

# Church Street Through-Traffic Restriction Trial 2022/23

## Residents Detailed End-point Survey 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 Church Street, for a minimum of six months and a maximum 18 months, using an Experimental Traffic Regulation Order (ETRO).

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

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

This detailed end-point survey was conducted with residents from 21 September to 19 October 2023 and is supplementary to the six-month ETRO consultation survey that ran from November 2022 to mid-June 2023. This report on the ETRO consultation is available at [www.bathnes.gov.uk/ChurchStreetETRO](http://www.bathnes.gov.uk/ChurchStreetETRO).

The results of both surveys will be considered before a decision is made to either remove the trial or make it permanent.

There were 125 responses to the Residents' Detailed End-Point Survey on the through-traffic restriction trial on Church Street. The level of support is as follows:

- 79 respondents support the trial scheme;
- 42 respondents oppose the trial scheme; and
- 4 respondents were undecided.

The main reasons respondents gave for supporting the trial scheme were perceived improvements to safety for children, cyclists and pedestrians encouraging active travel, and that the scheme has reduced the amount of traffic on the trial street.

The main reasons for opposition were a perceived increase in traffic in other areas, that it does not benefit those who do not live on the trial street, and that it now takes longer to travel by car.

## 2. Introduction

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

The trial allowed people to experience the proposed restriction in-situ and give their feedback via an online questionnaire during a six-month public consultation.

Residents were also given a detailed end-point survey to complete in September-October 2023 before a decision is made on whether to make the trial permanent. The results of this survey are presented in this report.

### 2.1 Aims of the scheme

The aim of the scheme is to trial the impact of a vehicle restriction that prevents motorists from using Church Street as an inappropriate shortcut between Ralph Allen Drive and Widcombe Hill, and to ensure this narrow, residential street offers a safer, healthier environment for those walking and cycling through the area. Vehicle access to homes, businesses or the church is retained, although it does require some drivers to use alternative routes.

Background and additional reports are available at [www.bathnes.gov.uk/ChurchStreetETRO](http://www.bathnes.gov.uk/ChurchStreetETRO)

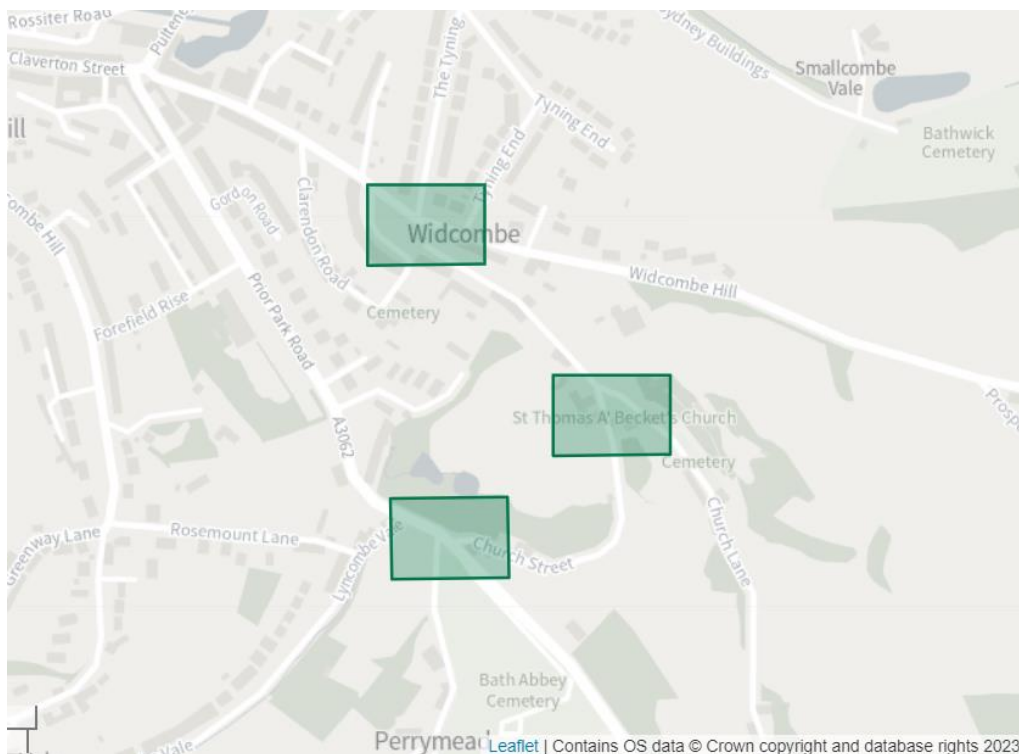
### 2.2 Scheme details

The trial introduced a modal filter – in this case two sets of drop-down bollards – on either side of St Thomas a Becket's Church and Widcombe Manor to stop vehicles passing through. **See Figure 2.1**. This filter is designed to allow pedestrians, cyclists, people with pushchairs and those driving mobility scooters to pass through, but not unauthorised vehicles.

Vehicle access (including for delivery vans and larger vehicles) is available from either side of the modal filter via Ralph Allen Drive or Widcombe Hill. There is space in front of each set of bollards so that vehicles can turn and exit using the same route. New double yellow lines were provided in front of the bollards located south of the church (with access to Ralph Allen Drive) to create a turning space.

The church leaders, drivers of some service vehicles and administrators for the National Trust can drop the bollards to gain access when required. Advance-warning signs alert motorists that they cannot use Church Street as a through route.

**Figure 2.1 Location of Church Street advance signage and modal filters either side of St Thomas a Becket's Church**



Source: [Church Street through-traffic restriction trial \(ETRO consultation\) | Bath & North East Somerset Council](https://beta.bathnes.gov.uk/church-street-through-traffic-restriction-trial-etro-consultation)  
([beta.bathnes.gov.uk/church-street-through-traffic-restriction-trial-etro-consultation](https://beta.bathnes.gov.uk/church-street-through-traffic-restriction-trial-etro-consultation))



## 3. Methodology

This section explains the methodology of the residents' survey, from questionnaire design to analysis and reporting of the responses.

### 3.1 Questionnaire

Bath & North East Somerset Council (B&NES) and AECOM designed the questionnaire which was hosted privately on the B&NES Council portal for residents living close to the scheme to have their say. The questionnaire enabled residents to state their level of support for the trial scheme, looking at which factors had or had not improved since its introduction. The questionnaire also gave residents the opportunity to explain any reasons they had for not fully supporting the proposals. The questionnaire is shown in **Appendix A**.

