

Summary of Key Outcomes

New Sydney Place and Sydney Road ETRO Trial (April to October 2024)

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1. Introduction

1.1. Purpose of this summary

This summary brings together the key outcomes of five separate consultation and data-monitoring reports to inform a balanced decision on whether to make the through-traffic restriction trial in New Sydney Place and Sydney Road permanent under a formal Traffic Regulation Order.

The five reports are attached in the appendices to the single member decision report (E3601), as follows:

- **Appendix A** - A report on the public consultation outcomes to the trial relating to the six-month period between April 2024-October 2024
- **Appendix B**- A report summarising our communications and the outcomes of our key stakeholder engagements
- **Appendix C**- A report on the outcomes of the detailed end-point survey in November/December 2024 which was specifically for residents living near the trial area
- **Appendix D** - An air quality report relating to baseline and post-installation data on nitrogen dioxide concentrations.
- **Appendix E** - A traffic monitoring report relating to baseline and post-installation data.

The reports are also available at www.bathnes.gov.uk/sydneyroadetro and we recommend that each of the longer reports are reviewed.

1.2. About the trial (aims and operation)

The aim of the trial is to assess the impact of a through-traffic restriction which prevents motorists from using New Sydney Place and Sydney Road as an inappropriate shortcut to avoid the main roads. By restricting through-traffic, while continuing to allow vehicle access to homes and businesses - the intention is to create a safer environment for walking or cycling through the area.

The scheme was installed under the council's Liveable Neighbourhood programme which aims to improve streets so that people who don't have cars, or who want to travel actively, can get around more easily. The intended benefits are more people walking and cycling short journeys, less noise and pollution, better health and wellbeing, and closer friendlier communities.

Installing the restriction under an experimental traffic regulation order (ETRO) allows people to adapt to the scheme over at least six months while we collect community feedback and monitor traffic and air quality impacts.

1.3. How the ETRO trial came about

Single Member Decisions were made in Spring 2024 to fast-track several through-traffic restrictions ahead of securing Final Business Case funds for the whole LN programme. Prior to this decision, we had engaged the New Sydney Place and Sydney Road community on Liveable Neighbourhoods several times, including in a co-design workshop.

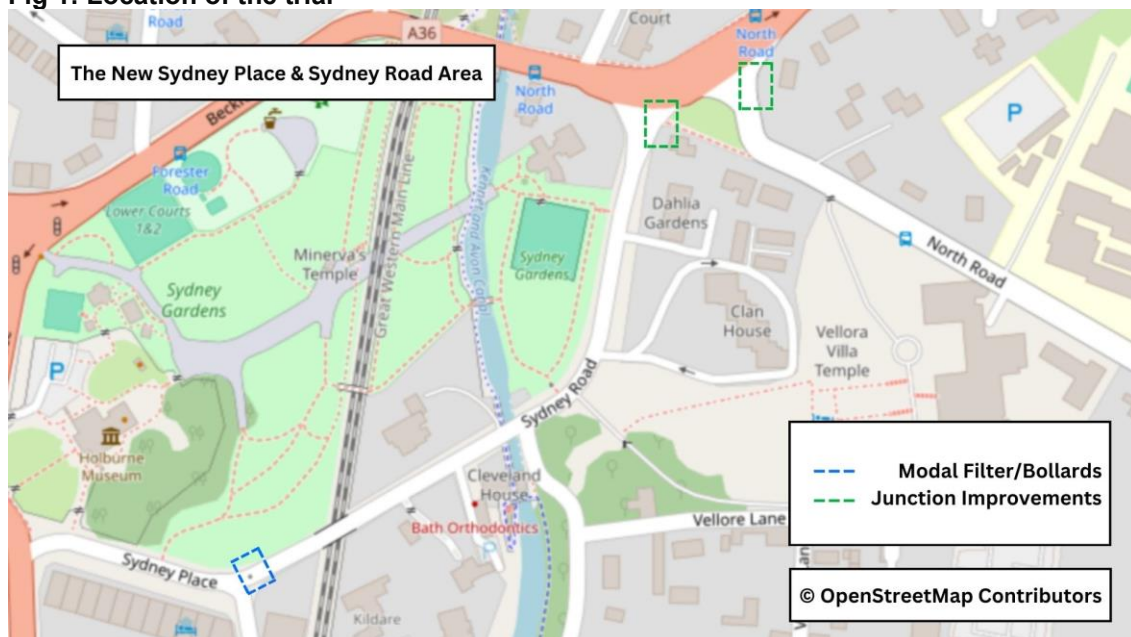
During earlier engagement, the most cited issue experienced by residents in the LN area was through traffic and speeding traffic. We also noted significant support among respondents (75%) in favour of a measure to tackle through traffic.

