for turning vehicles, and we will temporarily suspend the bay to the west of the cycle hanger to safely install the bollards. Parking restriction signs will be in place. Please remove any parked vehicles in these signed bays before 7 am on Friday 1 November.

Gay Street Traffic Restrictions: Monday 4 & Tuesday 5 November

- From Monday 4 November, there will be no entry into the upper stretch of Gay Street from its junction with George Street for the duration of the trial.
- During works on 4 and 5 November, there will be no vehicle access (at all) into this stretch of Gay Street. Site advisors will be on hand to help with vehicle access for blue badge holders. Please contact us in advance for support.
- On 4 and 5 November we will temporarily suspend all parking on Gay Street. Parking restriction signs will be in place. Please remove any parked vehicles from the area before 7am on Monday 4 November.
- From Wednesday 6 November, vehicle entry to this stretch of Gay Street is from The Circus (only) for the duration of the trial. Exit is via The Circus or by turning left into George Street. Vehicles can no longer exit south to Queen Square.

Winifred's Lane Through-Traffic Restriction: Wednesday 6 November

- Two sets of bollards will be installed on Winifred's Lane on Wednesday 6 November to create a no-through-route to Lansdown from the junction with Cavendish Road for a minimum of six months. Access to properties at the south of Winifred's Lane will be retained, and the exit into Winifred's Lane from Somerset Lane heading north will also be retained.
- A no-right-turn from Cavendish Road into Sion Hill (East) will also be in place for the duration of the trial. Work to narrow the junction (which helps to prevent right turns) means that vehicles will not be able to pass through this junction on Wednesday 6 November. Please follow signed diversions on the day.
- Appropriate signage will also be installed including temporary advance signage on Weston Road and Marlborough Buildings to deter northbound vehicles from using Cavendish Road/Winifred's Lane as a through-route.

Please note that installation could be delayed in poor weather conditions. For an up-to-date installation schedule and to review the aims and design of the trials, scan the QR code opposite or visit www.bathnes.gov.uk/lansdownetro.

Have your say on the trials from 1 November 2024

- The through-traffic restrictions will remain in place for a minimum of six months alongside a six-month consultation.
- You can complete consultation questionnaires from 1 November 2024 to 30 April 2025 at www.bathnes.gov.uk/lansdownetro
- Information will also be available at one stop shops and in print on request
- We advise that you first experience the trials for several weeks
- If you are unable to complete our survey (in any format), you may instead send a letter or email which clearly states your objection or support. Please tell us which of the three trials you are referring to. You must include your full name and address (including an email if you have one).



If you require support or any of our information in alternative or printed format, please email LN@bathnes.gov.uk or call 01225 39 40 25. If you are a business in the area, please let your customers know of the trials and temporary restrictions.

Yours sincerely
The Liveable Neighbourhoods Team

Appendix 8: Email reminder to FOBRA-registered residents' associations in the Lansdown area reminding them of the opportunity for residents to have their say on the trials (March 2025).

Dear Chair,

We are writing to you as Chair of a FOBRA-registered residents' association to remind you that a public consultation on three through-traffic restrictions in the Lower Lansdown area will end at 5pm on 30 April.

In November we installed through-traffic restrictions on the following residential streets.

- Winifred's Lane
- Gay Street
- Catharine Place

The six-month trial period allowed people to experience the change and submit feedback while the council monitored and evaluated their impact on traffic and air quality.

A decision will be made on whether to make the trials permanent once all the evidence is considered.

The council has scheduled several social media posts to remind residents of the closing date of this consultation, but it would be helpful if you could use your own communication channels to remind residents of the opportunity to respond.

If residents have already responded but their views have changed, they are welcome to respond again.

It's important that we hear a range of views from people living in the area who've experienced the trials to understand the impacts – both positive and negative.

To help with your communications and encourage participation in the public consultation, we've attached a tool kit with short articles and images that you can use in your newsletters, e-news and neighbourhood groups.

We have sent this email to other Lansdown Resident Associations that are FOBRA registered and have consented to share their contact details.

Should you require any further help, please contact the team directly.

Further information on the trials is available at www.bathnes.gov.uk/lansdownetro

With best wishes,

Cathryn Brown

Senior Project Manager

Annex 9: Email reminder to local ward councillors in the Lansdown area reminding them of the opportunity for residents to have their say on the trials – sent with accompanying toolkit (March 2025).

Dear <name of ward councillor>.

We are writing to inform you that as part of our ongoing engagement on the Lower Lansdown and Circus area ETRO trials, we have today emailed the chair of nine residents associations (listed below).

- Catharine Place Association
- Cavendish Crescent Association
- Cavendish Road Society
- Circus Area RA
- Lansdown Crescent Association
- Marlborough lane and buildings RA
- Royal Crescent Society
- Sion Hill and Summerhill Road RA
- St James's Square Bath Ltd

These are residents' associations that are registered with FOBRA and have agreed to share their contact details, but you may know of others.

The email reminds them to encourage residents to participate in the ETRO consultation before it closes on 30 April. We have also provided a toolkit of resources (short articles, social media posts and images), that they can use to help them. As a reference, we have attached both the toolkit and the email template



You'll know from previous ETRO trials that we hear most from residents who strongly object and not so much from those who are neutral or in favour of the restrictions.

However, it's important that we hear a wide range of views to fully understand the impacts, and you are welcome to use the toolkit yourself to communicate to residents how important it is that they share any feedback. This will be their last opportunity.

If you know of other neighbourhood groups with a wide reach who could use the toolkit – or simply a nudge to remind their members of the opportunity to feed back their thoughts – please contact them or share details if you feel this is appropriate.

More information on the trials is available at www.bathnes.gov.uk/lansdownetro but if you need any further help, please contact the team directly.

Kind Regards

Cathryn Brown

Senior Project Manager

Toolkit for Residents Associations (Lower Lansdown ETRO Trials)

Short article for print/e-news:

Have your say on the Lower Lansdown through-traffic restrictions



A public consultation on through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane ends on 30 April at 5pm. To have your say, please complete the council's consultation survey using this QR code or the web link below.

If you've already completed a survey but your initial position has changed, you can submit another one.

It's important to complete a survey whether you've been positively or negatively impacted by the trials. Alongside traffic and air quality monitoring data, your feedback will help the council decide on whether to remove them or make them permanent.

For more information and to complete a survey, go to www.bathnes.gov.uk/landsdownetro by 30 April 2025.

If you need support to access the online surveys, please contact the council's Liveable Neighbourhoods' Team on 01225 39 40 25 or visit your local library or one-stop-shop.

Shorter post suggestions (WhatsApp/Facebook)

The council's public consultation on through-traffic restriction trials in Lower Lansdown closes soon.

The three, linked trials in Winifred's Lane, Catharine Place and Gay Street are designed to help reduce through traffic and create safer walking and cycling routes in residential areas.

Now that you have experienced the trials, please share your views by completing the online surveys at www.bathnes.gov.uk/landsdownetro. The consultation closes at 5pm on 30 April. For support call 01225 39 40 25.

Reminders on FB & Twitter

Remember to have your say on the through-traffic restriction trials in Winifred's Lane, Gay Street and Catharine Place. Now you have experienced the trials, share your views with the council by 30 April 2025 at www.bathnes.gov.uk/landsdownetro.

To be posted after 20 April:

There is one week left to have your say on the through-traffic restrictions trials in Winifred's Lane, Gay Street and Catharine Place. Go to www.bathnes.gov.uk/landsdownetro before 5pm on 30 April 2025.

Images to use with these messages:

The following images are also attached in full size as JPGs in the accompanying email.



Appendix 10: Sustrans' report on Engagement with Kingswood Preparatory School. Sustrans is now known as The Walk, Wheel and Cycle Trust

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

Engagement Activity with Kingswood Prep School

Gay Street, Catharine Place and Winifred's Lane ETRO engagement workshop (Pre and Post-ETRO launch)

Date & Time of Activity and Location

Date: Tuesday 3rd March 2025, 09:00 – 10:00

Venue name and address: Kingswood Prep School, College Rd, Bath BA1 5SD6

Purpose

- To inform the participants about the Liveable Neighbourhood project within Lower Lansdown and The Circus area and the ETRO trials being delivered on Gay Street, Catharine Place and Winifred's Lane.
- To understand pupils' experience of local travel in the Gay Street, Catharine Place and Winifred's Lane areas before and after the trial was installed.
- To understand pupils' opinions, thoughts and feedback regarding the trials on Gay Street, Catharine Place and Winifred's Lane.
- To present and inform the participants about different people's experiences of streets, what a liveable neighbourhood is, and why it is being explored.
- How we collected our data:
 - Post-its stuck onto A3/A1 sheets that capture thoughts, feelings and other relevant information that we captured/feedback when prompted with questions about the locations before and after the trial was installed.
 - Sticky dots based on gender (red for male, green for female & yellow for other) were used on a survey to share responses to a set of questions.