### 3.2 Receiving responses

The resident's survey was hosted privately on the council's website. To ensure inclusivity, Bath & North East Somerset Council accepted responses via email, a hard copy questionnaire and an online survey.

A letter with a link to the survey was posted to 363 households on the trial street and surrounding streets. 125 responses were received which equates to 34% of those invited to participate, assuming no more than one person per household responded.

At the request of ward members, residents of Tynning Road and Tynning End were invited to respond to the endpoint survey. These residents were not sent a direct letter about the previous survey, but they did have an opportunity to respond to the questionnaire available on the council's webpages. The responses from Tynning Road and Tynning End residents are included in the total throughout the report and their specific responses are shown in **Appendix B**.

### 3.3 Analysis and reporting

The survey was open to everyone receiving the invitation, and respondents chose whether to complete the survey. This, and the low number of responses (n=125) means the results should be viewed as indicative of the wider population and any identified sub-groups rather than representative.

### 3.4 Thematic coding

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

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

## 4. Respondent Profile

This section shows the profile of the residents who responded to the detailed survey regarding the trial scheme on Church Street. In total, there were 125 responses. Five responses were made on behalf of a business or organisation however only one organisation provided the name of the organisation they were representing.

### 4.1 Respondent type

Just under one-quarter of respondents lived on Church Street (23%), close to two-thirds lived on a neighbouring street (63%) and a tenth were regular visitors to the trial street (10%).

**Table 4.1 Respondent Type**

	Number	Percent
Resident on the trial street	29	23
Resident on a neighbouring street	79	63
Regular visitor to the trial street	12	10
Business*	2	2
Organisation*	3	2
<b>Base (number of respondents)</b>	<b>125</b>	<b>100</b>

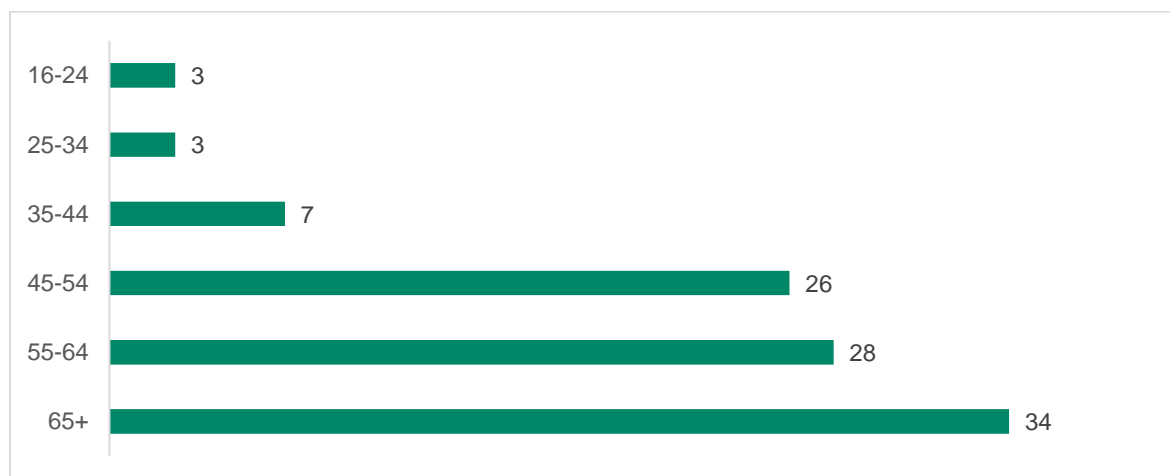
\*Two businesses and two organisations did not state who they were representing in their response

25 of the 125 respondents live on Tynning Road and Tynning End.

### 4.2 Age

Three-fifths of respondents were 35 to 64 years old (61%), one-third were aged 65 and over (34%), and less than one-tenth were 34 years old or younger (6%) as shown in Figure 4.1.

**Figure 4.1 Age of respondents (%)**

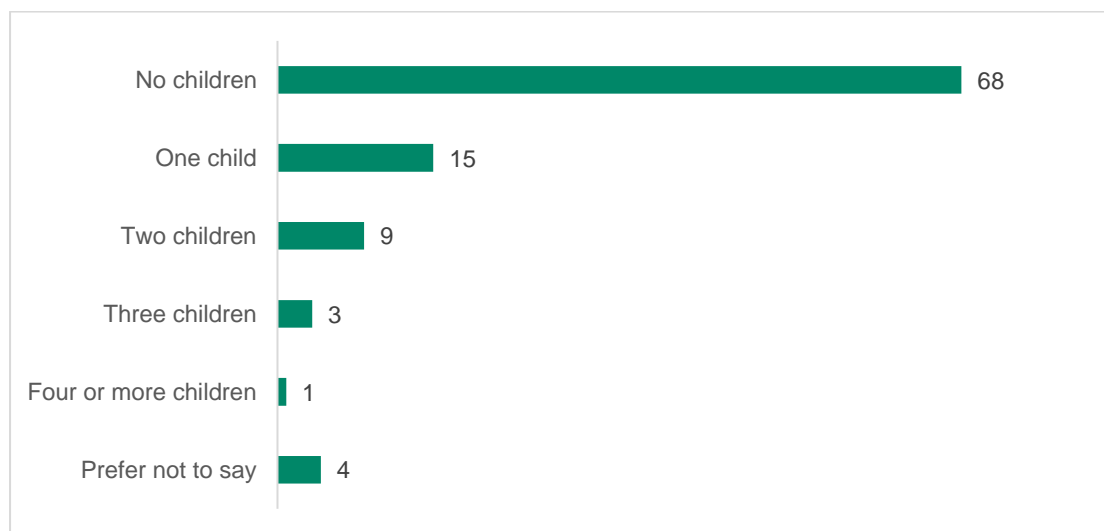


Base: (n=119) all respondents who provided their age

Two respondents were under 16 and four respondents did not provide their age. These have been excluded from the chart.

Close to three-tenths of respondents had at least one child under 16 (28%), and close to seven-tenths of respondents did not have any children aged under 16 (68%).

**Figure 4.2 Number of children respondents have under 16 (%)**



Base: (n=117) all respondents who chose to answer, 5 respondents answered 'Not applicable' and have been removed from this figure; 3 respondents did not provide an answer/

### 4.3 Health

8% of respondents said that their day-to-day activities were limited because of a health problem or disability, whilst 90% said they were not, and 2% did not disclose this information.

