

## Appendix A- Summary of Liveable Neighbourhood Experimental Traffic Regulation Orders (ETROs) being introduced in 2024

### **Introduction:**

Experimental Traffic Regulation Orders (ETROs) allow residents and the wider public to experience changes to road layouts in-situ and share their thoughts over a minimum of six months before any decision is made to make them permanent i.e., the trial is an ongoing public consultation.

During trials the council would monitor the impact of the intervention on traffic and any uptake in active travel. The trials would be removed or made permanent within 18 months of being launched.

The trials were chosen as pilots because of their ability to tackle through traffic and create more opportunities for walking and cycling.

The measures are also very suitable for trialling and can be easily installed to let residents benefit from the consultation and co-design completed in 2022.

Additionally, there was strong community support for these measures during consultation and co-design workshops.

### **Lower Lansdown and the Circus Area Liveable Neighbourhood:**

A set of three linked trials have been proposed specifically to address excessive through traffic on residential roads commonly used as shortcuts to and from the A46/M4:

#### **Catharine Place:**

- The proposed through-traffic restriction (or modal filter) on Catharine Place would take the form of two (collapsible) bollards placed across the road between its junction with Margaret's Buildings and Rivers Street Mews.
- Pedestrians, cyclists and people with mobility aids would be able to pass through the filter in both directions, but not motor vehicles.
- Access to all homes and businesses (including by key services and emergency vehicles) would be retained from either side of the restriction and turning circles would be provided, requiring the removal of several residents' and/or dual use parking bays in the vicinity. Emergency vehicles would also be able to collapse the bollards if required.
- Advance signage would be provided.

#### **Winifred's Lane:**

- The proposed trial for Winifred's Lane is a modal filter comprising two sets of collapsible bollards to prevent through-traffic from travelling north up Winifred's Lane.
- Pedestrians, cyclists and people with mobility aids would still be able to pass through, but not motor vehicles.

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- 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 private property near the junction with Sion Road and Cavendish Road.
- The restriction would be supplemented by a no-right-turn onto Sion Hill from the northern end of Cavendish Road.
- Access to Holywell House would be retained from the junction with Sion Hill/Cavendish Road. Properties in Somerset Lane would be accessed via Lansdown Road/Lansdown Crescent/Lansdown Place West/Somerset Lane.
- Emergency services and service vehicles, such as refuse trucks, would be able to collapse the bollards for access.
- Advanced signage would be provided.

### **Gay Street:**

- The proposed trial for Gay Street comprises a no-entry into Gay Street at its junction with George Street for northbound motor traffic.
- This is supplemented by a left-turn-only into George Street from the upper end of Gay Street for southbound motor traffic, preventing vehicles from travelling straight on towards Queen Square.
- The upper end of Gay Street (accessed from The Circus) would remain two-way with adequate space to turn. Alternatively motor vehicles can exit using the left-turn-only into George Street.
- Access to all homes and businesses on Gay Street would be retained from The Circus. Emergency and service vehicles would be briefed to access the upper end of Gay Street from The Circus.
- Cyclists would be able to access the upper end of Gay Street from its junction with George Street (with a dedicated cycle lane)
- A new informal crossing on Gay Street (before its junction with George Street) would support pedestrians.
- Advance signage would be provided.

### **New Sydney Place and Sydney Road Liveable Neighbourhood:**

- A through-traffic restriction (i.e. a set of collapsible bollards) on **Sydney Road** at its junction with New Sydney Place has been proposed to prevent motorists using the street as a short cut to avoid the A36/Bathwick Street junction.

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- Additionally, the scheme would feature the removal of the **dedicated left-turn lane into Sydney Road from Warminster Road** (southbound) to discourage southbound traffic from taking this short-cut.
- Pedestrians, cyclists and people with mobility aids would be able to pass through the bollards. Meanwhile, vehicle access to all homes and businesses (including the Bath Spa Hotel) would be retained from either end of the restriction and turning circles would be provided.

### **Lyme Road and Charmouth Road Liveable Neighbourhood:**

- The proposed trial for Lyme Road and Charmouth Road area includes the formalisation of a one-way loop to reduce congestion on the residential roads surrounding Newbridge School. All motorised traffic for Charmouth Road, Lyme Road and Lyme Gardens would enter the area from the Charmouth Road junction with Newbridge Road (A4), travel west along Lyme Road, and south along Lyme gardens to exit the area.
- Vehicle access to the homes and Newbridge School would be retained by following the one-way system. The short section at the north of Charmouth Road and Lyme Gardens (beyond the junction with Lyme Road) would remain two way (for access to homes and the school).
- Cyclists would be able to travel in both directions with access from either Charmouth Road or Lyme gardens from Newbridge Road. Short sections of cycle lane would support their access and signage would alert motorists to consider cyclists travelling in both directions. To improve visibility, up to five parking spaces in the area would be removed.