Attendance

Approx. 20 attendees total (~10 boys, ~10 girls) in Year 6 of Kingswood Preparatory School.

Findings from the Event

Summary of key findings

- Overall, pupil feedback on the ETRO and Liveable Neighbourhood project was predominantly negative, with most reporting no journey improvements and significant concerns about increased car journey times (10-15 minutes longer for school trips) and traffic displacement to areas like Sion Hill, creating new crossing hazards.
- Local pupils shared they felt more negatively impacted than non-locals, while neutral respondents typically didn't use the affected roads, though often recognised the walking, wheeling and cycling versus driving trade-off. However, when asked if the area had been improved for walking, wheeling and cycling, the feedback was predominantly positive, therefore suggesting a supportive view towards more sustainable travel options in principle outside of their own experience of journeys to and from school.
- The feedback on the location-specific trial changes yielded varying responses across all three locations, revealing a fundamental tension between walking, wheeling and cycling improvements and vehicular convenience.
- At Catharine Place, some participants reported enhanced walking comfort despite previously low traffic levels.
- Gay Street changes were generally appreciated with improvements for pedestrians and for those with different lived experiences of disability, though traffic displacement to George Street was noted.
- Winifred's Lane generated the strongest feelings with pupils citing increases in school journey times and perceptions of traffic displacement rather than reduction. Some pupils valued the improved walking conditions outside school hours. Overall, experiences varied considerably based on participants' main choice of route and the time they travelled..
- These responses should be contextualised with the following points:
 - The school's elevated location relative to Bath's centre
 - the participants being Year 6 pupils (likely not travelling independently);
 - and the school's status as independent with a potentially unlimited catchment area, meaning some students travel considerable distances.
- Numerous participants shared they had no first-hand experience of some of the locations being discussed. This then appeared to lead to a mixed set of responses

that could often be framed from the driver's perspective, compounded by the fact that many pupils live quite some distance from the school.

- Key themes:
 - There is a trade-off to improving facilities for people walking, wheeling and cycling, which may mean longer car journeys for those driving.
 - The trial was seen to improve walking, wheeling and cycling in the Lower Lansdown and The Circus Liveable Neighbourhood area
 - There are concerns over displaced traffic, particularly on Sion Hill
 - There are mixed views of the traffic interventions and impacts across the three different trial areas
 - Limited impact on personal safety perception

Key Insights / Contributions from Participants

When asked broadly if the trials and the Liveable Neighbourhood project have improved their journeys, 12 participants responded 'no' and 6 participants responded 'neutral'. Of the participants who said 'no', the common themes were that the ETRO changes have created a longer car journey time for them getting to and from school. Some local pupils who walk to the school find the amount of traffic on Sion Hill more dangerous, and it feels unsafe for them to cross the road.

Regarding participants who responded 'neutral', the common themes were that participants don't travel using affected trial roads.

In addition, common themes were that if participants were to walk or cycle, it would be beneficial for them, yet with their current travel habits, their local car journeys are being negatively impacted by the ETRO.

During the session, we asked broadly about whether the trials and the Liveable Neighbourhood project have improved the neighbourhood area for walking, wheeling and cycling. 8 participants responded 'yes', 10 participants responded 'neutral', and 1 participant said 'no'.

- Of the pupils that responded 'yes', the common themes were that the trial had created a neighbourhood area that felt safer and more pleasant to walk, wheel and cycle around. Even though it now takes longer to drive places. With fewer cars around, there is less to worry about, which makes some participants feel happier. Lastly, one participant shared that seeing more people moving around the Liveable Neighbourhood makes them feel safer and happier.
- For the participants who responded 'neutral', the common themes were that they don't travel through the Liveable Neighbourhood area at all and/or not enough to comment. In addition, some think there aren't enough changes to make it feel safer to cycle, particularly without any segregated cycle lanes. Lastly, the changes

have impacted their car journeys, though they can see the benefit if they were to walk, wheel or cycle through the area.

- For the participant who said 'no', their rationale was due to their journey time being impacted and having to go the 'long way' to school.

Catharine Place ETRO trial

A number of participants shared that before the trial, they felt happy walking in this location and thought it was not busy with vehicles or unsafe. Some mentioned they hadn't visited Catharine Place before. Two participants shared that walking in and around Catharine Place can be difficult because the pavements are narrow which causes problems when users need to pass each other. They also mentioned they noticed vehicles speeding before the changes, therefore making it dangerous to cross the road and unsafe for bikes.

Some participants shared that the changes now make the Catharine Place feel more safe, comfortable and relaxing to walk along.

- When asked, *'Before the changes, did you enjoy walking, wheeling or cycling through this area?'* 3 participants responded 'no', 11 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, *'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?'* 5 participants responded 'no', 9 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, *'Before the changes, did you notice traffic on the residential roads around here?'* 11 participants responded 'no', 6 participants responded 'neutral', and 2 participants responded 'yes'.
- When asked, *'Do you notice less car traffic on residential roads around here?'* 1 participant responded 'no', 8 participants responded 'neutral', and 10 participants responded 'yes'.
 - o The responses to the questions demonstrate that participants don't notice or think the area had much traffic before the trial. However, when asked if there is even less car traffic now after the ETRO changes, the majority responded yes. This suggests that though there is a majority perception of the area not having much traffic before the changes, the trial has created noticeably less traffic on residential roads in the area from the participants' perspective.

- When asked, *'Before the changes, did the area feel safe in terms of personal safety?'* 2 participants responded 'no', 11 participants responded 'neutral', and 6 participants responded 'yes'.
- When asked, *'Have the changes made the area feel safer in terms of personal safety?'* 5 participants responded 'no', 6 participants responded 'neutral', and 8 participants responded 'yes'.
 - The responses from the participants suggest that the ETRO trial changes don't appear to increase the perception of personal safety in Catharine Place.

Winifred's Lane ETRO

Much of the received feedback for this ETRO was centred around being driven to and from school and the negative impact it's made on them during their car-based journeys, often extending the duration of their trip by 10-15 minutes.

Participants shared that they perceive traffic being displaced elsewhere, though this experience is framed only within the journey to and from school. Some participants shared that this displacement causes a negative experience for walking, wheeling and cycling in areas such as Sion Hill.

When some participants shared feedback regarding experience outside of school hours, some mentioned they now prefer the changes as it's safer and easier to walk, and more enjoyable due to not having passing cars. However, this sentiment is not shared unanimously. Some mention it does not feel any less dangerous and increases fuel consumption of vehicles as they have to drive further to get around Winifred's Lane.

One participant shared that the impact of the changes appears to be weighted on the residents rather than people passing through who don't live in the area.

- When asked, *'Before the changes, did you enjoy walking, wheeling or cycling through this area?'* 10 participants responded 'no', 8 participants responded 'neutral', and 1 participant responded 'yes'.
- When asked, *'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?'* 6 participants responded 'no', 7 participants responded 'neutral', and 6 participants responded 'yes'.
 - The feedback demonstrates a mixed set of results, with a fairly equal split of responses.

- When asked, *'Before the changes, did you notice traffic on the residential roads around here?'* 7 participants responded 'no', 7 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, *'Do you notice less car traffic on residential roads around here?'* 7 participants responded 'no', 5 participants responded 'neutral', and 7 participants responded 'yes'.
 - Contrasting the responses to how they felt before and after the trial was introduced, it suggests that the participants now notice less traffic on residential roads here. However, this was often set within the sentiment of this impacting their journey to school.
- When asked, *'Before the changes, did the area feel safe in terms of personal safety?'* 8 participants responded 'no', 7 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, *'Have the changes made the area feel safer in terms of personal safety?'* 6 participants responded 'no', 7 participants responded 'neutral', and 5 participants responded 'yes'.

Gay Street ETRO

Some participants don't move through this area; therefore, they mentioned it doesn't affect them.

Broadly, participants thought the trial made the street feel safer and more comfortable to walk or cycle. One participant shared that they think it's better for those with different lived experiences of disability. A mixture of participants either did or didn't often experience much traffic in this location before the changes, but some mentioned that they experience more traffic now on George Street.

There was an acknowledgement that this route was potentially used as a shortcut for cars, though before changes, this didn't overly impact their perception of safety.

- When asked, *'Before the changes, did you enjoy walking, wheeling or cycling through this area?'* 2 participants responded 'no', 8 participants responded 'neutral', and 9 participants responded 'yes'.
- When asked, *'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?'* 1 participant responded 'no', 9 participants responded 'neutral', and 9 participants responded 'yes'.

