

New Sydney Place and Sydney
Road
Through Traffic Restriction Trial
(April to October 2024)

Experimental Traffic Regulation
Order (ETRO) Consultation
Report

Bath and North East Somerset Council

Quality information

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

Revision History

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

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

Bath and North East Somerset Council

Prepared by:

AECOM Limited
100 Embankment
Cathedral Approach
Manchester M3 7FB
United Kingdom

T: +44 161 601 1700
aecom.com

© 2022 AECOM Limited. All Rights Reserved.

AECOM Limited (“AECOM”) has prepared this report for the sole use of **Bath and North East Somerset Council** (“Client”).

AECOM shall have no duty, responsibility and/or liability to any party in connection with this report howsoever arising other than that arising to the Client under the Appointment. Save as provided in the Appointment, no warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by AECOM.

This report should not be reproduced in whole or in part or disclosed to any third parties for any use whatsoever without the express written authority of AECOM. To the extent this report is reproduced in whole or in part or disclosed to any third parties (whether by AECOM or another party) for any use whatsoever, and whether such disclosure occurs with or without the express written authority of AECOM, AECOM does not accept that the third party is entitled to rely upon this report and does not accept any responsibility or liability to the third party. To the extent any liability does arise to a third party, such liability shall be subject to any limitations included within the Appointment, a copy of which is available on request to AECOM.

Where any conclusions and recommendations contained in this report are based upon information provided by the Client and/or third parties, it has been assumed that all relevant information has been provided by the Client and/or third parties and that such information is accurate. Any such information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in this report. AECOM accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to AECOM from the Client and/or third parties.

Table of Contents

Executive summary	5
1. Introduction	8
1.1 Aims of the scheme	8
1.2 Background and previous consultations	8
1.3 Scheme details	9
1.4 The ETRO consultation and questionnaire	9
1.5 Scheme adaptations	10
1.6 Key dates and events	11
1.7 Report structure	11
2. Methodology	12
2.1 Receiving responses	12
2.2 Analysis and reporting	12
2.2.1 Responses provided by the same respondent more than once	13
2.3 Response overview	12
2.4 Response profile	13
3. Findings	17
3.1 Levels of support for the trial scheme	17
3.2 Main mode used in trial area	18
3.3 Impact of the trial scheme on the area and on travel	19
3.4 Impact of the trial on the area	20
3.4.1 Making the area a quieter, more pleasant place to live or visit	20
3.4.2 Visiting businesses/ organisation in the area	22
3.5 Impact of the trial on active travel (walking/cycling)	24
3.5.1 Providing a safe environment for walking and cycling	24
3.5.2 Inclination for children to walk or cycle to the local schools	27
3.5.3 Inclination to walk or cycle to and from their destination	28
3.6 Impact of the trial on journey time	30
3.7 Coded themes from open ended comments	32
3.7.1 Comments explaining reasons for objecting to the trial	32
3.7.2 Comments explaining reasons for supporting the trial	36
3.7.3 Alternate suggestions for improvements	38
3.7.4 Criticisms of the consultation	39
4. Information about the proposals	40
Appendix A Questionnaire	41
Appendix B Full list of coded themes	75
Appendix C Output areas for Census data 2021	83
Appendix D Impact of the trial on the area	84