### 4.4 Vehicle access

Close to nine-tenths of respondents had access to a motor vehicle (86%), and half had access to a usable bicycle or e-bike (50%). Eight percent did not have access to either of these.

## 5. Findings

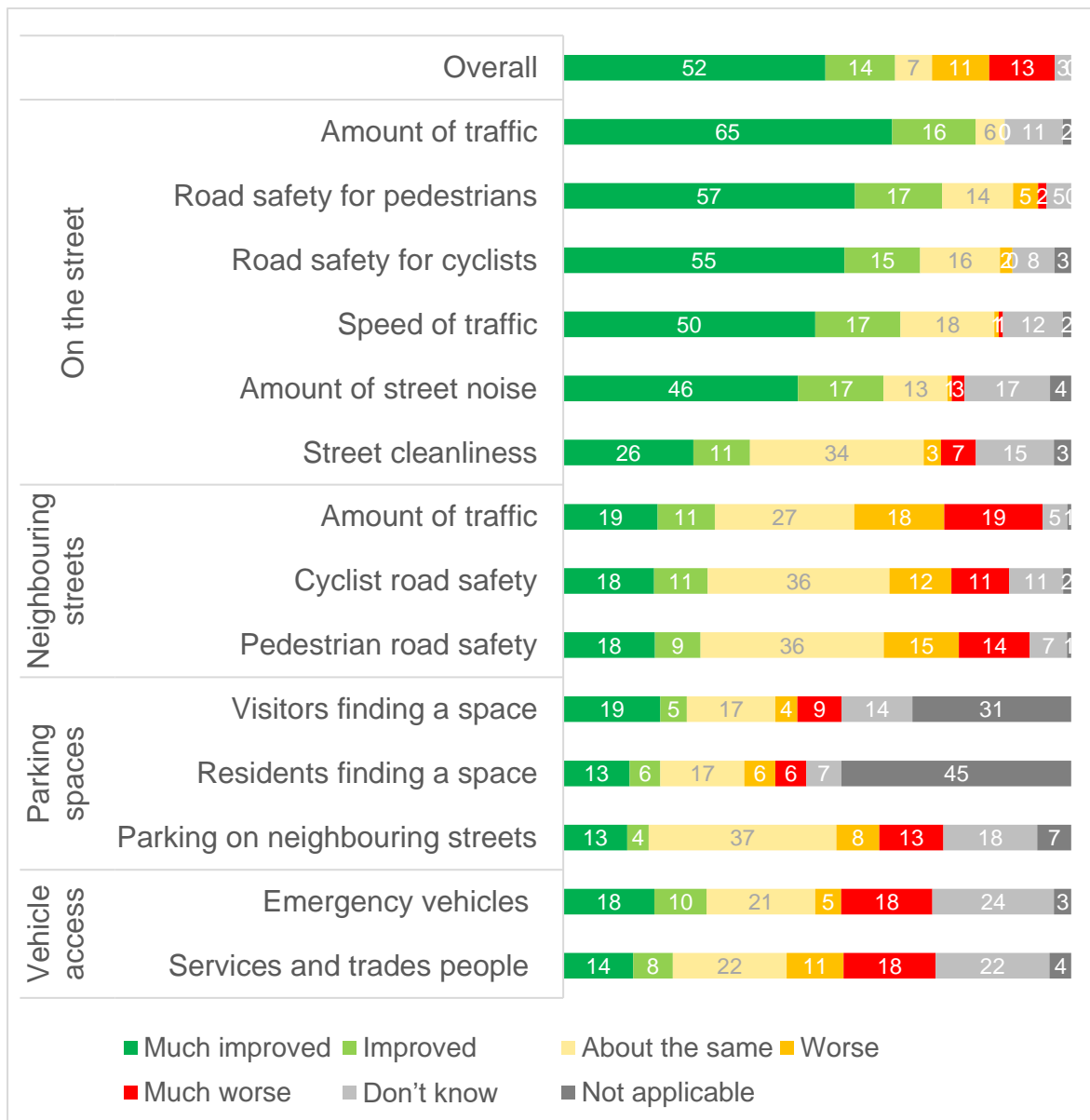
This section shows the findings of how respondents felt towards the trial scheme on Church Street. Specifically, whether the residents felt the scheme improved the area; how the trial scheme affected residents' travel behaviours, and the impact the scheme had on them.

### 5.1 Impact on Church Street

Overall, two-thirds of respondents felt that the through-traffic restriction on Church Street had improved the area (66%). Looking at individual factors, greater improvement was felt on the trial street itself, compared to the neighbouring street.

Improvements in safety have been felt more than improvements in parking. Four fifths of respondents felt the amount of traffic had improved (81%), and around three-quarters of respondents felt that road safety for pedestrians and cyclists had improved (74% and 70% respectively). Respondents felt the ability to find parking on neighbouring streets had the improved the least (just 17% felt an improvement).

**Figure 5.1 Extent of agreement that the through-traffic restriction has improved the area in Church Street (%)**



Base: (n=115-124) all respondents who answered each question

Of the 29 residents who lived on the trial street, 27 of them (93%\*) felt the area had improved overall, compared to 54 of the 95 residents who lived elsewhere (57%\*).

\*Percentages are indicative due to a low sample size

**Table 5.1 Improvements to the area for respondents who lived on the trial street and elsewhere (Number)**

		Lived on the trial street	Lived elsewhere
<b>On the street</b>	<b>Overall improved the area</b>	<b>27</b>	<b>54</b>
	Amount of traffic on the trial street	29	70
	Road safety for pedestrians has improved on the trial street	26	65
	Road safety for cyclists has improved on the trial street	26	59
	Amount of street noise has improved on the trial street	26	49
	Speed of traffic on the trial street	25	54
	Street cleanliness	19	24
<b>Neighbouring streets</b>	Road safety for cyclists on neighbouring streets has improved	16	19
	Road safety for pedestrians on neighbouring streets has improved	15	18
	Amount of traffic on neighbouring streets	15	22
<b>Parking</b>	Ability to park as a visitor has improved on the trial street	19	9
	Ability to park as a resident has improved on the trial street	14	8
	Ability to park on neighbouring streets	12	8
<b>Vehicle access</b>	Ability for emergency vehicles to access the trial street	15	18
	Ability for services and trades people to access the trial street	13	12
<b>Base</b>	<b>(number of respondents)</b>	<b>29</b>	<b>95</b>

Residents who lived on the trial street were more likely to say that road safety for pedestrians and cyclists had improved on the trial street compared with residents who lived elsewhere.