- When asked, *'Before the changes, did you notice traffic on the residential roads around here?'* 7 participants responded 'no', 8 participants responded 'neutral', and 4 participants responded 'yes'.
- When asked, *'Do you notice less car traffic on residential roads around here?'* 3 participants responded 'no', 9 participants responded 'neutral', and 7 participants responded 'yes'.
 - Comparing responses from before and after the trial, the feedback suggests that participants notice less car traffic on Gay Street.
- When asked, *'Before the changes, did the area feel safe in terms of personal safety?'* 2 participants responded 'no', 6 participants responded 'neutral', and 11 participants responded 'yes'.
- When asked, *'Have the changes made the area feel safer in terms of personal safety?'* 5 participants responded 'no', 7 participants responded 'neutral', and 7 participants responded 'yes'.
 - When comparing the two sets of responses from participants, the feedback suggests that the changes haven't made the area feel safer in terms of personal safety. Personal safety on Gay Street didn't appear to be a concern

Key Quotations

Written comment from pupil: [When asked if their journey has been improved and why?] ***'No, because I am a resident of Sion Hill, and every day I have to walk through traffic because after shutting Winifred's Lane, it funnels all the traffic down Sion Hill.'***

Written comment from pupil: [When asked if the area has been improved for walking, wheeling and cycling and why?] ***'Yes, because it feels more safe and less cars come so it feels safer and makes me happier.'***

Annex 11: Sustrans' report on Engagement with Bath Spa University

(Sustrans is now known as The Walk, Wheel and Cycle Trust)

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

Engagement Activity with Bath Spa University Students and Staff
Gay Street, Catharine Place and Winifred's Lane ETRO engagement workshop

Date & Time of Activity and Location

Date: Thursday 13th February 2025, 12:00 – 14:00

Venue name and address: Bath Spa University, Sion Hill, Bath BA1 5SF

Purpose

- To inform the participants regarding the nature of the Liveable Neighbourhood project within Lower Lansdown & Circus area and the ETRO trials being delivered on Gay Street, Catharine Place and Winifred's Lane.
- To gather younger people's feedback, a demographic that's harder to reach
- To understand residents' experience of local travel in the Gay Street, Catharine Place and Winifred's Lane areas both before and after the trial launched .
- To understand opinions, thoughts and feedback regarding the ETRO trial of Gay Street, Catharine Place and Winifred's Lane.
- How we collected our data:
 - Post-its stuck onto A0 printout maps that record thoughts, feelings and other relevant information that we captured/feedback when prompted with questions about the locations before and after the ETRO.
 - Sticky dots based on age (red for under 35, green for over 35) were used on a sliding scale to share responses to a set of questions.

Attendance

Almost all attendees were Bath Spa Sion Hill University students, with the rest of the participants being university staff. We organised a drop-in event within the entrance gallery space near the main campus café, so we were able to talk to willing participants between classes and during their lunch.

We had 16 attendees in total (2 over thirty-five years old, 14 under thirty-five years old).

The trial was in place when we held the event.

Findings from the Event

Key findings

Due to engagement being a drop-in format, participants chose which activities to complete, resulting in varying response rates across locations and activities.

For Catharine Place, feedback was limited as few participants regularly travelled through this area. Those who did respond indicated a slight improvement in walking, wheeling, and cycling enjoyment, but showed no significant change in perceptions of traffic shortcuts being taken, or personal safety. At Winifred's Lane, which had the most participant familiarity, feedback was more substantial. Participants generally found the area safer and more enjoyable for walking, wheeling and cycling, particularly noting improved space for people who cycle. However, there were mixed opinions on traffic reduction, with some reporting no difference in driving times while others mentioned increased driving times, but this was caveated with differences across different days/times. Participants did raise an ongoing issue of near misses, based on people driving and not abiding by the 'no right turn' from Cavendish Road onto Sion Hill.

Gay Street received mostly positive feedback, with participants indicating increased enjoyment for walking, wheeling, and cycling after the changes. A specific improvement mentioned was the pedestrian island providing safer crossing options, though one participant noted a missing safe crossing point for over George Street from the southern half of Gay Street to the Northern half. Unlike the other locations, the trial in Gay Street had a more positive response regarding traffic reduction, with four participants agreeing that the changes helped prevent through traffic using this route. However, there was minimal change in people's perception of personal safety following the ETRO implementation.

Key themes:

- Perception of modest improvements to walking, wheeling and cycling
- Participants shared that changes are having limited impact on travel patterns, particularly when driving.
- Further infrastructure needed, particularly Gay St (north-south road crossing) and the no-right turn from Cavendish Road to Sion Hill.

- Minimal change in personal safety perception

Key Insights / Contributions from Participants

Lower Lansdown and The Circus Area Liveable Neighbourhood

- Given that the method of engagement was a drop-in, participants weren't expected to do all activities, just the ones that were relevant and that they had time to complete. Therefore, the total number of participants for the event doesn't match up with the number of responses before and after the changes.

Catharine Place ETRO

A few of the participants mentioned they don't travel through Catharine Place on a day-to-day basis and/or have never visited the area. General responses were therefore lower than in the other two surveyed locations.

- When asked, 'Before the changes, did you enjoy walking, wheeling or cycling through this area?'. 1 participant responded 'neutral', and 1 participant responded 'yes'.
- When asked, 'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it? 1 participant was 'neutral', and 2 participants said 'yes'.
 - This indicates a minor increase in participants viewing the ETRO changes to Catharine Place as an area that is more enjoyable and encouraging for walking, wheeling, and cycling. This is with the caveat that the number of participants that responded went up from two to three.
- When asked, 'Before the changes, were you aware of or affected by vehicles using this location as a shortcut to and from the A46/M4, as well as traffic on residential roads?' 2 participants responded 'neutral'.
- When asked, 'Do the changes help limit shortcuts by vehicles to and from the A46/M4, and reduce traffic on residential roads? 1 participant said 'no' and 3 participants were 'neutral'.
 - The responses from the participants suggest they didn't experience or think that the ETRO changes on Catharine Place helped limit shortcuts or reduce traffic on residential roads.
- When asked, 'Before the changes, did the area feel safe in terms of personal safety?' 1 participant was 'neutral' and 1 participant said 'yes'.
- When asked, 'Have the changes made the area feel safer in terms of personal safety? 4 participants were 'neutral'.

- The responses from the participants suggest that the changes being proposed don't increase the perception of personal safety on Catharine Place.

Winifred's Lane ETRO

Being the geographically closest to the event location, the participants had the most familiarity with this ETRO trial area.

Broadly, participants shared that they perceive Winifred's Lane to be safer after the ETRO was installed.

Some participants shared that they see no real difference in driving times around the area, including Sion Hill and Sion Road. However, one participant did share that they experienced less traffic at peak times on Cavendish Road. As shared by one participant, they notice drivers coming northbound on Cavendish Road are still turning right onto Sion Hill, which causes near misses between road users.

A participant highlighted that the steepness of cycling up Winifred's Lane is a challenge; they normally walk their bike up and cycle down. However, now with the ETRO changes, both directions of travel are a lot easier with more space.

There was mention of a need for a pedestrian crossing at the Sion Hill and Sion Road junction, as there is low visibility with pedestrians emerging suddenly from Sion Road to cross Sion Hill.

- When asked, 'Before the changes, did you enjoy walking, wheeling or cycling through this area?'. 3 participants said 'no', 3 participants were 'neutral', and 1 participant said 'yes'.
- When asked, 'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it? 4 participants were 'neutral', and 3 participants said 'yes'.
 - This indicates an increase in participants viewing the ETRO changes to Winifred's Lane as an area that is more enjoyable and encouraging for walking, wheeling, and cycling.
 - Participants shared that Winifred's Lane with the ETRO changes has created a more pleasant walking experience.
- When asked, 'Before the changes, were you aware of or affected by vehicles using this location as a shortcut to and from the A46/M4, as well as traffic on residential roads?' 3 participants responded as 'neutral', 3 participants said 'yes'.
- When asked, 'Do the changes help limit shortcuts by vehicles to and from the A46/M4, and reduce traffic on residential roads? 1 participant said 'no', 3 participants were 'neutral', and 1 participant said 'yes'.

- Responses to the before question indicated participants were aware of or affected by residential traffic in this area, and Winifred's Lane being used as a shortcut.
- - The responses from the participants suggest they weren't entirely sure if the ETRO changes helped limit through traffic, as they noted in the other workshop activity that they've noticed more vehicle traffic onto Sion Hill than around Sion Rd. However, one participant mentioned that traffic levels were changeable from day to day and at various times throughout the day.
- When asked, 'Before the changes, did the area feel safe in terms of personal safety?' 1 participant said 'no', 3 participants were 'neutral', and 2 participants said 'yes'.
- When asked, 'Have the changes made the area feel safer in terms of personal safety?' 1 participant said 'no', 4 participants were 'neutral', and 2 participants said 'yes'.
 - The responses from the participants suggest that the ETRO changes don't increase the perception of personal safety on Winifred's Lane.

Gay Street ETRO

A participant shared their support for the ETRO changes on Gay Street, noting that the island gives pedestrians more safe options to cross. However, the changes prioritise walking from west to east; walking north on Gay Street on the east side pavement by the parade of shops gives you no safe pedestrian crossing point on the desire line over to the other side of George St/the junction with the ETRO changes section of Gay Street.