On this basis, we felt there was enough support to propose an ETRO trial consultation. This is a public consultation with the measures in place, and no final decision is made until all the evidence is considered.

The full background on the decision to launch the trial and outcomes of previous engagement and consultation is available at www.bathnes.gov.uk/sydneyroadetro

1.4. Trial design

Fig 1: Location of the trial



- The through-traffic restriction trial encompassed a row of bollards across Sydney Road at its junction with New Sydney Place to prevent motor vehicles passing through.
- The scheme does not restrict vehicle access to homes. Vehicle access to properties on either side of the restriction was maintained from either Sydney Road or New Sydney Place. It may require drivers 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. No parking has been removed.
- Changes were also made to the North Road and Sydney Road junctions with the A36 Warminster Road. This included removal of the dedicated filter lane into Sydney Road (to slow the speed of southbound traffic into the road), wider footpaths at these locations, and narrower junctions.

Within a few weeks of the trial, we added two extra bollards on the footway to stop people bypassing the restriction by driving on the pavement.

We ran a public consultation for six months from 3 April to 3 October 2024 and gathered traffic-monitoring data before installation and during the trial. Air quality in the area is monitored regularly and additional diffusion tubes were added to other potential displacement routes.

The trial remains in place until a final decision is reached to either remove it or make it permanent under a standard Traffic Regulation Order (TRO). This decision will be based on all the evidence presented in the five appendices and current council policy on sustainable transport, including Journey to Net Zero ambitions, Liveable Neighbourhood policy, and public health policies.

2. Summary of public consultation survey outcomes

The public consultation launched on 3 April and ran for six months until 3 October 2024 (5pm).

Over 3,000 residents in the Bathwick area were informed of the consultation by letter and it was promoted widely in the press and media (print and digital). You can read more about our communication in Section 5.

Residents were advised to wait to complete the survey until the scheme was fully installed (c.15 April) and until they had experienced it for several weeks.

The full report on the public consultation survey, including a copy of the questionnaire, is attached to the Single Member Decision report **Appendix A** and is available to read at www.bathnes.gov.uk/sydneyroadetro.

The questionnaire responses were analysed and presented by AECOM in the full report. Below is a high-level summary of the key outcomes.

2.1. Responses

1,887 unique responses were provided via an online consultation survey hosted on the council's website and 12 were provided by email.

The consultation was open to all and therefore respondents were self-selecting.

2.2. Profiles

Out of the 685 people (36%) that completed the equalities section:

- 46% were male
- 51% were female
- 59% were people aged 55 and over
- 6% were people aged 35 and younger

The council notes that over half of the people responding were over 55 and that it is difficult to understand how the younger generation feel about the trial given that they are underrepresented in the survey. In other engagement activities we asked Sustrans to hold a workshop with local school children, and we held pop-up events to engage passers-by with a wider age range.