Residents on the trial street were also more likely to say that the amount of street traffic and street noise, their ability to park, and visitors' ability to park on the trial street had improved compared to residents who lived elsewhere.

### 5.1.1 Finding parking spaces

Overall, 35 of 63 respondents felt the ability to park as a resident had improved, and 36 of 79 respondents said the same for visitors parking. Only 19 of 111 respondents felt the ability to park on a neighbouring street had improved, although approximately one-third (40 out of 111 residents) felt it had stayed about the same.

**Table 5.2 Ability to find parking (Number)**

	Residents to find a space	Visitors to find a space	On a neighbouring street
<b>Improved or stayed the same</b>	<b>65</b>	<b>61</b>	<b>58</b>
Much improved	24	28	14
Improved	11	8	5
About the same	30	25	40
Worse	11	6	9
Much worse	11	13	14
Don't know	13	20	20
<b>Base (number of respondents)</b>	<b>63</b>	<b>79</b>	<b>111</b>

\*Respondents who selected 'Not applicable' are not included

### 5.1.2 Feedback from cyclists

There were 62 respondents who owned a usable bicycle or e-bike, of which 16 lived on the trial street. 47 cyclists felt that road safety for cyclists had improved on the trial street, 10 said it was about the same, two said it was worse and two did not know. One cyclist did not answer this question.

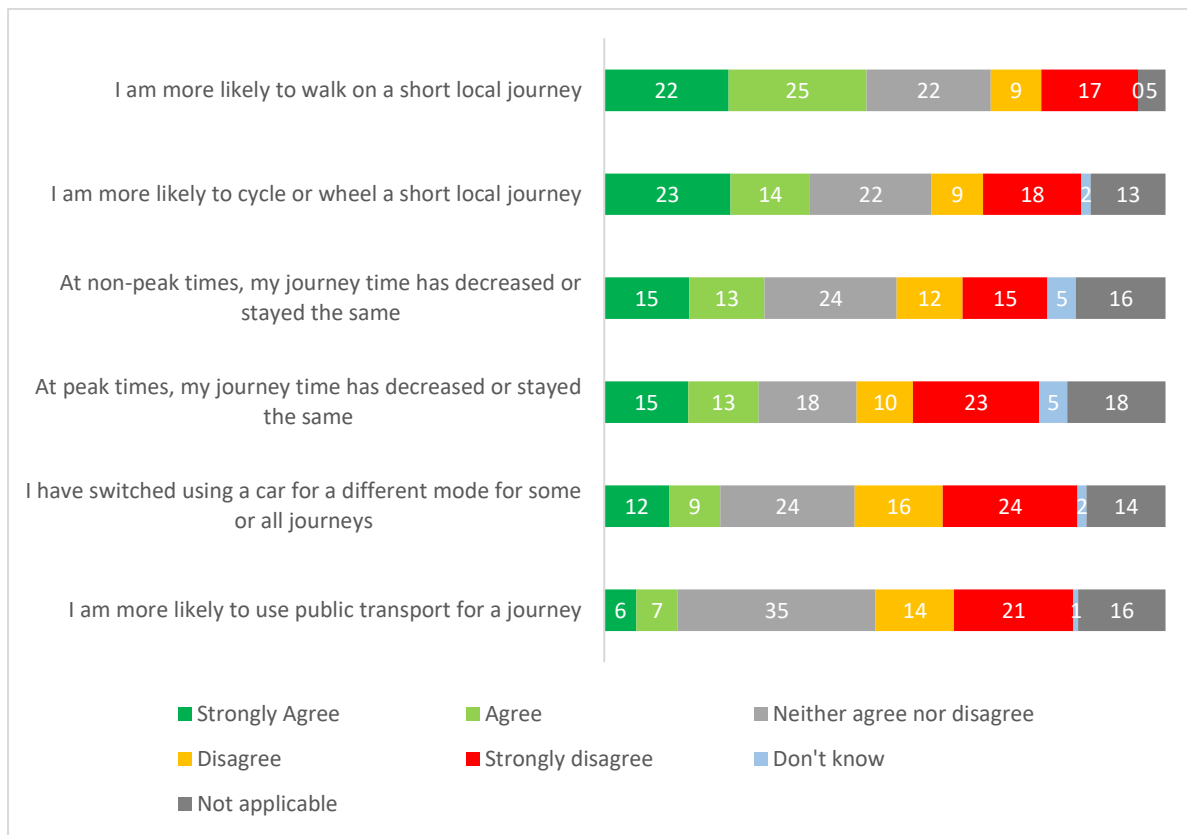
### 5.1.3 Feedback from parents

Of the 33 respondents who had children aged under 16, 24 thought road safety for pedestrians had improved on the trial street, five said it was about the same, two said it was worse and two said they did not know.

## 5.2 Changes in travel behaviour since the trial

Respondents agreed they were more likely to use active travel methods for a short local journey since the introduction of the trial scheme; just under half said they were more likely to walk (47%) and close to two-fifths were more likely to cycle or wheel (37%). Just 13% of respondents agreed they were more likely to use public transport for a journey as a result of the trial scheme.

**Figure 5.2 Extent of agreement with statements related to the introduction of the restriction on Church Street (%)**



Base: (n=119-122) all respondents who chose to answer

Since the introduction of the trial scheme, residents of the trial street were more likely to agree with every statement than residents on neighbouring streets as shown in Table 5.3. It should be noted the base for residents who lived on the trial street is low, therefore comparisons are indicative only.