- When asked, 'Before the changes, did you enjoy walking, wheeling or cycling through this area?'. 1 participant said 'no', 2 participants were 'neutral', and 4 participants said 'yes'.
- When asked, 'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?' 3 participants were 'neutral', and 5 participants said 'yes'.
 - This indicates an increase in participants viewing the ETRO changes to Gay Street as an area that is more enjoyable and encouraging for walking, wheeling, and cycling. This is with the caveat that the number of participants that responded went up from seven to eight.
- When asked, 'Before the changes, were you aware of or affected by vehicles using this location as a shortcut to and from the A46/M4, as well as traffic on residential roads?' 3 participants said 'no', 2 participants were 'neutral', and 2 participants said 'yes'.

- When asked, 'Do the changes help limit shortcuts by vehicles to and from the A46/M4, and reduce traffic on residential roads?' 3 participants were 'neutral', and 4 participants said 'yes'.
 - The responses from the participants suggest they didn't experience or think that the ETRO changes on Gay Street helped limit shortcuts or reduce traffic on residential roads.
- When asked, 'Before the changes, did the area feel safe in terms of personal safety?' 1 participant said 'no', 3 participants were 'neutral', and 3 participants said 'yes'.
- When asked, 'Have the changes made the area feel safer in terms of personal safety?' 2 participants responded 'no', 3 participants responded 'neutral', and 3 participants responded 'yes'.
 - The responses from the participants suggest that the changes being proposed don't increase the perception of personal safety on Gay Street.

Key Quotations

Verbal comment from university staff: ***'[The ETRO changes on Gay Street] I couldn't say more, just keep it'***

Written, paraphrased comment from local resident and student: ***'I have a child who goes to St Andrew's school, there is a group of parents who feel that the safety of the school children has been compromised for the convenience of some residents rather than thinking about the impact on the community. We have no lollipop person outside the school, so the traffic feels very unsafe on the school run. This situation has been worsened as I've noticed more traffic on Julian Road, where the school is, since the ETRO changes.'***

Appendix 12: Sustrans report on Engagement with Curo Residents

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

Engagement Activity with Curo Residents in Lower Lansdown

Gay Street, Catharine Place and Winifred's Lane ETRO engagement workshop

Date & Time of Activity and Location

Date: Tuesday 10th March 2025, 18:30 – 19:30

Venue name and address: Christchurch Hall (Lower Mews), Julian Road, BA1 2RB

Purpose

- To inform the participants about the Liveable Neighbourhood (LN) project in the Lower Lansdown and The Circus area and the ETRO trials on Gay Street, Catharine Place and Winifred's Lane.
- To understand residents' experience of local travel in the Gay Street, Catharine Place and Winifred's Lane areas before and after the trial.
- To understand residents' opinions, thoughts and feedback regarding the ETRO trial of Gay Street, Catharine Place and Winifred's Lane, in particular the opinions of residents in social housing situated on a main road in the area
- To present and inform the participants about different people's experiences of streets, what a liveable neighbourhood is, and why it is being explored.
- How we collected our data:
 - Post-its stuck onto A3/A1 sheets that capture thoughts, feelings and other relevant information or feedback that we captured when prompted with questions about the locations before and after ETRO.
 - Sticky dots based on gender (red for male, green for female & yellow for other) were used on a survey to share responses to a set of questions.

Attendance

All attendees were local Curo residents within the Lower Lansdown and The Circus Area LN. We had two attendees in total (both female, one age 45-54 and another 65 and over). The focus group was intended to be a small group of up to 10 people. Due to a delay in securing a space and getting the invite out via relevant networks within Curo, we had a short four-day period between the invite going out and the event itself.

Findings from the Event

Summary of key findings

The feedback on the ETRO changes and Liveable Neighbourhood project indicates mixed results. Participants shared that the changes failed to improve their journeys and neighbourhood for walking, wheeling, and cycling. They felt that traffic had been displaced to Julian Road and Morford Street, making those areas more congested and dangerous, which was a concern due to the nearby St Andrew's Church of England Primary School. Both participants perceived the project as primarily benefiting wealthier areas rather than addressing needs across all communities.

The response to specific ETRO changes varied by location. At Catharine Place, participants felt the area was already quiet and pleasant before changes, with no noticeable improvement in enjoyment or personal safety afterwards, though there was some acknowledgement of reduced traffic. Winifred's Lane showed more positive responses regarding enjoyment of the area after the trial, though perceptions of traffic reduction and safety were mixed, with one participant expressing concerns that fewer cars reduced perceived safety due to decreased visibility of people.

Gay Street changes received predominantly negative or neutral feedback. Participants indicated the ETRO alterations did not make the area more enjoyable for walking, wheeling, or cycling. One participant specifically criticised the temporary changes as aesthetically unpleasant, creating excessive street clutter and detracting from the area's character. Perceptions of traffic reduction and safety improvements were inconsistent, with both participants noting they hadn't experienced significant traffic issues in this area before the changes were implemented.

Key themes:

- Mixed perceptions of traffic interventions and impacts across different locations
- Traffic displacement concerns, particularly on Julian Road
- Socioeconomic divide in project benefits
- Aesthetic concerns
- Disruption to existing travel patterns

Key Insights / Contributions from Participants

When asked broadly if the ETRO changes and the Liveable Neighbourhood project have improved their journeys, both participants said no. The reasons behind this sentiment are mainly derived from an experience that Julian Road in their location area was now more congested with vehicle traffic after the changes.

Additionally, as one of the participants has a business, the use of a car is vital, and they find the routes that are left to drive on are more dangerous and congested since the ETRO changes.

During the session, we had a conversation about whether the ETRO changes and the Liveable Neighbourhood project have improved the neighbourhood area for walking, wheeling and cycling. Both participants said no. They experienced that the project mainly displaced traffic volume on Julian Road and Morford Street, therefore negatively impacting their walking experience and making it harder to cross the road. They also raised concerns about the impact the ETRO changes are having on St Andrew's Church of England Primary School on Julian Road.

Both participants shared that they felt the project wasn't for them. They perceived the project as being for wealthier areas and residents, improving areas that are more affluent and have more local political sway.

Catharine Place ETRO

The discussion and feedback revealed that participants believed the area was always quiet, calm and enjoyable to walk around before the changes. Therefore, they viewed the ETRO changes as not making the area any more encouraging for walking, wheeling and cycling.

- When asked, *'Before the changes, did you enjoy walking, wheeling or cycling through this area?'* 2 participants responded 'yes'.
- When asked, *'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?'* 2 participants responded 'no'.
- When asked, *'Before the changes, did you notice traffic on the residential roads around here?'* 2 participants responded 'no'.
- When asked, *'Do you notice less car traffic on residential roads around here?'* 1 participant responded 'neutral', and 1 participant responded 'yes'.
 - The responses from participants indicate a reduction in observed traffic on the residential roads around Catharine Place.
- When asked, *'Before the changes, did the area feel safe in terms of personal safety?'* 2 participants responded 'yes'.
- When asked, *'Have the changes made the area feel safer in terms of personal safety?'* 2 participants responded 'no'.
 - The responses from the participants suggest that the changes being proposed don't appear to increase the perception of personal safety in Catharine Place.
 -

Winifred's Lane ETRO

- When asked, *'Before the changes, did you enjoy walking, wheeling or cycling through this area?'* 1 participant responded 'no', and 1 participant responded 'yes'.
- When asked, *'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?'* 2 participants responded 'yes'.
 - This indicates an increase in participants viewing the ETRO changes to Winifred's Lane as an area that is more enjoyable and encouraging for walking, wheeling, and cycling.
 - One participant shared they hadn't been to Winifred's Lane in person but based their feedback on the information given in the event and what they could see within the photographs presented.
- When asked, *'Before the changes, did you notice traffic on the residential roads around here?'* 2 participants responded 'neutral'.
- When asked, *'Do you notice less car traffic on residential roads around here?'* 1 participant responded 'no', and 1 participant responded 'yes'.
 - Responses indicate mixed views on observed reductions in vehicle traffic before and after the ETRO changes. One participant stated that they now experience more traffic on Sion Hill since the trial was installed.
- When asked, *'Before the changes, did the area feel safe in terms of personal safety?'* 1 participant responded 'neutral', and 1 participant responded 'yes'.
- When asked, *'Have the changes made the area feel safer in terms of personal safety?'* 1 participant responded 'no', and one participant responded 'yes'.
 - Based on the individual sheets that were filled out as a part of the focus group, it appeared that the participants showed a sentiment change in both being supportive and unsupportive of the ETRO changes. One participant changed from 'neutral' to 'yes' in their response, indicating a positive change. The other responded 'yes' before the changes but changed to a 'no' after the changes. They mentioned that the lack of cars now on Winifred's Lane impacts their perception of personal safety due to less visibility of people around, albeit within cars.

Gay Street ETRO

- When asked, *'Before the changes, did you enjoy walking, wheeling or cycling through this area?'* 2 participants responded 'yes'.
 - One participant shared that the volume of traffic has not deterred them from walking into town. They always use crossings and quiet pathways when possible.