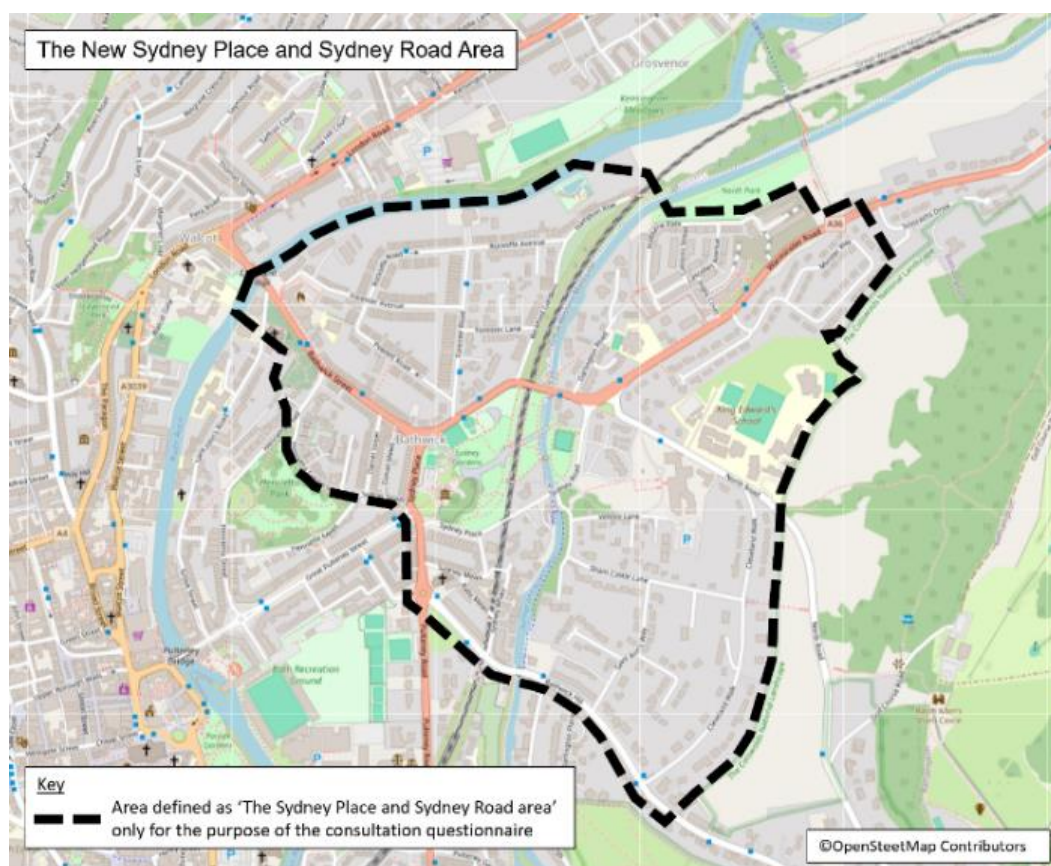
Executive summary

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

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

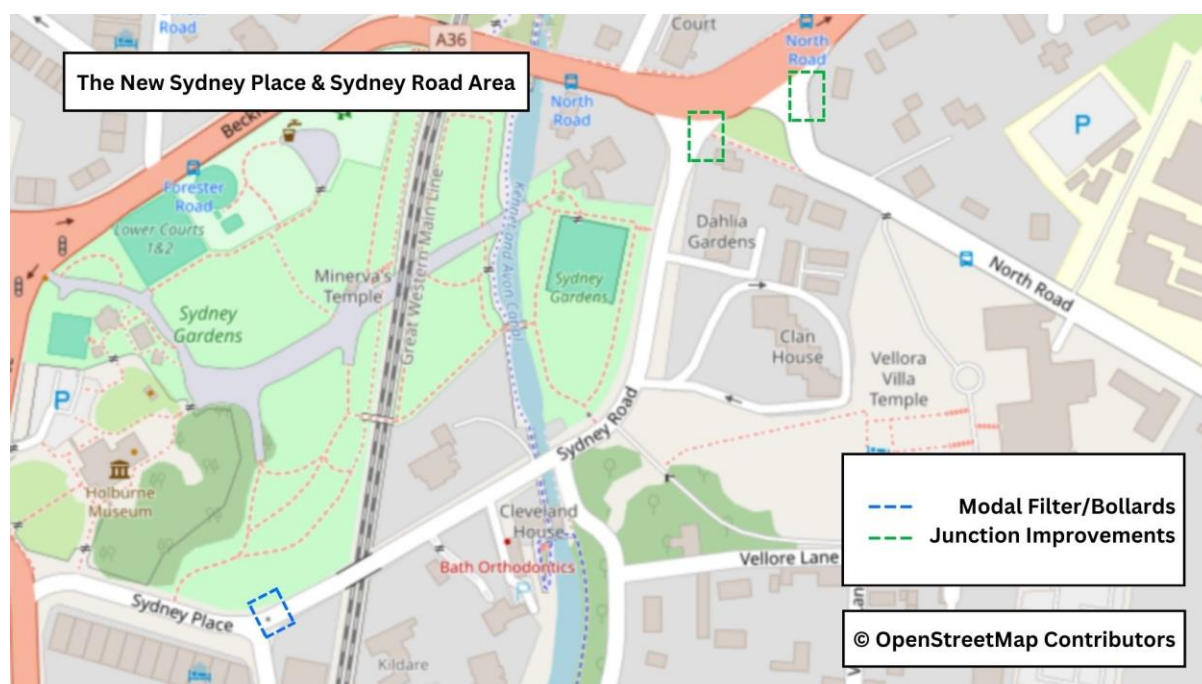
- Prevent motorists from using this residential street as a short cut (to avoid the Bathwick St/Beckford Road A36 junction).
- Improve the safety of the Sydney Road and North Road junctions with Warminster Road (A36).
- Create a safer, quieter, and healthier street for those walking, cycling, or wheeling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

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



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

Figure E2: Changes made to the trial area



Response to the consultation

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

Findings

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

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

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

Reasons for supporting or objecting to making the trial permanent

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

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

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

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

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

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

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

Modal shift

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

1. Introduction

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

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

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

1.1 Aims of the scheme

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

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

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

1.2 Background and previous consultations

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

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

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

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

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

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

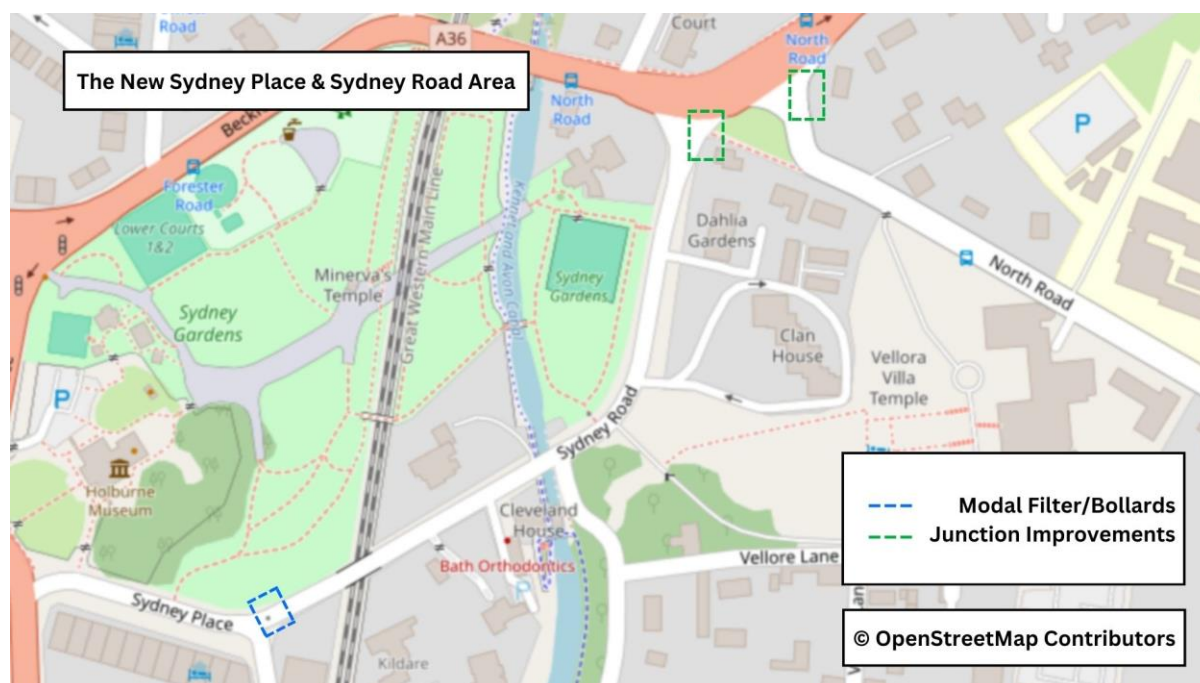
1.3 Scheme details

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

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

Additionally, the dedicated filter lane into Sydney Road from Warminster Road (A36, towards Bath) was removed and changes were made to the junctions with Sydney Road and North Road to reduce the speed of turning vehicles, improve safety and make it easier for pedestrians to cross the road. Advanced signage was provided. **Figure 1** shows the annotated map and detail of the scheme, provided by B&NES.