**Table 5.3 Agreement with statements following the introduction of the trial scheme (Number)**

	Lived on the trial street	Lived elsewhere
I am more likely to walk on a short local journey	22	35
I am more likely to cycle or wheel on a short journey	16	28
At peak times, my journey time has decreased or stayed the same	16	17
At non-peak times my journey time has decreased or stayed the same	15	19
I have switched from using a car for all or some journeys	14	11
I am more likely to use public transport	11	5
<b>Base</b>	<b>29</b>	<b>93</b>

### 5.3 Support for the trial scheme

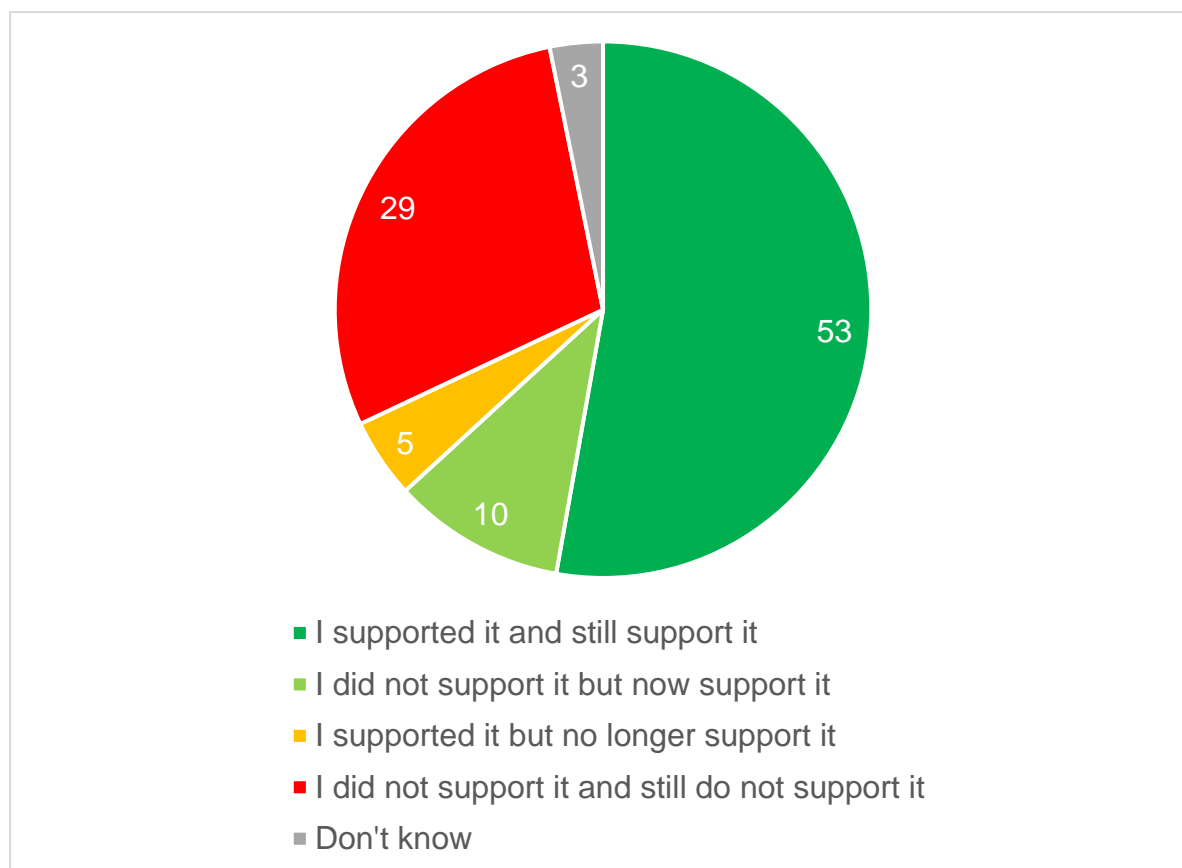
Overall, almost two-thirds of respondents (63%) support the trial scheme on Church Street:

- Most (53%) had always supported the scheme; and
- A few (10%) did not previously support the scheme but have changed their mind and now support it.

One-third of respondents do not support the trial scheme (34%):

- Most (29%) had not supported the scheme in the past; and
- A few (5%) had supported the scheme but have changed their mind and now do not support it.

**Figure 5.3 Level of support for the trial scheme (%)**



Base: (n=125) all respondents who answered the question

Residents on the trial street were more likely to have supported the trial scheme and still support it, compared to respondents who lived elsewhere.

**Table 5.4 Level of support for the trial scheme (Number)**

	Lived on the trial street	Lived elsewhere
I supported it and still support it	22	44
I did not support it and still do not support it	3	33
I supported it but no longer support it	0	6
I did not support it but now support it	4	9
Don't know	0	4
<b>Base (number of respondents)</b>	<b>29</b>	<b>96</b>

### Residents who changed their minds

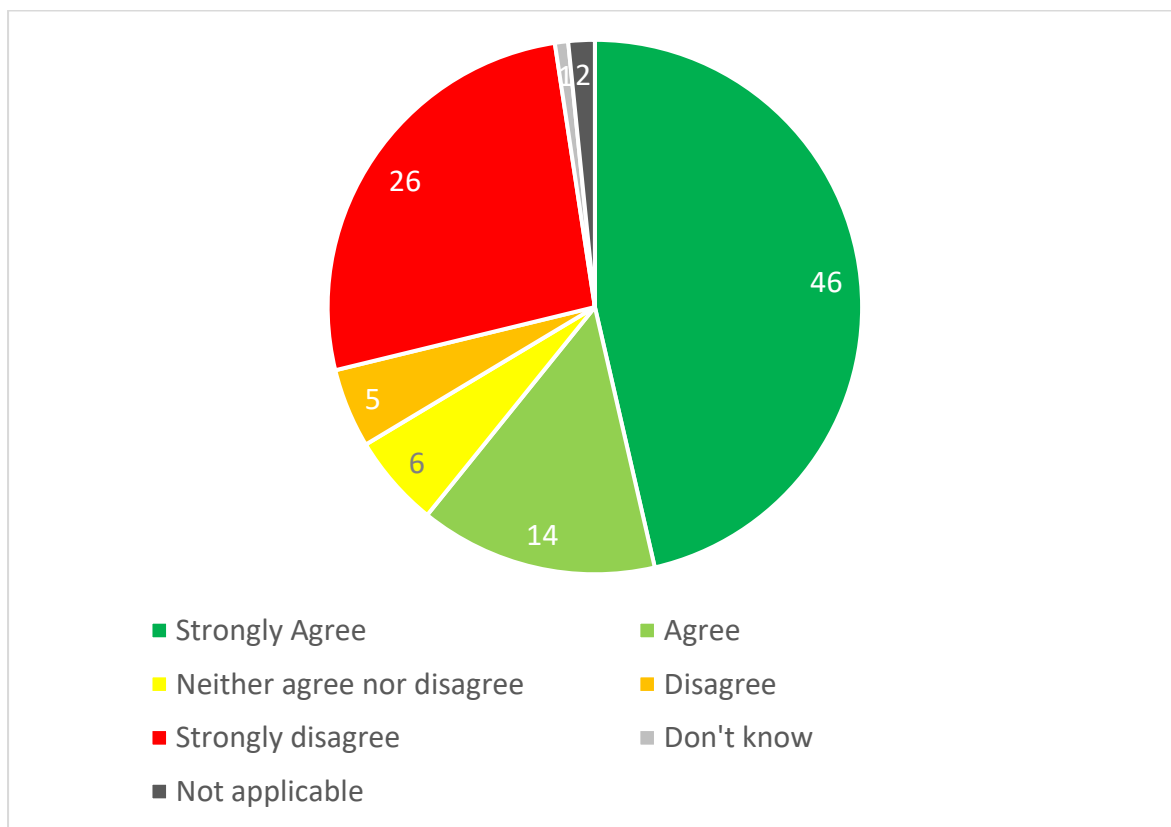
13 respondents, four who lived on the trial street and nine who lived elsewhere, did not support the trial scheme but have changed their minds to support it. Reasons for the change to support included their perception that the road was much quieter and safer to cycle or walk on, despite previous apprehension.

