

Queen Charlton Lane
Through Traffic Restriction Trial
(November 2022 to June 2023)

Experimental Traffic Regulation
Order (ETRO) Consultation
Report

Bath & North East Somerset Council

November 2023

Quality information

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1. Executive summary

In November 2022, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial on Queen Charlton Lane, near Whitchurch Village for a minimum of six months and a maximum 18 months using an Experimental Traffic Regulation Order (ETRO).

The purpose is to trial the impact of a through-traffic restriction to prevent motorists from using the road as an inappropriate shortcut and to ensure this narrow, residential street offers a safer, environment for those walking and cycling through the area.

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

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

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

There were 98 responses to the Through-traffic Restriction Trial ETRO Consultation on Queen Charlton Lane, near Whitchurch Village and the level of support was as follows:

- 76 respondents (78%) supported the ETRO;
- 4 respondents (4%) partially supported the ETRO; and
- 18 respondents (18%) objected to the ETRO.

Among the reasons respondents supported the scheme was they felt that since the restriction, the area and the road felt safer, especially for children or the elderly, with less traffic around; and that it was more pleasant for walking and cycling.

Among the reasons respondents objected to the scheme was they felt the restriction was unfair to motorcyclists and it was perceived to displace traffic and cause congestion elsewhere. Others felt the trial scheme was unnecessary.

There were very few respondents who made alternative suggestions to the scheme, but four respondents felt resident parking permits, restricting road use for commuters or a 20mph area were areas for consideration.

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

2. Introduction

On 11 November 2022, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial in Queen Charlton Lane, near Whitchurch Village for a minimum of six months and a maximum of 18 months, using an Experimental Traffic Restriction Order (ETRO).

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

2.1 Aims of the scheme

The aim of the scheme is to trial the impact of a vehicle restriction that prevents motorists from using Queen Charlton Lane as an inappropriate shortcut when travelling between Keynsham and Bristol and to ensure the narrow residential street offers a safer, healthier environment for those walking, cycling and horse riding through the area. Vehicle access to homes and businesses and farmland is retained, although it does require some drivers to use alternative routes.

2.2 Background (previous consultations)

During a public consultation in 15 Liveable Neighbourhood areas in **December/January 2021/22**, residents reported that speeding through-traffic and inappropriate use of the rural lane were concerns for the Queen Charlton Lane area.

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

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

The background about the trial is available on the B&NES website: <https://beta.bathnes.gov.uk/whitchurch-village-and-queen-charlton>. This includes the co-design workshop report, available here: [Queen Charlton Lane Liveable Neighbourhoods \(LN\)](#)

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

Following this engagement, a decision was made to proceed with the trial in the **Autumn of 2022** under an ETRO. The outcome of the engagement is available here: <https://democracy.bathnes.gov.uk/mglIssueHistoryHome.aspx?Id=35895&Opt=0>