Figure 1: Changes made to the trial area



1.4 The ETRO consultation and questionnaire

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

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

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

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

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

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

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

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

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

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

1.5 Scheme adaptations

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

1.6 Key dates and events

Table 1: Timeline

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

1.7 Report structure

The structure of the report shows:

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

2. Methodology

2.1 Receiving responses

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

2.2 Analysis and reporting

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

Free text (open) questions

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

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

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

Closed questions

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

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

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

2.2.1 Responses provided by the same respondent more than once

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

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

Analysing responses from the same respondent

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

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

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

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

2.3 Response overview

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

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

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

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

2.4 Response profile

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

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

Table 2: Age group

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

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

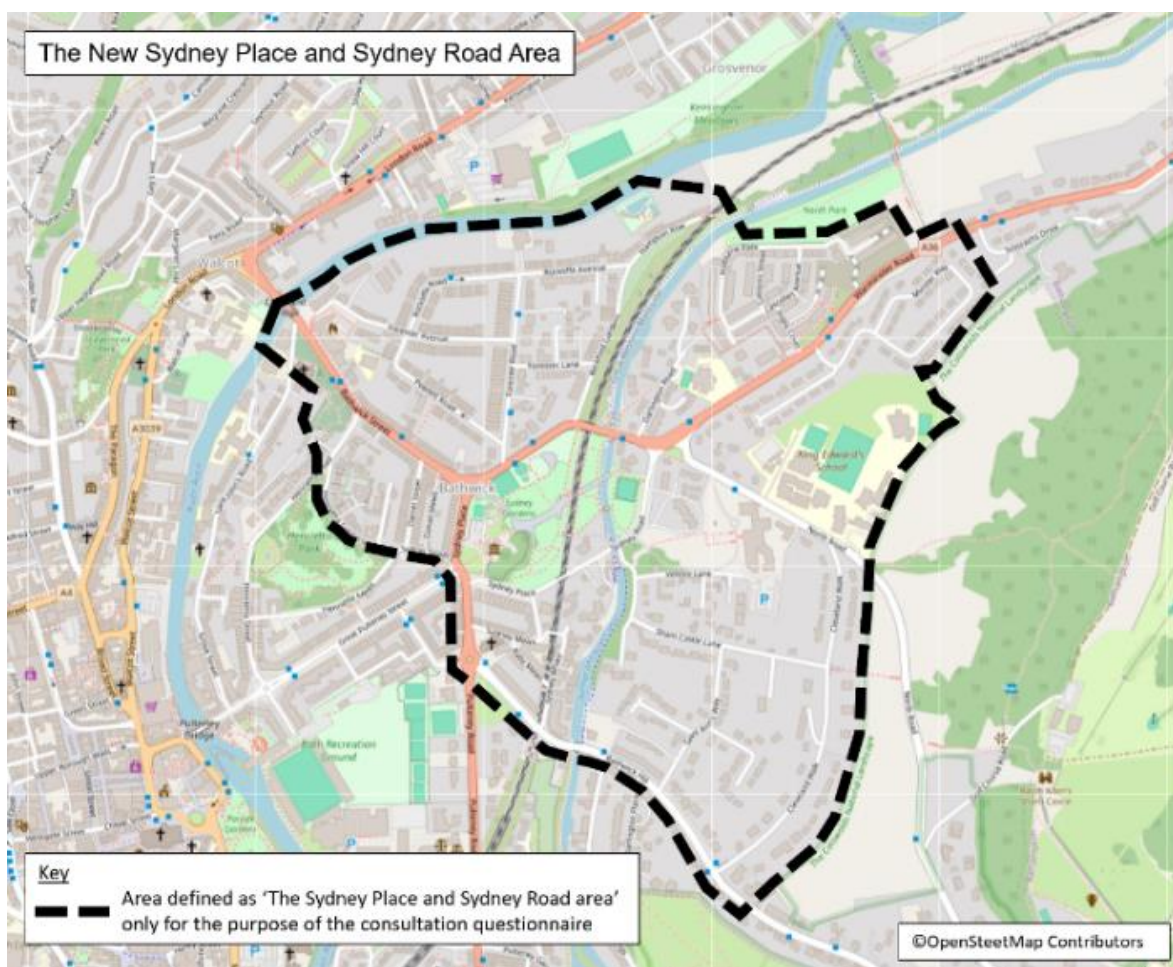
Table 3: Gender

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

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

Figure 2 shows how the trial area was defined.