2.3. Levels of support and objection

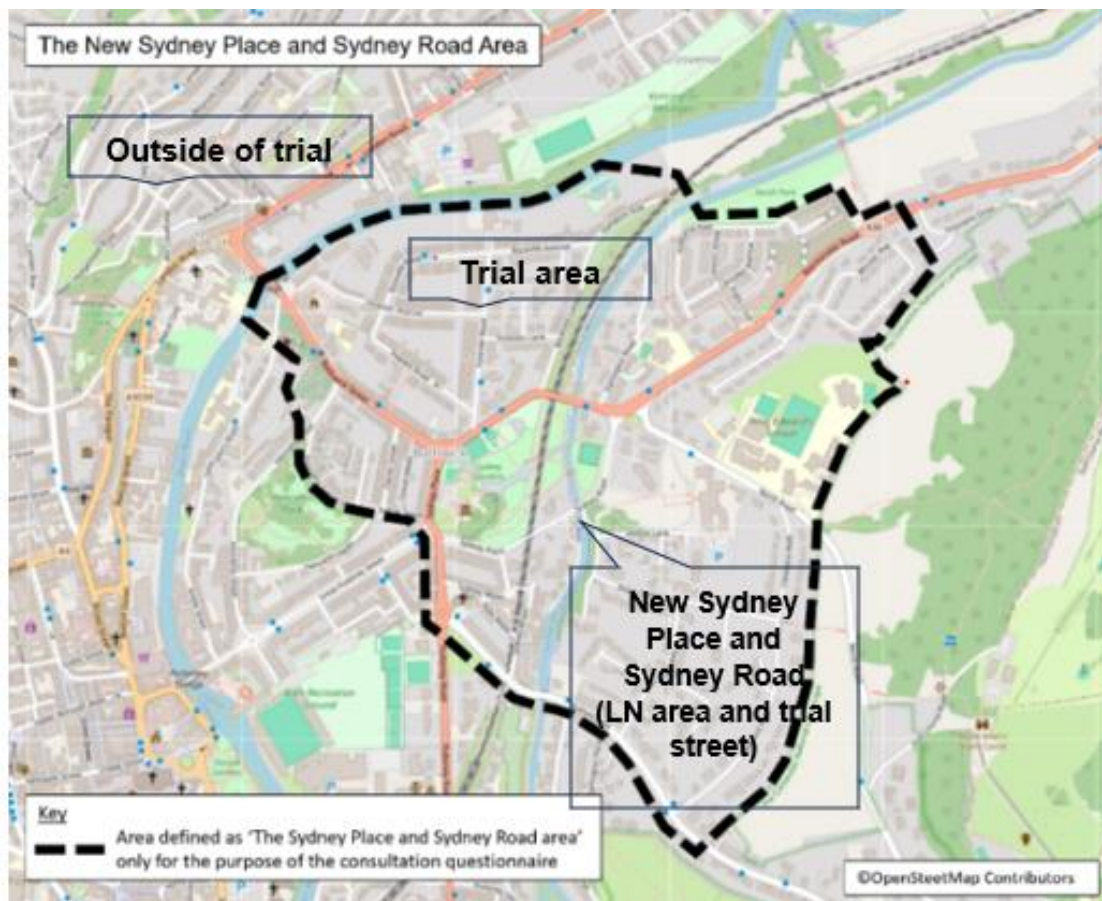
- 76% of responses wholly or mainly objected to the ETRO.
- 24% of responses wholly or mainly supported the ETRO.

Note: 187 responses were submitted before the scheme was fully installed (15 April) and before people could fully experience it). Of these responses, 95% were objections to the scheme being made permanent.

2.4. Postcode mapping

We are interested in where the respondents live and how this may influence their support for the scheme. See Figure 2 below.

Figure 2: Map of trial area for the purposes of the consultation



Living in Sydney Road/New Sydney Place (104 responses)

- 72% supported
- 27% objected

Living in the wider Bathwick area (684 responses)

- 29% supported
- 70% objected

Living outside of the Bathwick area (1090 responses)

- 16% supported
- 83% objected

2.5. Reasons for objecting to making the trial permanent

Main themes were:

- 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.

Objection comments (main themes) include:

“While the traffic is undoubtedly reduced in the small area of the restriction, the impact on the other roads and the junction at 36 Beckford Road and Bathwick Street has been significant...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...Beckford Road becomes completely blocked when the bus stops which causes traffic to back up (sometimes into the box junction).”

“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.”

“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.”

“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.”

2.6. Reasons for supporting making the ETRO permanent

Main themes were:

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

Supportive comments (main themes) include:

“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.”

“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.”

“My walk into town is much more pleasant, quieter and safer without all the traffic in Sydney Road.”

2.7. Travel mode among supporters and objectors

We are interested in how those responding to the questionnaire travel in the area and how this is reflected in their support or objection of the scheme. We are also interested in whether their travel mode changed after the trial was installed.