Six respondents, all of whom did not live on the trial street used to support the scheme and now do not. All six respondents had a similar reasoning for changing their minds; which was their perception that it had caused significant traffic build up and pollution in the neighbouring area, as well as reduced vehicle access on the street itself.

## 5.4 Impact of the trial scheme on residents

Three-fifths of respondents agreed that the trial scheme has positively impacted them and their household (60%), with 46% strongly agreeing. Close to one-third of respondents disagreed with this statement (31%), where 26% strongly disagreed.

**Figure 5.4 Level of agreement that the trial scheme has positively affected the household (%)**



**Base: (n=125) all respondents who answered the question**

Residents on Church Street were more likely to agree that the trial scheme had a positive impact on them and their household, compared with residents on neighbouring streets.

**Table 5.5 Extent to which residents agree that the trial scheme has had a positive impact on themselves and their houses (Number)**

	Lived on trial street	Lived elsewhere
<b>Overall agree</b>	<b>25</b>	<b>51</b>
Strongly agree	24	34
Agree	1	17
Neither agree nor disagree	1	6
Disagree	1	5
Strongly disagree	1	32
Don't know	1	0
Not applicable	0	2
<b>Base (number of respondents)</b>	<b>29</b>	<b>96</b>

## 5.5 Comments about the trial scheme

Respondents had the option to comment on their level of support for the trial scheme and the impact this has had on their households. Comments from both questions have been combined into themes in support and in opposition of the trial scheme. 121 respondents left a comment.

### Comments in support of the trial scheme or its positive impact

66 respondents commented in support of the trial scheme or it having a positive impact.

**Table 5.6 Comments in support of the trial scheme and its impact (Number)**

<b>Theme</b>	<b>Number</b>
The scheme improves safety for children, pedestrians, cyclists	37
The scheme has reduced the amount of traffic	33
The scheme encourages active travel	33
The scheme has a positive impact on the area such as my quality of life, noise, atmosphere, cleanliness	28
The scheme decreases cars speeding	17
Support the scheme (without providing detail)	14
The scheme should be permanent	5
The scheme reduces pollution	5
Similar schemes should be implemented in other areas/ adjacent streets	3
Support the scheme, but suggest improvements	1
Support the scheme, but make entering/ exiting the trial street safer	1
Being able to remove the bollards (e.g. for weddings/ funerals) is valuable	1
<b>Base (number of respondents)</b>	<b>66</b>

The most common theme was that the scheme improves safety for children, pedestrians, and cyclists (n=37). Respondents explained how they felt much more inclined to use the road as it feels a lot safer than before the trial scheme.

*“As a cyclist the change to Church Street has been incredible. My mum didn’t want me to cycle on the road before because it was so dangerous. Now I cycle to and from school every day.”*

*“Church Street is now a safe environment where pedestrians and cyclists can move freely and vehicles drive safely and cautiously.”*

33 respondents mentioned that the scheme has reduced the amount of traffic in the area, and 33 respondents also said that the scheme has encouraged active travel, often these themes were raised by the same respondent.

*“Less traffic in our street and much more pleasant environment to walk. I walk the dog more often now along Church Street.”*

*“I am in favour of anything that improves walking and cycling. My 6 year old and I can now cycle down Church Street without worrying about motor traffic. We now use this traffic-free road for accessing the two tunnels cycle way.”*

28 respondents mentioned that the trial scheme has had a positive impact on the area such as with their quality of life and atmosphere in particular.

*“The whole environment has been transformed by the current restrictions. Instead of constant altercations with traffic that used the street illegally as a rat run, we now have road that is peaceful with pedestrians and hikers from the National Trust walking safely in the centre of the street. The frequent damage to our cars has reduced and the street has reverted to what it was designed for centuries ago - access for residents and visitors to the Church.”*

Other comments included that the scheme has reduced car speeding in the area (n=17).

### Comments from respondents who did not support the trial scheme

Of the 121 respondents who left a comment, 47 respondents commented to explain why they did not support the trial scheme or how it had not had a positive impact.

**Table 5.7 Comments in opposition of the trial scheme and its impact (Number)**

Theme	Number
The scheme increases car traffic in other areas	29
The scheme does not benefit those who do not live in the trial street	25
It takes longer to travel by car	22
The scheme increases air pollution in other areas	17
The scheme causes issues with parking	15
Suggest an alternative intervention (speed bumps, weight / width restrictions, one way system...)	10
The scheme is unnecessary/waste of money	9
The scheme affects emergency vehicles negatively	9
The scheme causes cars to drive faster on nearby roads	8
The scheme causes issues with deliveries/ visitors	8
The scheme has a negative impact on communities/social life	7
The scheme has made life worse	7
The scheme reduces safety for children, pedestrians, cyclists	6
Motorcycles still use the road	3
The scheme should not be permanent	2
Other roads have become dangerous	2
The scheme discourages active travel	1
<b>Base (number of respondents)</b>	<b>47</b>

The theme raised most often was how the scheme increased traffic in other areas (n=29).

*“This closure has led to increased traffic on prior park road... Where traffic is queuing on prior park road vehicles on the other side of the road mount the pavements to be able to keep moving.”*

25 respondents made a comment about how the trial scheme does not benefit those who do not live on the trial street, some in relation to safety.

*“As we highlighted, the benefits of the changes accrue exclusively to residents of the trial street. There has been no benefits in more children walking to school or feeling safer. The small amount of traffic which used Church Street has now been displaced to neighbouring streets adding significantly to congestion at peak times.”*

*“All you are doing is creating one quiet street which people no longer use other than residents and have pushed the traffic onto the rest of us who live on adjacent streets.”*

Another common theme was that the scheme has made it longer to travel by car (n=22).