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



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

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

Of the 1,887 responses:

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

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

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

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

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

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

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

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

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

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

*Census age for all residents aged 15 or over

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

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

3. Findings

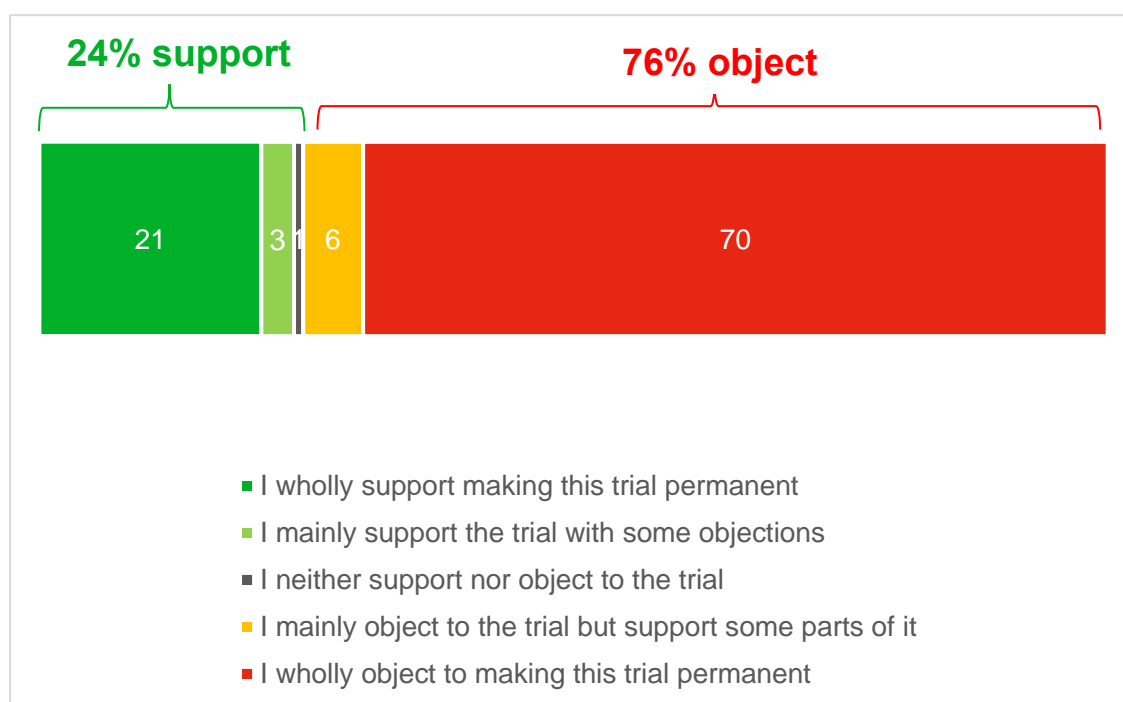
This section shows the findings from the consultation, specifically:

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

3.1 Levels of support for the trial scheme

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

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



Base: All responses received: n=1,887

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

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

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

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

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

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

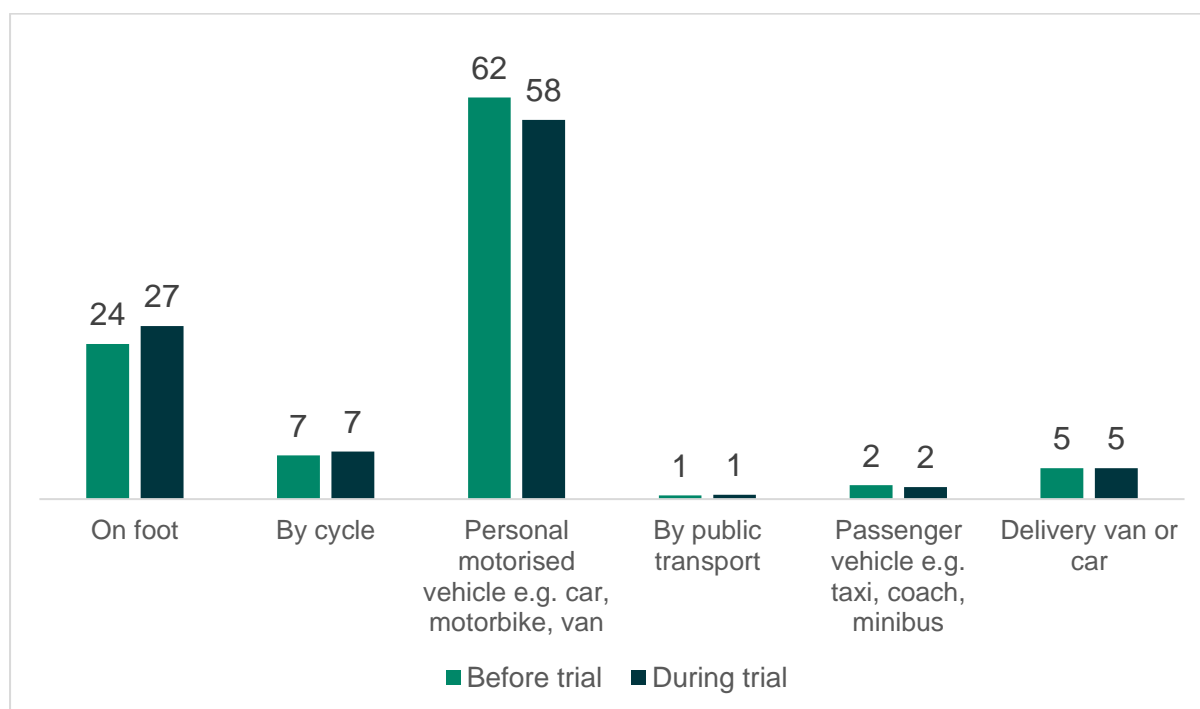
*Dates before the trial was implemented; then until the roadworks on the A36; then during the roadworks.