- When asked, *‘Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?’* 1 participant responded ‘no’, and 1 participant responded ‘neutral’.
 - Comparing the two responses indicates that the participants view the ETRO changes to Gay Street as not creating a more enjoyable and encouraging space to walk, wheel or cycle through.
 - One participant specifically mentioned that the temporary changes are aesthetically bad, detracting from the character of the area and creating too much street clutter.
- When asked, *‘Before the changes, did you notice traffic on the residential roads around here?’* 1 participant responded ‘neutral’, and 1 participant responded ‘yes’.
 - One participant shared that they thought before the changes, the space was safe, and they never experienced a high volume of traffic. They noted that most visitors seem to walk up Gay Street.
- When asked, *‘Do you notice less car traffic on residential roads around here?’* 1 participant responded ‘no’, and 1 participant responded ‘yes’.
 - One participant shared they don’t notice much difference after the trial was installed and never noticed much traffic going up Gay St before the changes. They went on to say that traffic gets backed up from going down the hill onto George Street, as there is no priority right of way – the scheme hasn’t changed this.
- When asked, *‘Before the changes, did the area feel safe in terms of personal safety?’* 2 participants responded ‘yes’.
- When asked, *‘Have the changes made the area feel safer in terms of personal safety?’* 1 participant responded ‘no’, and 1 participant responded ‘yes’.

Key Quotations

Written comment from local resident: ***‘[The Gay Street ETRO changes] ‘Are aesthetically bad – too much street furniture’***

Written comment from pupil: [When asked if the area has been improved for walking, wheeling and cycling, and why?] ***‘No. I feel that the street where I live (Morford Street & Julian Road) has vast volumes of traffic now. This also impacts walking and crossing the road. My concern is also about the primary school on Julian Road.’***

Annex 13: Letter from the Minister of Local Transport (Department of Transport) to Wera Hobhouse MP regarding the trial and the council's interpretation of LTN 1/20 (see page 18 of the report)



Wera Hobhouse MP
House of Commons
London
SW1A 0AA

From the Parliamentary
Under Secretary of State
Lilian Greenwood MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: lilian.greenwood@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/00052738
Your Ref: WH48628

18 November 2025

Dear Wera,

Thank you for your email of 3 November, on behalf of your constituent, about Bath and North East Somerset Council's implementation of an ETRO and their interpretation of LTN 1/20.

The Winifred's Lane through-traffic restriction trial was installed under an experimental traffic regulation order (ETRO). It remains in place until a decision is reached on the outcome of the trial later in 2025.

While Active Travel England oversees active travel funding and can provide advice to local authorities, it is ultimately for local authorities to make decisions on the management of its local transport networks, including traffic management schemes, in line with local need. In reference to your constituent's concerns that the ETRO does not comply with LTN 1/20, the LTN provides national guidance, rather than a regulatory framework.

Design review panels (DRPs) have taken place with the West of England Combined Authority (WECA), along with Bath and North East Somerset Council on a number of areas within the Liveable Neighbourhood Programme. The panel is managed by the WECA and ATE cannot comment on WECA's internal evaluation of the scheme in question including whether they have been seen at design surgeries or at a DRP (otherwise known as a Benefits and Outcomes Panel).

City Region Sustainable Transport Settlements (CRSTS) funding is devolved to Mayoral Combined Authorities, who assess programmes through local assurance frameworks. In the first instance, the department would need to consider any outcomes of review with the combined authority and then consider if any penalties apply.

Best wishes,

A handwritten signature in blue ink, appearing to read "Lilian", with a horizontal line underneath.

LILIAN GREENWOOD MP
MINISTER FOR LOCAL TRANSPORT

Appendix G: Driver Behaviour Analysis

Lower Lansdown and The Circus ETRO Trials

(Winifred's Lane through-traffic restriction)

**Bath & North East Somerset Council
October 2025**

Introduction

This report is an appendix of the Single Member Decision (SMD) report published in December 2025 on the [Lower Lansdown and The Circus ETRO trials](#) which were installed in November 2024 for a minimum of 6 months. The trials included through-traffic restrictions on Winifred's Lane, Gay Street and Catharine Place.

This report looks specifically at the outcomes of traffic monitoring conducted on driver behaviour in the Winifred's Lane and Sion Road area.

Background

Following the introduction of the Lower Lansdown and The Circus ETRO trials in November 2024, the council received feedback (including reports and videos) from residents evidencing poor driving and non-compliance with the new restrictions.

The videos and reports concerned:

- Drivers ignoring the no right turn from Gay Street (north) into Gay Street (south)
- Drivers ignoring the no right turn from Cavendish Road onto Sion Hill (east)
- Drivers travelling south on the northern end of Winifred's Lane
- Cyclists travelling south on the northern end of Winifred's Lane
- Drivers mounting the pavement on Sion Road.

We watched the videos and shared them with the decision-makers; and to help us better understand the issues, we conducted several site visits.

During these site visits, incidents of poor driving behaviour were low, but we instructed contractors to install temporary cameras to record the incidents.

Counts of vehicles ignoring the no right turn requirement for southbound motorists on Gay Street north (into Gay Street south) and the no-right-turn requirement from Cavendish Road into Sion Hill East is covered in **Appendix D** to the SMD report (Traffic Monitoring Analysis).

To fully understand the issue on Sion Road and on Winifred's Lane, we commissioned separate independent monitoring data to be collected via camera surveys, and the analysis of this monitoring is presented in this report.

It should be noted that poor driver behaviour on Sion Road was also reported to the Liveable Neighbourhood team before the start of the trial i.e. it was an existing problem. Residents felt that poor driver behaviour would be made worse because of the likely displacement of vehicles from Winifred's Lane onto Sion Road.

Sion Road

Methodology

A temporary camera survey was conducted on Sion Road to observe motor vehicles mounting pavements on this road near the junction with The Gardens (the exit of Kingswood School which connects to Sion Road from the west).

A temporary camera was mounted on a lighting column at the southerly junction of Sion Hill Place with Sion Road with (Figure 2).

Video data from cameras was independently analysed by the contractor and pavement mounting reported via manual enumeration. Council officers reviewed the footage and findings upon receipt.

[illegible]

Table 1 below shows the date, time and type of vehicle that mounted the pavement captured during the monitoring period.

Incident number	Date	Time	Vehicle Classification
1	Friday 7 March	08:15:15	Car
2	Saturday 8 March	17:27:27	LGV
3	Monday 10 March	07:52:40	Car
4	Monday 10 March	08:22:25	Car
5	Monday 10 March	08:23:14	Car
6	Tuesday 11 March	08:14:48	Car
7	Wednesday 12 March	08:22:30	LGV
8	Wednesday 12 March	08:22:46	Car
9	Wednesday 12 March	08:25:21	Car

10	Wednesday 12 March	08:30:00	Car
11	Wednesday 12 March	08:34:17	Car
12	Wednesday 12 March	08:59:41	Car
13	Wednesday 12 March	16:01:06	Car

During the traffic monitoring period, the motor vehicle traffic surveys recorded cars and large goods vehicles (LGVs) mounting pavements on this road. Table 2 below shows the number of incidents captured for each vehicle classification.

Table 2: Incidence of pavement mounting by vehicle classification

Vehicle classification	Pavement mounting frequency
Cars	11
Large goods vehicles	2

Cars were most frequently observed mounting the pavement on Sion Road and were captured mounting the pavement on 11 occasions over the 7 days. Large goods vehicles were captured mounting the pavement on 2 occasions over the 7-day monitoring period.

Daily pavement mounting frequency

During the monitoring period, there were 13 instances of vehicles mounting the pavement. Table 3 summarizes the daily frequency of pavement mounting across the monitoring period.

Table 3: Incidence of pavement mounting by date

Date	Frequency of pavement mounting
Friday 7 March	1
Saturday 8 March	1
Sunday 9 March	0
Monday 10 March	3
Tuesday 11 March	1
Wednesday 12 March	7
Thursday 13 March	0

Pavement mounting by motor vehicles was observed twice per day, on average, during the monitoring period ranging from 0 to 7 incidents per day. The most incidents of pavement mounting were observed on Wednesday 12 March when 7 incidents were recorded. This represents 4 to 7 more incidents per day than on other days in the monitoring period.

Time of pavement mounting

Table 4 below shows the frequency of pavement mounting observed during different periods of the day during the monitoring period.

Table 4: Time periods of pavement mounting

Time of arrival	Number of vehicles mounting the pavement
07:00 – 07:59	1
08:00 – 08:59	10
15:30 – 17:30	2

The data in table 4 shows that pavement mounting was most frequently observed in the morning, with the greatest number of incidents observed between 08:00 and 09:00. 10 incidents of pavement mounting were observed during this time across the 7-day monitoring period. 9 more incidents of pavement mounting were observed between 07:00 and 09:00 than in any other 2-hour period during the monitoring. The earliest incident of pavement mounting occurred in the morning at 07:52 and the latest incident was observed at 17:27.