*“The closing of Church Street to through traffic forces all the traffic to go through the traffic light system at the bottom of Prior Park Road onto Pultney Road and to access the city centre, the East of Bath and around. It was congested before but is much worse now with long time wasting and polluting tailbacks.”*

A further 15 comments raised the concern for parking, including the number of spaces and how this would impact the Church. Observations were made that those attending church may be older and therefore require assistance or a need to be as close as possible to the entrance. The overall impact could be people who wanted to attend a church service or event feeling they would not be able to do so, because of parking.

# Annex A - Questionnaire

## Church Street through-traffic restriction trial detailed survey

We are inviting you to give detailed feedback on your experience of the through-traffic restriction trial which we installed on Church Street in November 2022. A public consultation survey was available from the launch of the trial until June 2023. This is a more detailed, local survey which you can complete regardless of whether you completed the public consultation survey. We are interested to hear about the impact on you/your family and the environment, and whether you do things differently as a result of the trial.

Along with an analysis of feedback from the public consultation and consideration of traffic monitoring data, we'll use your answers to help us in our decision about whether to permanently adopt this through-traffic restriction. Your comments may be made available, anonymously, in a public report.

### Who can take part?

In particular, we would like residents and businesses/organisations on the trial street and on neighbouring streets to share their views. Please only submit one response per person.

### How to complete the survey

Completing the survey should take no more than around 5-10 minutes, depending on how many extra comments you would like to add. Please try to answer each question in turn. **Questions marked with \* are compulsory.**

You may wish to refer to the original trial consultation material at [www.bathnes.gov.uk/LNPIlots](http://www.bathnes.gov.uk/LNPIlots).

If you wish to complete this survey online, you can do so at [bit.ly/ChurchStreetETRO](https://bit.ly/ChurchStreetETRO) or by scanning the QR code to the right on a mobile device.



If you have any questions or you would like this survey or any other material in another format, please contact [LN@bathnes.gov.uk](mailto:LN@bathnes.gov.uk) or call 01225 394025. Please ensure completed surveys are with us by **9am on Thursday 19th October 2023**. Return completed surveys in an envelope addressed to the Liveable Neighbourhoods Team. Take this to a Council One Stop Shop or post to:

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

**Note:** This survey is confidential, but please do not include any personal information in the comment boxes that may identify yourself or others. If personal information is included, we will remove it.

For more information about how we manage responses, please read our privacy notice linked below which is on pages 10-12.



## Section 1 – About you

Information shared in this section will only be used to help us better understand the impact of the through-traffic restriction on the road that you live or work on.

### Please tell us about you (please tick all that apply)\*

- Resident in the trial street
- Resident in neighbouring street
- Regular visitor to the trial street
- Business (including self-employed and sole traders) in the trial area
- Organisation (e.g. school, charity, social enterprise) in the trial area
- Elected representative (e.g. Councillor)

### Are you responding for yourself or on behalf of a business/organisation?

- Myself
- On behalf of my business/organisation (please provide the name of the business/organisation)

### 3. If you are responding as a representative of a business or organisation, please provide the name of the business/organisation below

### 4. Please tell us the name of the street on which you live or work if you are responding on behalf of a business/organisation\*

If you would prefer not to share this information, please write this as your response below

### 5. Please tell us the full postcode of the street on which you live or work if you are responding on behalf of a business/organisation\*

If you would prefer not to share this information, please write this as your response below

### 6. If you are a resident on the trial street, a regular visitor to the area, or a resident in a neighbouring street, please tell us how many children you have under 16

- None
- 1
- 2
- 3
- 4 or more
- Prefer not to say
- Not applicable

**7. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?\***

- Yes
- No
- Prefer not to say

**8. Please select your age range\***

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to say

**9. Please indicate whether you have regular access to the following modes of transport (tick all that apply)\***

- Motor vehicle
- Useable bicycle or e-bike
- None of these
- Prefer not to say

**Section 2 – About your experience of the trial**

**10. To what extent do you feel the through-traffic restriction on Church Street has improved the area or made it worse?**

- Much Improved
- Improved
- About the same
- Worse
- Much worse
- Don't know
- Not applicable

**11. To what extent do you feel the through-traffic restriction on Church Street has improved the street or made it worse when considering the following?**

Statement	Much improved	Improved	About the same	Worse	Much worse	Don't know	Not applicable
Amount of traffic on the trial street							
The speed of traffic on the trial street							
Road safety for pedestrians on the trial street							
Road safety for cyclists on the trial street							
Ability to find a parking space for my own vehicle on the trial street							
Ability for visitors to find a parking space on the trial street							
Ability for emergency vehicles to access the trial street							
Ability for services and trades people to access the trial street							
Amount of street noise							
Street cleanliness (e.g. litter)							

**12. To what extent do you feel the through-traffic restriction on Church Street has improved neighbouring streets or made it worse when considering the following?**

Statement	Much improved	Improved	About the same	Worse	Much worse	Don't know	Not applicable
Amount of traffic on neighbouring streets							
Road safety for pedestrians on neighbouring streets							
Road safety for cyclists on neighbouring streets							

Ability to find a parking space on neighbouring streets							
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**13. To what extent do you agree or disagree with the following statements since the introduction of the restriction on Church Street?**

Statement	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Not applicable
I am more likely to use public transport for a journey							
I am more likely to walk on a short local journey							
I am more likely to cycle or wheel a short local journey							
I have switched from using a car to another type of transport for some or all journeys							
At peak times my journey times have stayed the same or decreased compared to the same journey previously							
At non-peak times my journey times have stayed the same or decreased compared to the same journey previously							

**14. Which of the following statements best describes your view about the through-traffic restriction since it was installed on Church Street in November 2022?**

You will have the opportunity to comment on your position in the next question.

- I supported it and still support it
- I supported it but no longer support it
- I did not support it but now support it
- I did not support it and still do not support it
- Don't know

**15. Please explain your answer to question 14 in the text box below.**

**16. Overall, to what extent do you agree or disagree that the through-traffic restriction on Church Street has had a positive impact on you and your household.**

You will have the opportunity to comment on your position in the next question.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know
- Not applicable

**17. Please provide any other comments or feedback on the through-traffic restriction trial and its impact.**

**Section 3 – Declaration**

Please read the privacy notice below and agree to this statement to take part in this survey and **answer questions 18 and 19** to ensure we can use the information you have shared in this survey.