3.2 Main mode used in trial area

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

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

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



Base: All responses: n=1,887

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

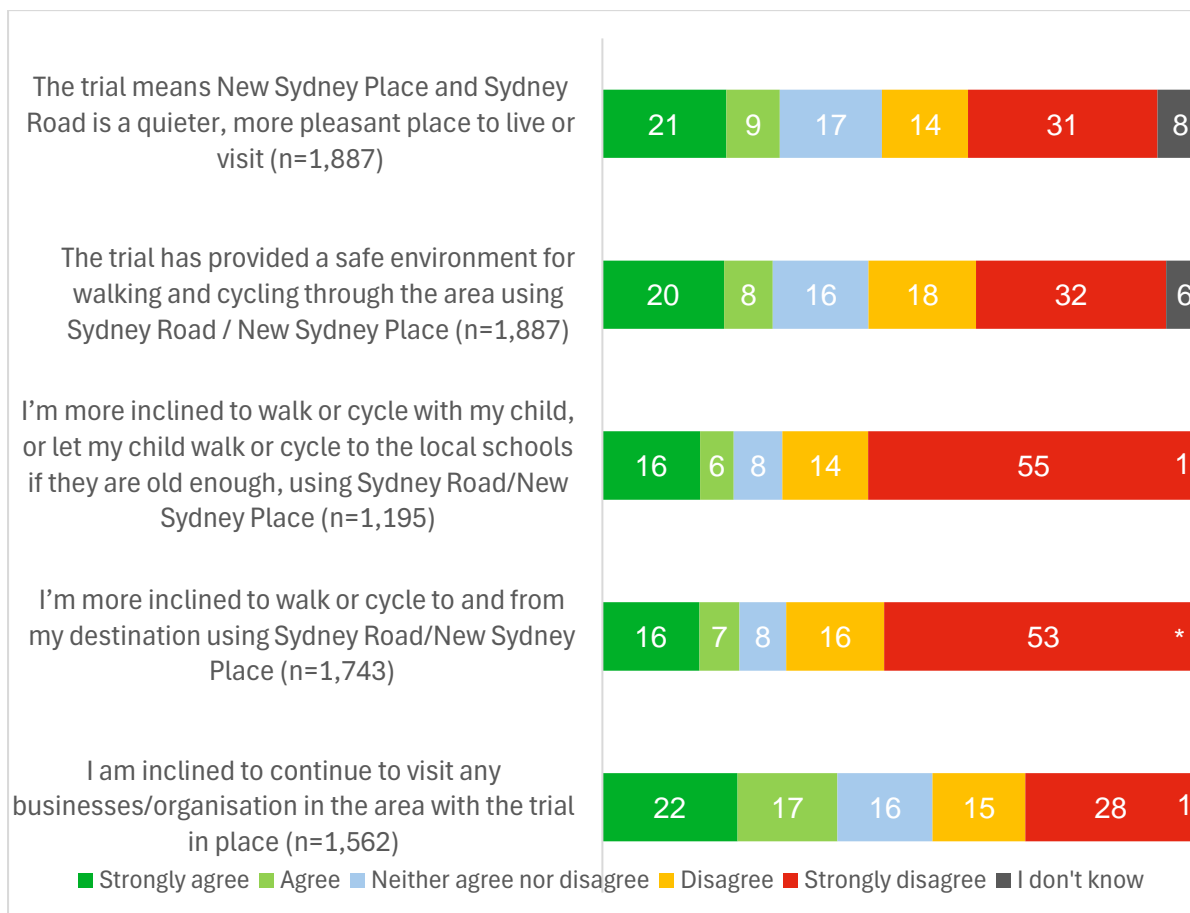
- Of the 450 who supported the trial being made permanent 79% (n=355) mainly walked or cycled in the area since the introduction of the trial, compared to 16% (n=71) who used a personal motorised vehicle (the remaining 5% used a different mode of transport).
- Of the 1,421 who objected to the trial being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

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

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

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

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



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

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

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

3.4 Impact of the trial on the area

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.4.2 Visiting businesses/ organisation in the area

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.5.1 Providing a safe environment for walking and cycling

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.5.3 Inclination to walk or cycle to and from their destination

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

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

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

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

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

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

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

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

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

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

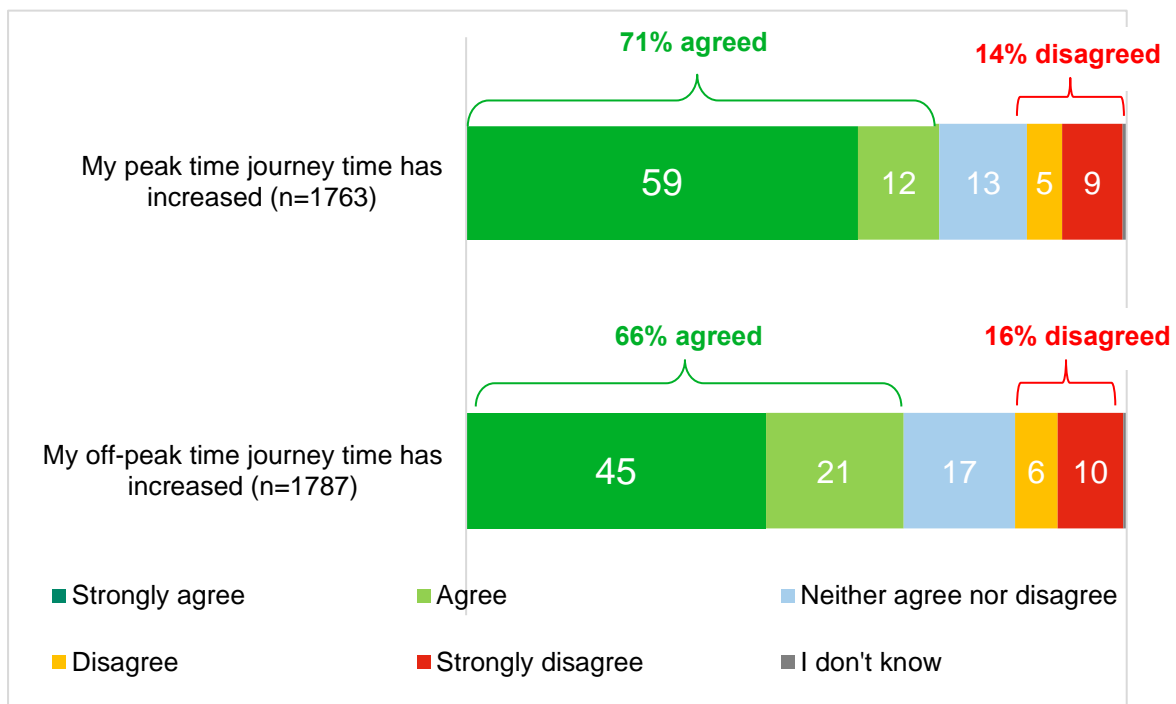
	Lived on New Sydney Place	Lived on Sydney Road	Lived elsewhere in trial area	Lived outside the trial area
Base:				
All responses (number)	51	48	633	1,002
Strongly agree or agree (%)	92	42	28	15
Neither agree nor disagree (%)	4	13	12	5
Strongly disagree or disagree (%)	4	49	59	80
I don't know (%)	0	0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

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

3.6 Impact of the trial on journey time

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

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



Base numbers (n): The total number of responses shown in the chart as 'n'.
 All those who selected not applicable for this question have not been included.