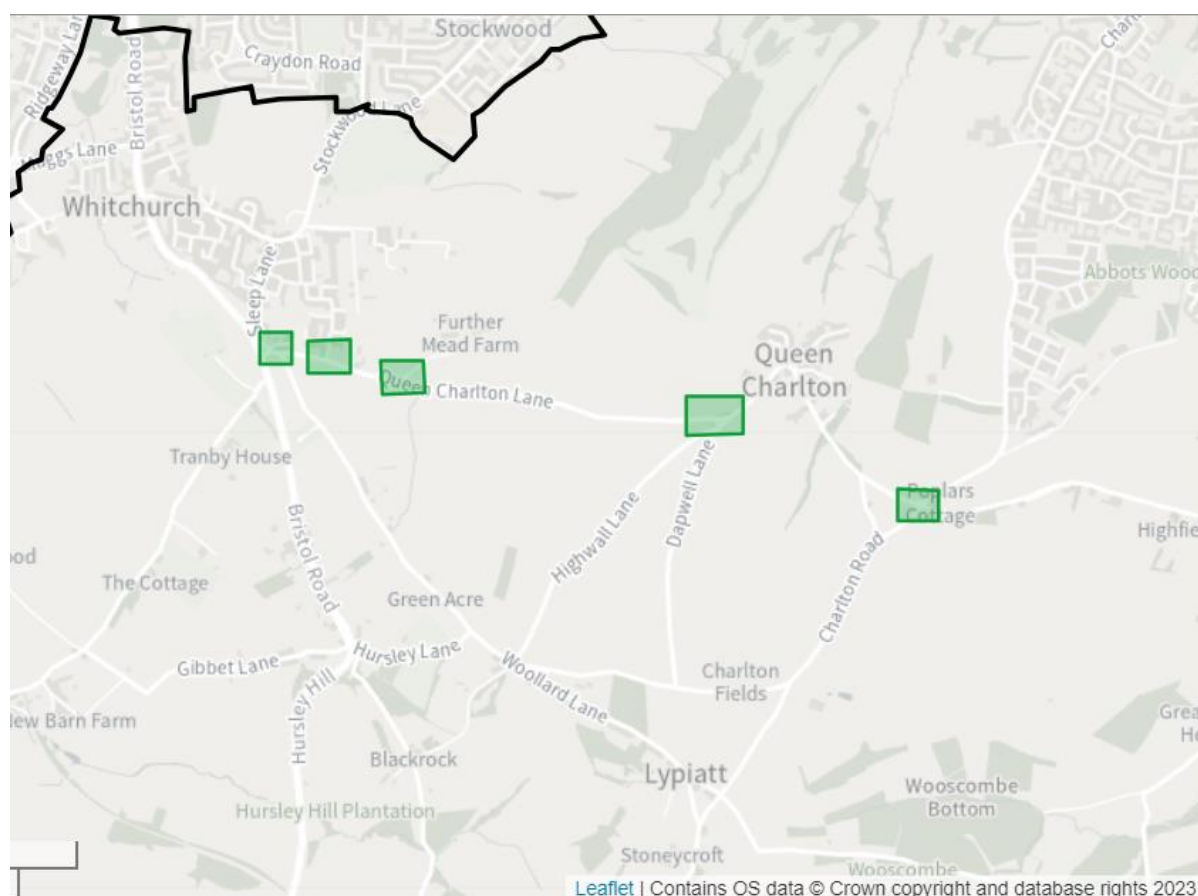
2.3 Scheme details

The trial introduced two sets of drop-down bollards and temporary wooden planters to create a through-traffic restriction (or modal filter). One set of bollards was located just after Furthermead Farm, the other before Dapwell Lane. See Figure 1.

The filter is designed to allow pedestrians, cyclists, people with pushchairs and those driving mobility scooters to pass through, but not unauthorised vehicles.

- Residents of Queen Charlton travelling west are instead encouraged to use Highwall Lane and Woollard Lane.
- In front of both sets of bollards, there is adequate space for vehicles to turn and exit via the same route.
- The emergency services and landowners/farmers will be able to drop the bollards to gain access.
- Advance-warning signs alert motorists that they cannot use Queen Charlton Lane as a through route.

Figure 1: Location of Queen Charlton Lane advance signage and modal filter



Source: Queen Charlton Lane through-traffic restriction trial (ETRO consultation) | Bath & North East Somerset Council (<https://beta.bathnes.gov.uk/queen-charlton-through-traffic-restriction-trial-et-ro-consultation>)

2.4 Scheme adoptions during the six-month trial period

The scheme was regularly reviewed during the six-month trial period. No significant changes were made to the design of the trial though additional removable bollards were added to improve the restriction and damaged bollards were replaced.

2.5 The ETRO consultation and questionnaire

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

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

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

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

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

3. Methodology

3.1 Receiving responses

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

3.2 Thematic coding

All free-text responses were grouped into themes to allow meaningful analysis.