**Consultations and surveys Privacy Notice (Data analysis by third party) - Through-traffic restriction ETRO consultations**

**The purpose of processing**

The information below will help you to understand what we will do with the personal information that you have provided as part of the consultation process.

Please take a moment to read this and if you have any questions raise them with the team using the address at the bottom.

We are considering the introduction of new measures to improve people’s lives in Bath and North East Somerset. This consultation form has been provided to allow you to engage in that consultation, though you may prefer to contact us by different means in relation to this consultation.

We seek your specific comments and feedback on the measures, and how they will directly affect you. We will engage with you, or raise your comments and potentially your details, within the council, to the extent that it is required to meet the purposes of the consultation or survey.

### **Data subjects**

Members of the public participating in the public consultation process

### **Personal data**

We may ask you for details that include:

Home or business street name

Home or business postcode

Business name

Employment status

Gender

Age

Ethnic background

Dependants

Religion

Sexual orientation

Disabilities

Information in relation to the specific nature of the consultation or survey, such as the type of accommodation you occupy, your household's access to parking facilities and motor vehicles, and any other data that is required to fully assess the impact of our actions.

### **How is it used?**

Any personal data that has been submitted will be received by the team running this consultation, who may engage directly with you to explore your comments, concerns or queries. We will also pass results to a professional third party who we have contracted to assist with the analysis of the data, to determine needs assessment and assist in project planning. Any data shared outside the council will be used for the purposes of understanding and analysing this proposed project only.

The information may be shared with other services we provide, who may carry out actions to support you in dealing with the proposed changes, this may include: highways, financial support, community wellbeing, or legal services.

If you are raising a specific point that and the team considers it requires further investigation that may or may not be related to the consultation, such as a complaint or security matter, then it will be transferred to the relevant department for further investigation.

### **Profiling and automated decision making**

Not applicable

### **Legal basis for using your data**

GDPR condition relied upon for processing personal data:

Article 6.1 a - Consent

GDPR condition relied upon for processing special category data

Article 9.2 a - Explicit consent

### **Sharing of personal data with external recipients**

In exceptional cases we may share your personal data and feedback with those listed below who may need to help us respond to your feedback. In some cases that may include your name and contact details.

- Services within the council who may contact you regarding specific concerns beyond the scope of this consultation
- Law enforcement or other authorities if required by applicable law
- AECOM

### **How long is the personal data retained by the Council?**

Personal data will only be retained for as long as it is needed for the purpose specified above, for as long as the duration of the project requires it, or as required by applicable law or regulatory requirements.

### **Questions or concerns?**

Please email [data\\_protection@bathnes.gov.uk](mailto:data_protection@bathnes.gov.uk)

### **Appeals to the Information Commissioner's Office**

If you are unhappy about the way we have treated your personal data, or feel we have not properly respected your data subject rights, you have the right to contact the Information Commissioner's Office (ICO) and tell them about this.

You can contact the ICO by phone on **0303 1231113**.

**By submitting a response to this survey you are declaring that the information shared is true, to the best of your knowledge.**

**18. Please confirm that you have read the privacy notice above\***

I have read the privacy notice

**19. I understand that the information I have provided in this survey will be used as part of the decision process\***

I consent to the use of my personal data



## Annex B –Tynning Road and Tynning End

At the request of ward members, residents of Tynning Road and Tynning End were also invited to respond to the end-point survey. These residents had not been specifically contacted in the previous survey, although they had had an opportunity to respond to the questionnaire available on the council's webpages. Of the 25 residents of Tynning Road and Tynning End:

- 18 felt the area had improved overall (72%\*). This is midway between those residents who lived on the trial street (93%\*) and residents who lived elsewhere (57%\*).
- 16 now supported the scheme (64%). As above, this is midway between those residents who lived on the trial street (90%\*) and residents who lived elsewhere (55%\*).

\*Percentages are indicative due to a low sample size

The following tables show the response from residents with a postcode from address or postcode from Tynning Road and Tynning End compared to all other respondents. Residents who did not provide a postcode were not included in the tables.

## Improvements to the area (Number)

		Lived on Tynning Road/ Tynning End	All other residents
<b>On the street</b>	<b>Overall improved the area</b>	<b>18</b>	<b>27</b>
	Amount of traffic on the trial street	21	29
	Road safety for pedestrians has improved on the trial street	19	26
	Road safety for cyclists has improved on the trial street	18	26
	Speed of traffic on the trial street	14	26
	Amount of street noise has improved on the trial street	13	25
	Street cleanliness	3	19
<b>Neighbouring streets</b>	Amount of traffic on neighbouring streets	9	16
	Road safety for cyclists on neighbouring streets has improved	6	15
	Road safety for pedestrians on neighbouring streets has improved	5	15
<b>Parking</b>	Ability to park on neighbouring streets	2	19
	Ability to park as a visitor has improved on the trial street	1	14
	Ability to park as a resident has improved on the trial street	1	12
<b>Vehicle access</b>	Ability for emergency vehicles to access the trial street	0	15
	Ability for services and trades people to access the trial street	0	13
	<b>Base (number of respondents)</b>	<b>25</b>	<b>29</b>

## Agreement with statements following the introduction of the trial scheme (Number)

	Lived on Tynning Road/ Tynning End	All other residents
I am more likely to cycle or wheel on a short journey	11	27
I am more likely to walk on a short local journey	8	42
I have switched from using a car for all or some journeys	3	22
At non-peak times my journey time has decreased or stayed the same	2	26
At peak times, my journey time has decreased or stayed the same	2	24
I am more likely to use public transport	1	14
<b>Base (number of respondents)</b>	<b>25</b>	<b>77</b>

## Level of support for the trial scheme (Number)

	Lived on Tynning Road/ Tynning End	All other residents
I supported it and still support it	11	42
I did not support it and still do not support it	5	24
I supported it but no longer support it	3	1
I did not support it but now support it	5	7
Don't know	1	3
<b>Base (number of respondents)</b>	<b>25</b>	<b>77</b>

## Extent to which residents agree that the trial scheme has had a positive impact on themselves and their houses (Number)

	Lived on Tyning Road/ Tyning End	All other residents
<b>Overall agree</b>	<b>16</b>	<b>46</b>
Strongly agree	8	38
Agree	8	8
Neither agree nor disagree	1	4
Disagree	3	2
Strongly disagree	5	23
Don't know	0	1
Not applicable	0	1
<b>Base (number of respondents)</b>	<b>25</b>	<b>77</b>