Peak time journeys

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

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

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

Off-peak time journeys

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

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

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

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

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

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

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

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

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

3.7 Coded themes from open ended comments

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

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

3.7.1 Comments explaining reasons for objecting to the trial

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

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

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

Table 13: Impact on transport

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

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

There were also 366 comments regarding increased journey times.

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

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

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

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

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

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

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

Table 14: Impact on specific roads or areas

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

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

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

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

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

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

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

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

Table 15: Impact on residents

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

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

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

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

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

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

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

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

Table 16: Reasons for objecting to the scheme - General

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

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

3.7.2 Comments explaining reasons for supporting the trial

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

Table 17: Supporting the trial

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

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

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

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

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

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

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

3.7.3 Alternate suggestions for improvements

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

Table 18: Alternative suggestions

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

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

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

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

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

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

3.7.4 Criticisms of the consultation

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

Table 19: Criticisms of the ETRO consultation

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

4. Information about the proposals

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

Appendix A Questionnaire

New Sydney Place and Sydney Road Through-traffic Restriction Trial

Public Consultation Questionnaire and Information

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

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

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

How to complete the survey

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

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

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

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

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

Information on the trial

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

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

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

Why are we consulting

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

Purpose of the scheme

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

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

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

Scheme details

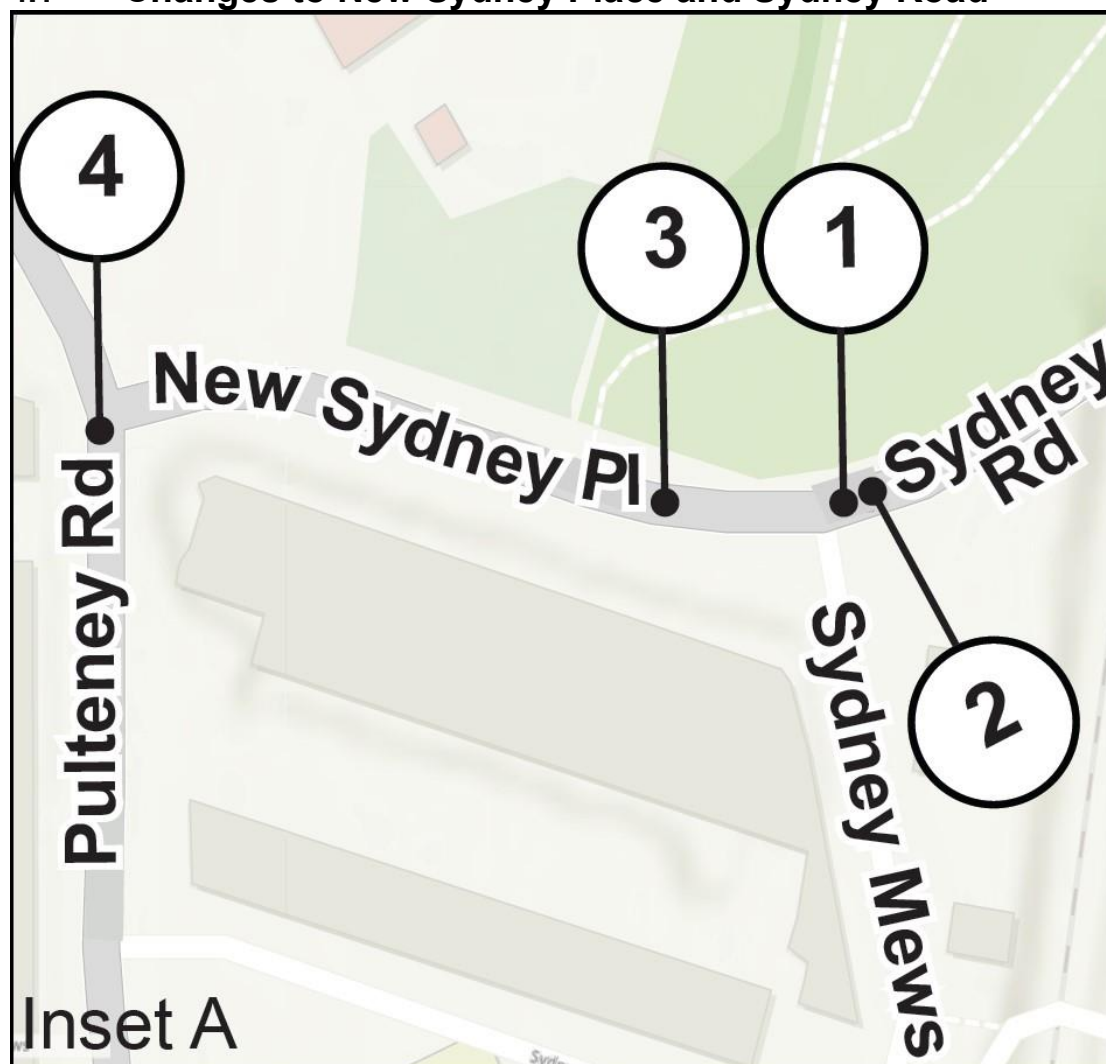
The through-traffic restriction comprises a set of six bollards placed across Sydney Road at its junction with New Sydney Place.