Throughout the report, quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

3.3 Analysis and reporting

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

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

3.4 Response

3.4.1 Respondent Overview

There were 98 responses to the proposed Experimental Traffic Regulation Order on Queen Charlton Lane. Respondents were asked if they were happy to answer equality monitoring questions, 64% (n=58) answered yes to completing the questions.

A total of 58 respondents provided a date of birth, these were then categorised to match the council's age categories. Table 1 provides an overview of the age groups, 17 respondents were aged between 25 and 44 years old, 23 aged between 45 and 64 and 18 were aged over 65.

Table 1: What is your age?

Age Group	Number
Under 25	0
25 to 44	17
45 to 64	23
Over 65	18
Total	58

Table 2 shows that of the 58 respondents to answer the monitoring questions, just over half (57%) identified as male (n=33) and 24 as female.

Table 2: What is your gender?

Gender	Number
Male	33
Female	24
Prefer not to say	1
Total	58

A total of 53 respondents stated that they did not have a health condition or illness that affected their ability to carry out day to day activities. Five respondents stated that they did have a health condition or illness. Of these, four stated it affected their daily activities a little.

4. Analysis

4.1 Support of the trial scheme

Just over three-quarters (78%) of the 98 respondents support the Experimental Traffic Order Regulation (ETRO), with a further 4% saying they partially support it. The remaining 18% of respondents object to the proposals as seen in Table 3.

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

	Number	Percent
Support	76	78
Partially support	4	4
Object	18	18
Total	98	100

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

A total of 76 respondents provided comments with reasons why they would support the trial scheme. Table 4 provides a breakdown of the themes which arose from these reasons, with some respondents mentioning more than one theme.

Table 4: Reasons for supporting the scheme

	Support (Number)
Makes the area safer / more pleasant to walk / cycle	40
Road is safer	22
Reduced traffic in the trial scheme area	17
Safer for children / elderly	17
Stopped rat running	13
Encourages more walking and cycling	13
Reduced speeding	13
Generally improved the street	10
Improved the environment	7
Road is quieter	6
Reduced litter / fly tipping	4
Reduced noise pollution	3
Reduced accidents / damage	2
Positively impacted mental/ physical health	2
Total comments received	76

4.1.1 Open ended comments: supporting the scheme

The main reason for support of the trial was that it made the area safer / more pleasant to walk / cycle (n=40).

“It creates a safer route for pedestrians, cyclists, horse-riders, people with pushchairs and those driving mobility scooters.”

“Better for cyclists and walkers whilst making little difference to car drivers (myself included).”

“Having been a runner and now active walker I have used Queen Charlton Lane for over 40 years, and it has become more dangerous for pedestrians due to excessive speed. Since the road closure it is a joy to walk without the fear of speeding cars. I walk the lane every day and hope the trial becomes permanent.”

Overall, respondents also noted that Queen Charlton Lane felt safer in general (n=22).

“I think it is so much safer and we don’t have to keep stopping on our walks because of unsafe drivers speeding in our way. I like riding my bike in the fresh air.”

The ETRO has ‘reduced traffic in the area’, with respondents stating that the ‘road is safer for children and elderly’ (n=17 respectively).

“The traffic coming through the village is much less and considerably safer within the village. The ‘closed’ road is great for local people - both Queen Charlton and Whitchurch - with a feeling of safety within this opened area. Many people have now been using it for walking with dogs, horse riding, walking with push chairs, running and cycling and all appreciate this new safe space.”

Respondents felt that the trial scheme also ‘stopped the rat-running’, ‘reduced the number of speeding vehicles’ and ‘encouraged more walking and cycling’ (n=13 respectively).

“I have been a resident in Queen Charlton for 33 years & have seen the through traffic become immense & dangerous! Since the restrictions have been put in place it has reduced speeding traffic & made walking safer so now a pleasurable thing to do.”