Circumstances of pavement mounting

Table 5 below shows descriptions of the circumstances around the pavement mounting incidents captured in the monitoring period.

Date	Time	Circumstances of pavement mounting incident
Friday 7 March	08:15:15	Vehicle travels southbound on Sion Road and then mounts the eastern footway north of The Gardens. The vehicle waits to allow northbound traffic to pass before moving on southbound on Sion Road.
Saturday 8 March	17:27:27	A supermarket delivery van travelling southbound on Sion Road, mounts the eastern footway on the corner by the camera monitoring point and continues to travel a short distance on the footway, before moving over to the western side of the carriageway and parking in a bay. The manoeuvre does not seem linked to passing a vehicle travelling northbound.
Monday 10 March	07:52:40	Vehicle leaving The Gardens (Kingswood School exit that joins Sion Road from the west) and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Monday 10 March	08:22:25	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the

		northbound vehicle to pass. It then continues southbound down Sion Road.
Monday 10 March	08:23:14	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Tuesday 11 March	08:14:48	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:22:30	Vehicle is travelling southbound on Sion Road. It pulls into the entrance to Bath Spa University car park to give way to a vehicle passing northbound and appears to mount the footway as it pulls away to approach the junction with Sion Hill.
Wednesday 12 March	08:22:46	Vehicle is travelling southbound on Sion Road. It pulls into the entrance to Bath Spa University car park to give way to a vehicle passing northbound and appears to mount the footway as it pulls away to approach the junction with Sion Hill.
Wednesday 12 March	08:25:21	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:30:00	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:34:17	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:59:41	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.

Wednesday 12 March	16:01:06	Vehicle leaving The Gardens and turning northbound onto Sion Road. On turning left, the front driver-side wheel mounts the kerb of the footway as the vehicle continues northbound on Sion Road.
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Table 5 shows that 9 out of 13 incidents of pavement mounting captured during the monitoring period occurred immediately following the vehicle exiting from The Gardens on the west side of Sion Road.

Of these 9 incidents, 8 vehicles appear to mount the pavement to allow northbound traffic to pass.

All remaining incidents occurred when vehicles were travelling southbound on Sion Road. Of the remaining 4 incidents captured, 1 incident occurred by the monitoring location and immediately before the vehicle parked in a bay on the west side of Sion Road. 1 incident occurred north of The Gardens when a vehicle mounts the eastern pavement to allow northbound vehicles to pass. The final 2 incidents occurred after vehicles have pulled into the entrance to Bath Spa University to allow northbound traffic to pass. Both vehicles appear to mount the pavement as they leave the entrance and rejoin Sion Road.

Of the 11 incidents of pavement mounting recorded between 07:00 and 09:00, 8 occurred as vehicles exited The Gardens, turning southbound onto join Sion Road. The single incident of pavement mounting of a vehicle that exits The Gardens and turns northbound occurs at 16:01.

Conclusions

Following reports of poor driver behaviour on Sion Road, 7 days of monitoring was conducted to understand the frequency of this behaviour and road circumstances proceeding the incidents.

During the 7-day monitoring period in early March 2025, 13 incidents of pavement mounting occurred. On an average day, 2 incidents of pavement mounting was observed, but on Wednesday 12th March, 7 incidents were recorded. Incidents were recorded between 07:52 and 17:27, with most incidents occurring between 07:00 and 09:00 on weekdays.

In 8 out of 13 incidents, pavement mounting occurred after vehicles left The Gardens and turned southbound onto Sion Road. Following this manoeuvre the vehicles mounted the pavement to give way to oncoming/northbound traffic. 1 other incident was observed following its exit from The Gardens and turning northbound, but this did not appear to be linked to allowing oncoming traffic to pass.

3 of the remaining incidents occurred as southbound traffic mounted the pavement to allow northbound traffic to pass, whilst the remaining incidents occurred prior to the vehicle parking on the west side of Sion Road and was not linked to allowing oncoming traffic to pass.

Winifred's Lane

Methodology

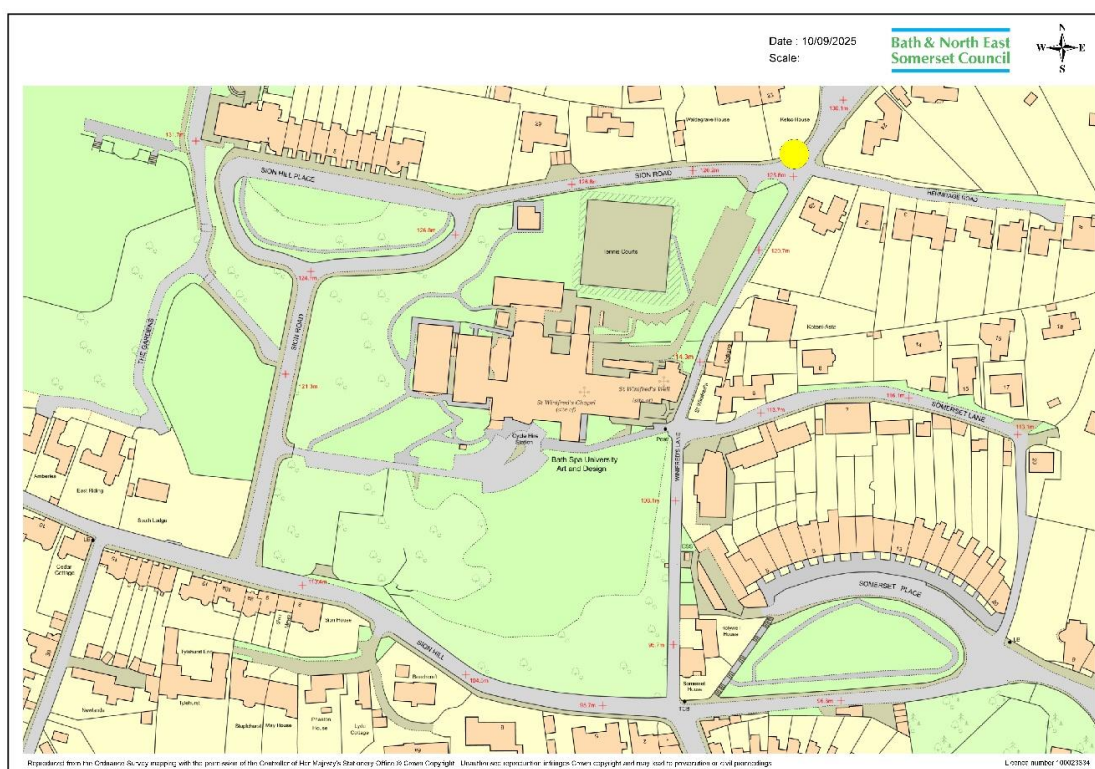
A survey was conducted on Sion Road using a temporary camera to observe incidents of road users travelling south on Winifred's Lane from the junction with Sion Road in contravention of the no-entry at this location and the one-way

requirement north of the junction with Somerset Lane. A temporary camera was mounted on a lighting column on Sion Road opposite the junction with Winifred's Lane and Hermitage Road (Figure 3).

Data was collected from **31 January to 6 February 2025** (inclusive), between 06:00 and 22:00.

Video data from cameras was independently analysed by the contractor and contraventions of the one-way requirement were reported via manual enumeration. Council officers reviewed the footage and findings upon receipt.

Figure 3 - Location of temporary camera on Sion Road opposite the junction with Winifred's Lane and Hermitage Road



Data presentation

Vehicle Classification

Table 6 overleaf shows the date, time and type of vehicles contravening the one-way requirement captured during the monitoring period.

Table 6: Incidence of one-way contravention by vehicle classification

Incident number	Date	Time	Vehicle Classification
1	31/01/2025	07:50	Cycle
2	31/01/2025	08:07	Cycle
3	31/01/2025	09:05	Cycle
4	31/01/2025	13:28	Cycle
5	31/01/2025	16:40	Cycle
6	31/01/2025	17:19	LGV
7	31/01/2025	18:20	Cycle
8	01/02/2025	10:53	Cycle
9	01/02/2025	14:54	Car
10	01/02/2025	15:39	Cycle
11	01/02/2025	15:09	LGV
12	02/02/2025	13:34	Cycle
13	02/02/2025	14:51	Cycle
14	02/02/2025	19:37	Cycle
15	03/02/2025	07:52	Cycle
16	03/02/2025	07:52	Cycle
17	03/02/2025	07:59	Cycle
18	03/02/2025	08:19	Cycle
19	03/02/2025	08:52	Cycle
20	03/02/2025	09:45	Cycle
21	03/02/2025	19:55	LGV
22	04/02/2025	07:47	Cycle
23	04/02/2025	07:53	Cycle
24	04/02/2025	10:24	Cycle
25	04/02/2025	10:33	Cycle
26	04/02/2025	11:12	Cycle
27	04/02/2025	12:26	Cycle
28	04/02/2025	16:10	Cycle
29	04/02/2025	16:48	Cycle
30	04/02/2025	17:37	LGV
31	05/02/2025	07:14	Cycle
32	05/02/2025	08:14	Cycle
33	05/02/2025	08:15	Cycle
34	05/02/2025	09:53	Cycle

Table 6 continued

Incident number	Date	Time	Vehicle Classification
35	05/02/2025	10:51	Cycle
36	05/02/2025	12:04	Cycle
37	05/02/2025	15:35	Cycle
38	05/02/2025	16:06	Cycle
39	05/02/2025	16:09	Cycle
40	06/02/2025	07:39	Cycle
41	06/02/2025	07:53	Cycle
42	06/02/2025	07:53	Cycle
43	06/02/2025	07:55	Cycle
44	06/02/2025	08:26	Cycle
45	06/02/2025	09:11	LGV
46	06/02/2025	15:27	Cycle
47	06/02/2025	15:27	Cycle
48	06/02/2025	16:12	Cycle
49	06/02/2025	16:57	Cycle

During the traffic monitoring period, the motor vehicle traffic surveys recorded cars, cyclists and large goods vehicles (LGV) contravening the one-way requirement.