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

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

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

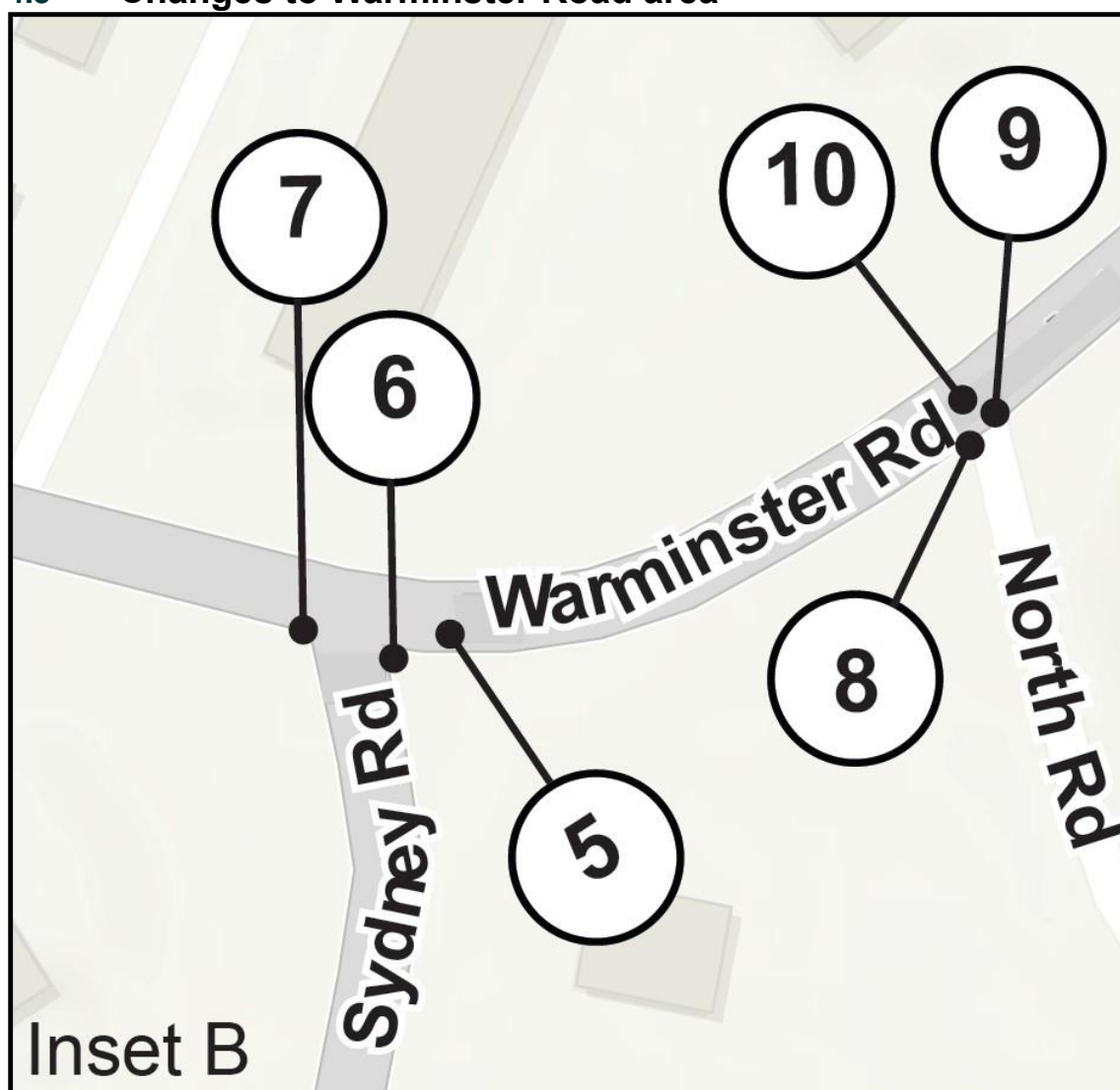
4.1 Changes to New Sydney Place and Sydney Road



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

4.2

4.3 Changes to Warminster Road area



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

Have your say

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

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

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

Accessible formats

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

Attend a consultation event

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

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

Monitoring

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

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

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

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

What happens next

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

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

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

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

ETRO documents

ETRO documentation consists of 3 documents:

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

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

Why we have TROs and ETROs

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

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

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

How we consult on and implement TROs

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

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

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

The consultation questions begin on the next page.