“It has made an immediately noticeable difference by eliminating through traffic. I commute by cycle, and it now feels much safer, no longer used by cars travelling up to 60mph as a short cut from the main road.”

Respondents commented that the trial scheme has ‘generally improved the street’ (n=10) with some noting that it had ‘improved the environment’ (n=7).

Other comments noted wider benefits of the trial scheme including ‘reduced litter / fly tipping’ (n=4), ‘reduced noise pollution’ (n=3), ‘reduced accidents/ damage’ and ‘positively impacted mental/ physical health’ (n=2 respectively).

4.2 Objections to the trial scheme

Overall, 21 respondents provided comments with reasons why they would object to the trial scheme. Table 5 provides a breakdown of the themes which arose from these reasons, with some respondents mentioning more than one theme.

Table 5: Reasons for objecting to the scheme

	Object (Number)
Unfair restriction to motorcycle users	9
Will displace traffic /causes congestion elsewhere	6
The trial scheme is unnecessary	6
Favours wealthy residents / privatisation / divides the community	4
The trial scheme is a waste of money	3
Disrupts local traffic	2
Causes more pollution / vehicles travel further	1
Negatively impacts wider Bath residents	1
Increases journey times	1
Total comments received	21

4.2.1 Open ended comments: objecting to the scheme

The main concern identified was that the trial was unfair to motorcyclists, with comments noting that motorcyclists did not cause the same ‘rat-running’ issues, (n=9).

“The ETRO prohibits motorcycle use, which is unnecessary given the small road space taken up by motorcycles. I would not object to the proposals if they were to exempt motorcycle use.”

“I regularly ride my motorcycle from Whitchurch via Queen Charlton as part of a nice countryside ride returning the same way at the end of the ride. I understand and agree with the concerns of residents who experience cars and vans using this as a cut through and have no objection to a width restriction which would allow motorcycles as well as cycles, horses and pedestrians”

Responses noted that there were concerns that the trial scheme ‘displaced traffic’ (n=6) and that the trial scheme was ‘unnecessary’, (n=6).

“Diversion makes journeys longer and have adverse impact on other roads and environment. These schemes just move a problem elsewhere.”

“It is pushing all traffic to the one road which is barely wider than the closed road.”

A few comments noted that there were concerns that the trial scheme was creating a divide in the community (n=4),

“It looks very much like the road has been closed to the general public just to keep a small number of very privileged and wealthy residents in Queen Charlton happy.”

While some comments noted the scheme was a waste of money (n=3), ‘disrupts local traffic’ (n=2), or ‘causes more pollution, ‘negatively impacts wider Bath residents’ and ‘increases journey times’, (n=1 respectively).

4.3 Suggestions for changes to the proposals

A total of 5 respondents stated that they partially supported the trial scheme, however eight respondents made suggestions for the scheme, irrespective of their level of support. The suggestions made are shown in Table 6 with some respondents making more than one suggestion.

Table 6: Suggestions to the scheme proposals

	Suggestions (Number)
Suggestion for alternative ways to improve the trial scheme	4
Propose an alternative method of traffic management (moveable bollards / one way / double yellow)	2
Concerns over emergency vehicle access	1
Concerns over delivery vehicle access	1
Needs better enforcement (traffic wardens, speed camera, double yellow lines)	1
Total comments received	8

Respondents suggested alternative ways to improve the trial scheme (n=4), these included improved signage at the junction of Queen Charlton Lane and Woollard Lane. Other suggestions included not allowing commuting traffic to use the road as a through-route, or to reduce traffic speed to 20mph. Respondents also suggested that alternative methods of traffic management could be considered as part of the trial (n=2), including fixed bollards, CCTV or time restrictions which focus on peak times.

A concern was raised for emergency and delivery vehicles accessing the road and the suggestion there was a need for ‘better enforcement’ which would improve the area and therefore minimise the need for road closures.

4.4 Information about the proposals

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