Table 7 below shows the number of incidents captured for each vehicle classification.

Table 7: Incidence of one-way contravention by vehicle classification

Vehicle classification	No entry contravention frequency
Car	1
Cycle	43
Light goods vehicles	5

Cyclists were most frequently recorded not observing the one-way requirement on Winifred's Lane and were captured contravening the one-way on 43 occasions over the 7-day monitoring period. On 5 occasions LGVs were observed contravening the one-way, in addition to 1 car.

Daily one-way contraventions

Table 8 overleaf shows the number of incidents recorded by date.

Table 8: Incidence of one-way contravention by date

Date	No entry contravention frequency
Friday 31 January	7
Saturday 1 February	4
Sunday 2 February	3
Monday 3 February	7
Tuesday 4 February	9
Wednesday 5 February	9
Thursday 6 February	10

Contravention of the one-way requirement by vehicles was observed 7 times per average day during the monitoring period, ranging from 3 to 10 incidents per average day. The most incidents were observed on Thursday 6 February. This represents 1 to 7 more incidents than on other days in the monitoring period.

Table 9 below shows the frequency of one-way violations observed during different periods of the day during the monitoring period.

Table 9 Time periods of one-way contravention

Time of arrival	Number of vehicles violating the one-way requirement
07:00 – 07:59	11
08:00 – 08:59	5
09:00 – 9:59	4
10:00 – 10:59	4
11:00 – 11:59	1
12:00 – 12:59	2
13:00 – 13:59	2
14:00 – 14:59	2
15:00 - 15:59	5
16:00 - 16:59	7
17:00 – 17:59	2
18:00 – 18:59	1
19:00 – 19:59	2

The data in table 9 shows that one-way contraventions were most frequently observed in the morning, with the greatest number of incidents observed between 07:00 and 08:59. 11 incidents were captured between 07:00 and 07:59 and 5 between 08:00 and 08:59. 11 incidents per hour represents between 4 and 10 more incidents than any other hour during the monitoring period. Similarly, incidents rose between 15:00 and 15:59, and 16:00 and 16:59 with 5 and 7 incidents captured in these periods respectively. The earliest incident occurred in the morning at 07:14 and the latest incident was observed at 19:55.

Conclusions

In total there were 49 contraventions of the one-way on the northern end of Winifred's Lane during a 7-day monitoring period. This represents an average of 7 contraventions per day though 3-7 more contraventions occurred on Thursday 6th February than other days in the monitoring period. Cyclists most commonly contravened the one-way requirement and represented 88% of the incidents captured.

Most incidents in the morning were recorded between 07:00 and 08:59, and most afternoon incidents were captured between 15:00 and 16:59. Incidents over the rest of the day were between 1 and 4 per hour.

Conclusion

Incidents of motor vehicles mounting the pavement on Sion Road were reported to the council prior to the installation of the three linked trials though traffic monitoring was not conducted to record the frequency of such incidents at this time. Therefore, it is not possible to investigate the impact of the trial on the frequency of pavement mounting.

As on all roads, it remains the responsibility of the vehicle operator to act in accordance with the highway code. The data discussed in this report shows that there is evidence that some vehicle operators are not doing so in and around this trial area.

As part of the analysis of data collected during this trial, officers have considered potential mitigation measures to discourage the behaviour discussed in this report. This is reported in the Single Member Decision report available from www.bathnes.gov.uk/lansdownetro

Lower Lansdown and The Circus Liveable Neighbourhood

Review of Heart of Lansdown Conservation Group Submission

Document Ref: 30187260-ARC-XXX-XX-TN-TP-00001

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DECEMBER 2025

Lower Lansdown and The Circus Liveable Neighbourhood

Review of Heart of Lansdown Conservation Group Submission

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P02	31/10/2025	DS	DS	AJ	AJ	Revised for client comments
P03	18/12/2025	DS	DS	AJ	AJ	Revised for client comments

This report dated 18 December 2025 has been prepared for Bath & North East Somerset Council (the “Client”) in accordance with the terms and conditions of appointment (the “Appointment”) between the Client and (“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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1 Introduction

1.1 Overview

- 1.1.1 This technical note has been prepared by Arcadis on behalf of Bath and North East Somerset Council (referred to hereafter as 'B&NES' or 'the Council'). It provides a review of data collected by the Heart of Lansdown Conservation Group (HoLCG) in relation to trial traffic restrictions introduced as part of the Lower Lansdown and The Circus Liveable Neighbourhood. The purpose of this technical note is to review the HoLCG data and summarise key observations.

1.2 The Trial

- 1.2.1 The Lower Lansdown trial consisted of three linked through-traffic restrictions which were installed under a single Experimental Traffic Regulation Order (ETRO) in November 2024 for an initial period of six months. The measures included:

1. A through-traffic restriction on Winifred's Lane comprising of one set of bollards placed just north of Holywell House and one set of bollards placed just south of Somerset Lane
2. A no right turn into Sion Hill (east) from the top of Cavendish Road applying to motor vehicles but not cyclists
3. A through-traffic restriction on Catharine Place comprising of a set of bollards between the junctions of Margaret's Buildings and River Street Mews
4. A no-entry into Gay Street (north) from the George Street (A4) junction applying to all northbound vehicles but not cyclists
5. A left-turn-only into George Street for vehicles exiting this upper stretch of Gay Street
6. Vehicles prohibited from travelling south towards Queen Square when exiting the upper stretch of Gay Street
7. Two-way traffic maintained on Gay Street, but with entry only via The Circus.
8. A contraflow bike lane and pedestrian refuge island crossing at the foot of Gay Street (north).

- 1.2.2 The trials in Winifred's Lane, Catharine Place and Gay Street have been introduced under the Council's **Liveable Neighbourhood (LN) programme**. In line with the broader objectives of the LN programme, the restrictions aim to:

- Reduce excessive traffic in this central, residential area;
- Discourage commuter traffic using residential streets in the area as a short cut to and from the A46 / M4;
- Keep through-traffic on the main road and disperse local traffic across a wider area; and
- Create safer routes for walking and cycling through the area.

- 1.2.3 From the launch of the trial, and until 16th December 2024, the Council placed temporary variable message signs at the junction of Weston Road and Cavendish Road for motorists approaching from the west, south and east. These informed motorists of the no-through-route to Lansdown using Cavendish Road/Winifred's Lane and were placed to embed the required behaviour change particularly during the Bath Christmas Market period when there would have been many visitors to the city.

- 1.2.4 The Council placed two additional signs for the duration of the trial at both ends of Marlborough Buildings, alerting drivers to the no-through-route to Lansdown via Winifred's Lane.
- 1.2.5 The trial did not restrict vehicular access to homes or businesses, but it may have required drivers to take alternative routes.