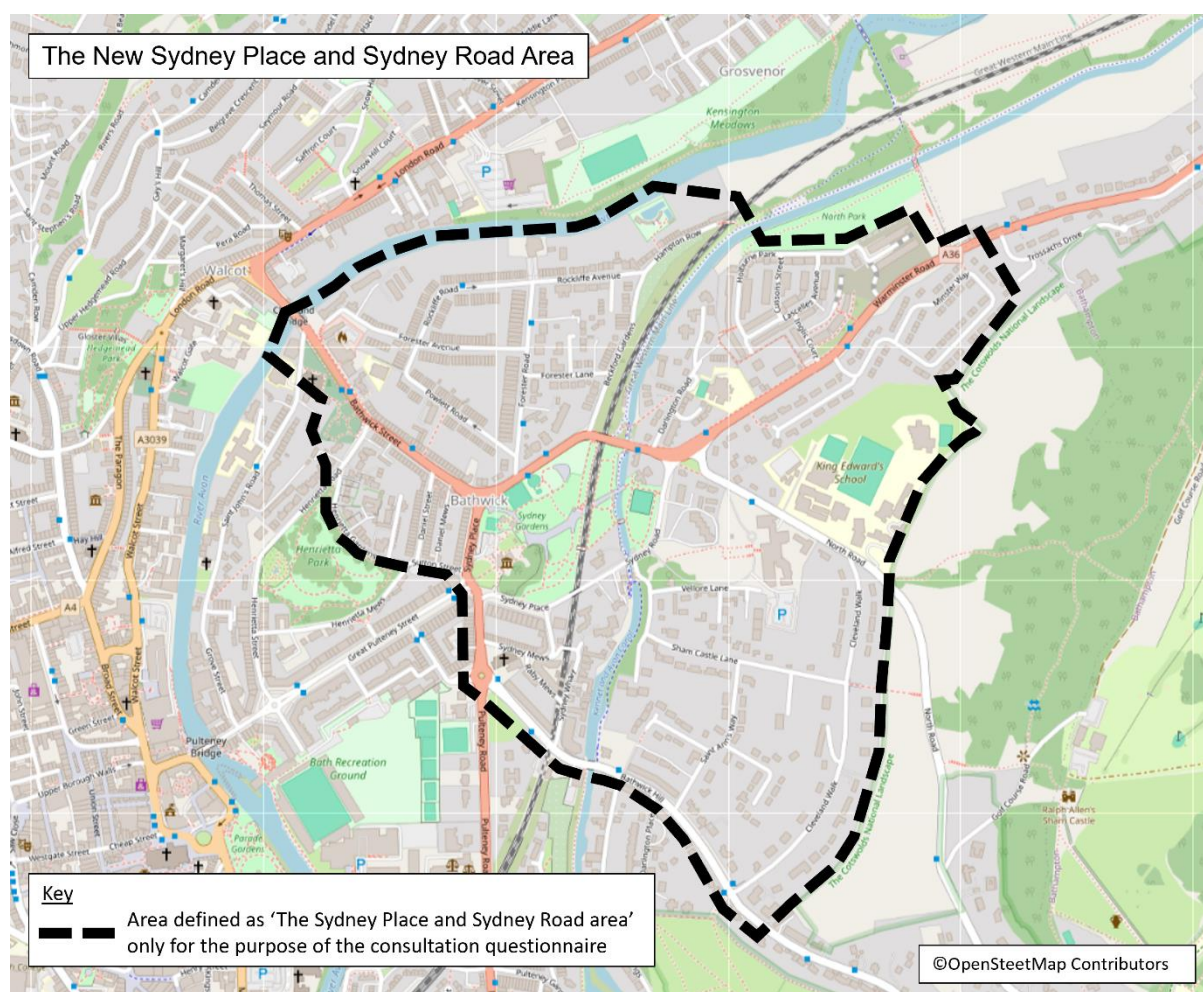
Public Consultation Questionnaire

About your use of the area

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

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

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



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

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

Questionnaire – Live in the area

About where you live

Please tell us where you live in the area

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

About your frequency of use before the trial

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

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

About your main mode of transport before the trial

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

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

About your main mode of transport since the trial

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

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

About the environment on Sydney Road/New Sydney Place

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

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

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

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

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

About journey times

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

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

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

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

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

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

About travel behaviours

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

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

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

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

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

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

About your position on the trial

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

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

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

About the reasons for your position on the trial

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

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Works in the area

About your business, organisation, or work

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

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

Please tell us the business or organisation name and location

Business name:

.....
Street:
.....

About your frequency of use before the trial

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

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

About your main mode of transport before the trial

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

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

About your main mode of transport since the trial

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

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

About the environment on Sydney Road/New Sydney Place

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

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

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

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

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

About journey times

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

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

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

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

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

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

About travel behaviours

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about travel behaviours
I'm more inclined to walk or cycle to and from work using Sydney Road/New Sydney Place

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

About your position on the trial

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

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

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

About the reasons for your position on the trial

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

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Travel through in the area

About your travelling through the area

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

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

.....

.....

- I mostly travelled through Sydney Gardens

About your frequency of use before the trial

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

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

About your main mode of transport before the trial

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

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

About your main mode of transport since the trial

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

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

About the environment on Sydney Road/New Sydney Place

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

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

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

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

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

About journey times

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

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

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

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

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

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

About travel behaviours

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

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

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

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

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

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

About your position on the trial

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

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

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

About the reasons for your position on the trial

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

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Visits the area

About your visits

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

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

Please tell us the street name:

.....

- I visit a nearby business

Please tell us the business or organisation name and location

Business name:

.....

Street:

.....

- I visit a nearby school

Please tell us the school name:

.....

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

About your frequency of use before the trial

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

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

About your main mode of transport before the trial

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

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

About your main mode of transport since the trial

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

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

About the environment on Sydney Road/New Sydney Place

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

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

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

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

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

About journey times

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

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

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

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

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

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

About travel behaviours

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

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

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

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

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

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

About your position on the trial

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

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

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

About the reasons for your position on the trial

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

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Other

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

Please tell us your reasons for visiting the area

.....

.....

About your frequency of use before the trial

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

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

About your main mode of transport before the trial

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

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

About your main mode of transport since the trial

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

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

About the environment on Sydney Road/New Sydney Place

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

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

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

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

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

About journey times

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

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

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

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

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

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

About travel behaviours

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

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

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

About your position on the trial

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

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

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

About the reasons for your position on the trial

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

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Equalities monitoring

Would you like to answer the optional equalities monitoring questions?

- Yes
- No

Please tell us your age group

- Under 25
- 25 to 34
- 35 to 44
- 45 to 54
- 55+
- I prefer not to say

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

- Yes
- No
- Prefer not to say

Please tell us your sex

- Male
- Female
- Something else
- Prefer not to say

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

Are you happy to be contacted for this purpose?

- Yes
- No

Appendix B Full list of coded themes

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

Table B1: Impact on transport

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

Theme

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

Table B2: Impact on specific roads

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

Table B3: Impact on residents

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

Table B4: Reasons for objecting to the scheme - General

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

Table B5: Reasons for supporting the scheme

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

Table B6: Alternative suggestions

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

Table B7: Other comments

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

Appendix C Output areas for Census data 2021

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

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

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

Appendix D Impact of the trial on the area

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table D6: My peak time journey time has increased

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

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

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

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

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