1.3 Heart of Lansdown Conservation Group

- 1.3.1 The HoLCG wrote to Council Leader, Councillor Kevin Guy on 09 April 2025 to highlight their concerns regarding the closure of Winifred's Lane to vehicular traffic. In their correspondence, the Group emphasised the impacts that it had observed locally, particularly the perceived safety risks to schoolchildren and other residents resulting from the closure.
- 1.3.2 To evidence this, the HoLCG, together with local residents, commissioned Smart Transport Hub to collect and analyse data on traffic flows during March 2025, prior to the end of the school term. The assessment focused on roads within the proposed LN and other roads that might be affected by the closure of Winifred's Lane. The following paragraphs detail the key findings reported by the HoLCG (quoted verbatim):
1. *"The data was compiled 24/7 for a full week and weekend from 17 March (capturing normal traffic before the school holidays) by an independent assessor, Smart Transport Hub, and is therefore an accurate reflection of the damage that this ETRO has caused on unclassified residential roads, the increased safety risks, not least to school children, and likely rise in pollution levels in key locations.*
 2. *The key findings of the data were:*
 - a. *Northbound traffic on Sion Road outside the exit to Kingswood junior and nursery school has risen 720%. Going North (as per Winifred's Lane) traffic has risen from 116 vehicles per day to 951 on average, a rise of 835 vehicles per day.*
 - b. *On some days it exceeded 1100 vehicles, just going North (and peaked at more than 2100 in both directions). So, an increase of some 1000 cars past a school exit, and that in only one direction. It should be noted that Sion Road is not only a narrow residential road but is also within the proposed LTN itself – the very area where the council is seeking to reduce traffic.*
 - c. *On Morford Street, another unclassified residential road, northbound traffic has risen from 1473 per day average to 1833 (a rise of 360 vehicles). Again, a direct consequence of Winifred's Lane being closed as traffic seeks to get up to Lansdown.*
 - d. *Pre the closure of Winifred's Lane, average traffic on the one-way lane was 1219 per day. Combined, northbound traffic on Morford Street and Sion Road is up 1174.*
 - e. *So, in short, the traffic originally using Winifred's Lane has diverted onto heavily residential roads and is now passing two junior schools – St Andrews junior school on Julian Road and Kingswood junior school. This means the ETRO has sent at least 1000 cars a day past junior schools and in the process exposes children to greater safety risks and levels of pollution.*
 3. *It is also believed that traffic still turns right from Cavendish Road onto Lansdown Crescent, ignoring traffic signs, for convenience, and/or utilizes the steep and dangerous Lansdown Lane in Weston."*

2 Heart of Lansdown Conservation Group Review

2.1 Data Collection

- 2.1.1 The HoLCG method of data collection is unknown, and as such, it is not possible to comment on whether appropriate and suitable data collection methods have been employed. In the absence of the public availability of the raw data, it is not possible to assess its robustness or representativeness.
- 2.1.2 The data supplier, Smart Transport Hub, does have experience of working with other local authorities. However, no information has been provided of any verification of the data collected, including manual review of captured data to ensure that the data is free from biases and processing errors.

2.2 Spatial Scope

- 2.2.1 The HoLCG presented data at two locations: Morford Street and Sion Road. The siting of these count points is broadly similar to those used in surveys commissioned by B&NES; however, the HoLCG count point on Sion Road is situated to the north of the Bath Spa University access, whereas the B&NES count point is located to the south of this access. On this basis, the traffic flow may not be directly comparable due to the influence of the University campus on travel patterns in the local area.
- 2.2.2 The spatial scope of the data collection undertaken by the HoLCG is limited, which constrains the ability to fully understand the impacts of the trial traffic restrictions. The limited coverage omits roads where reductions in traffic flows might be expected, thereby impacting on the representativeness of the findings across the Liveable Neighbourhood as a whole.
- 2.2.3 As set out in the Traffic Monitoring Report, prepared by Arcadis, reductions in traffic flow were recorded on eight roads in and around the trial traffic restrictions, including on Cavendish Road, between Sion Hill and Cavendish Crescent; Lansdown Road, between Lansdown Park and Fonthill Road; and Winifred's Lane, between Somerset Lane and Sion Hill.

2.3 Temporal Scope

- 2.3.1 When assessing the representativeness and validity of traffic surveys, it is necessary to consider the temporal scope. This includes the hours of the day; the days of the week; the weeks of the month; and the months of the year. These can all impact the findings. Surveys therefore need to be carefully planned to ensure that the data is representative, and that valid comparisons can be made between different survey periods.
- 2.3.2 The HoLCG presents baseline data collected on its behalf for Morford Street and Sion Road; however, the dates of this baseline data collection are unknown. It is therefore not possible to confirm whether the data was gathered during a neutral period. It is therefore not possible to assess whether any comparisons made against the baseline data are valid.
- 2.3.3 In addition, the Group provides in-trial data for both Morford Street and Sion Road, collected during the week commencing 17 March 2025. It is unclear whether traffic patterns during this week may have been influenced by roadworks or other events in the city. These uncertainties limit the ability to assess the validity and representativeness of the temporal data.

2.4 Data Analysis

- 2.4.1 The results of the data analysis are presented in terms of average days and maximum days; however, it is not specified whether these figures correspond to 24-hour periods or other timeframes, nor is it clear whether they represent averages across all days of the week.
- 2.4.2 Similarly, results for average hours and maximum hours are provided without clarification regarding whether these relate to specific hours, whether the hours and days of the week are consistent across all count points, or whether they represent average and maximum flows across all hours.
- 2.4.3 Additionally, drawing conclusions based on maximum flows is not considered representative, as such values may be significantly influenced by one-off events such as roadworks or incidents on the transport network. The validity of the data analysis findings cannot be assessed, as the raw data has not been available in the public domain.
- 2.4.4 Several issues have been identified with the presentation and structure of the data provided. Most of the column titles in the 'Paste values' worksheet are incorrect. The data in the 'Winifreds Lane' sheet is unlabelled and, as a result, cannot be verified. Similarly, the information contained within the 'Amenity' worksheet is both unclear and unlinked, preventing any meaningful assessment.
- 2.4.5 Additionally, the data in the 'vs Morford Street' sheet appears to compare traffic flows on Cavendish Road and Lansdown Crescent with Morford Street; however, it is not specified whether this data pertains to baseline or in-trial periods, nor are the relevant time periods defined. The purpose of this comparison also remains unclear. These issues collectively limit the ability to fully interpret or validate the data provided.
- 2.4.6 Notwithstanding the above, a comparison of the in-trial motor vehicle traffic flows collected by the HoLCG and the in-trial traffic flows collected by the Council has been undertaken, as set out in Table 1. Full details of the Council's traffic data collection and analysis are provided in the Traffic Monitoring report, prepared by Arcadis.

Table 1: Comparison of In-Trial Motor Vehicle Traffic Flows (7-Day totalling both directions)

Road	Data Source	November 2024	February 2025	March 2025	April 2025 Week 1	April 2025 Week 2
Morford Street, between Lansdown Road and Julian Road	Council	4,441	4,409	4,545	4,771	4,211
Morford Street, between Lansdown Road and Julian Road	HoLCG	-	-	4,329	-	-
Sion Road, between Sion Hill and The Gardens	Council	1,909	2,196	1,983	1,617	1,328
Sion Road, between Sion Hill and The Gardens	HoLCG	-	-	1,812	-	-

- 2.4.7 On the assumption that the HoLCG “average” data represents all motor vehicle traffic per 24-hour average day over 7-days, the traffic volumes collected by the HoLCG are broadly similar to those recorded by the Council during the in-trial monitoring of the trial traffic restrictions.
- 2.4.8 On Morford Street, the HoLCG data shows an average of 4,329 motor vehicles per day in March 2025. The data collected by the Council found that in-trial motor vehicle traffic flows per average day on Morford Street ranged between 4,211 vehicles in April 2025 Week 2 and 4,771 vehicles in April 2025 Week 1, with all other monitoring periods falling within this range.
- 2.4.9 On Sion Road, the HoLCG data shows an average of 1,812 motor vehicles per day in March 2025. The data collected by the Council found that in-trial motor vehicle traffic flows per average day on Sion Road ranged between 1,328 vehicles in April 2025 Week 2 and 2,196 in February 2025.
- 2.4.10 Consequently, whilst the in-trial data collected by the HoLCG appears to correlate with the data collected by the Council during the in-trial periods, it has not been possible to verify the source data, nor validate the calculations made by the HoLCG in drawing its conclusions. It is also found that the HoLCG data is limited both geographically and temporally and therefore does not provide a full understanding of traffic patterns following the implementation of the trial traffic restrictions.

2.5 Summary

- 2.5.1 The HoLCG data is limited by unclear collection methods, lack of provided raw data, and a focus on just two locations. The timing of the data is uncertain and may be affected by unreported events. The data analysis lacks clarity and cannot be validated. Additionally, issues with data presentation and labelling further restrict interpretation and reliability of the findings.

3 Conclusions

- 3.1.1 This technical note has been prepared by Arcadis on behalf of B&NES. It has reviewed a submission made by the HoLCG in objection to trial traffic restrictions implemented as part of the Lower Lansdown and The Circus Liveable Neighbourhood.
- 3.1.2 The method of data collection is unknown, and it has not been possible to comment on whether suitable data collections were used, nor has any information regarding the verification of the data been provided.
- 3.1.3 The spatial and temporal scope of the data collection undertaken by the HoLCG is limited. The data is therefore not representative of the impacts of the trial traffic restrictions as a whole, and the limited sample size means that the data could be subject to bias or inaccuracy.
- 3.1.4 The data analysis is unclear, and it is not possible to validate whether the analysis is correct or representative. In particular, it is considered inappropriate to undertake analysis based on maximum flows which could be influenced by one-off events such as roadworks or incidents on the highway network.
- 3.1.5 In conclusion, the analysis undertaken by the HoLCG is limited in scope and scale; cannot be validated or verified; and makes use of methods that are unrepresentative and inappropriate. On this basis, the analysis should not take precedence over the extensive traffic monitoring undertaken by the Council in determining the outcomes of the trial traffic restrictions.

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