Out of 450 supporters:

- 79% (number =355) mainly walked or cycled
- 16% (number =71) used a vehicle

Out of 1421 objectors:

- 19% (number =275) mainly walked or cycled
- 72% used a vehicle

Modal shift (a change in the way people travelled after the trial was installed)

- 4% swapped to mainly walking or cycling in the trial area where before they used a vehicle.

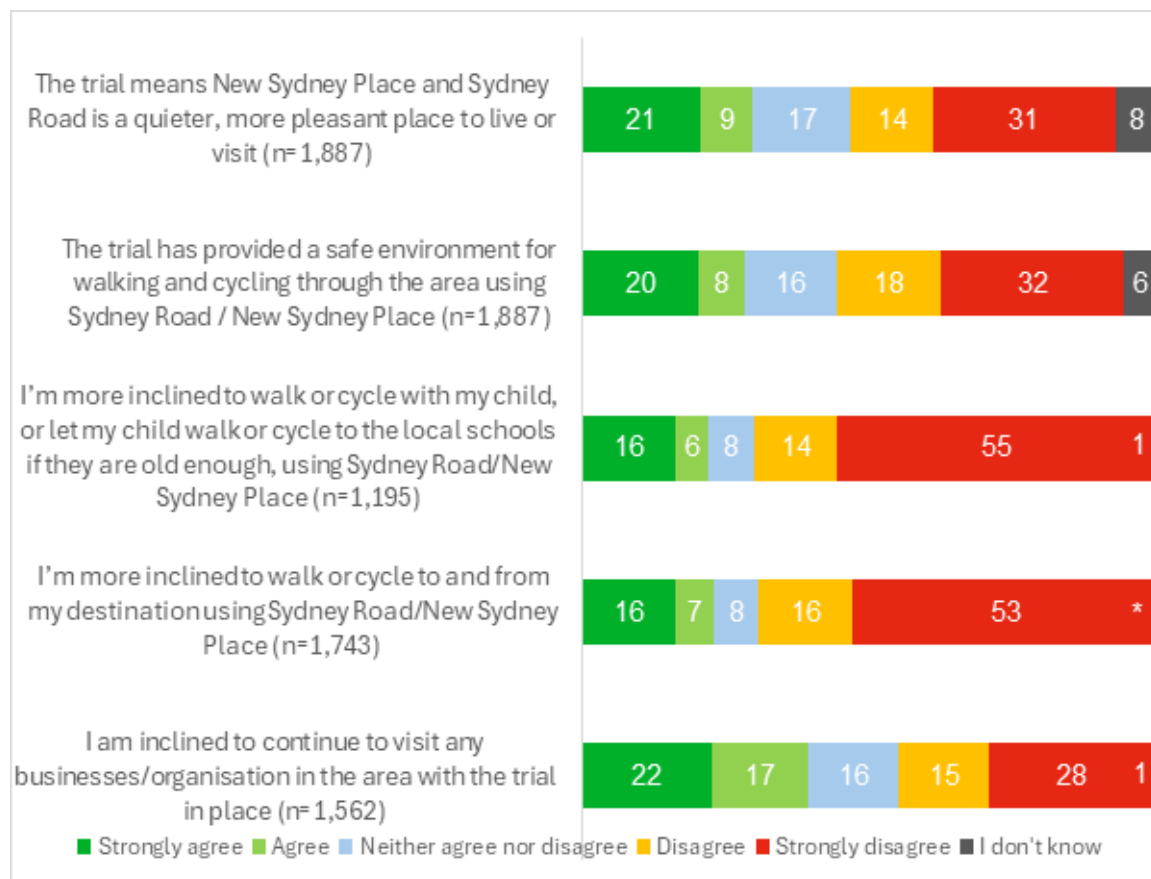
We note that that if someone **supported** the scheme, they were more likely to mainly walk or cycle, then use a vehicle. If they **objected** to the scheme, they were more likely to use a vehicle as their main mode of transport.

2.8. Impact on the environment in the trial street and on travel behaviours

We asked people to rate their levels of agreement (or not) with several statements about the impact of the trial on New Sydney Place and Sydney Road, including whether it was quieter, more pleasant and safer for walking and cycling.

We also asked people to rate their levels of agreement with several statements about continuing to use businesses in the area and whether they'd be more likely to travel actively through the trial street. We also asked whether they'd be more inclined to encourage their children to walk to school using the route (if applicable).

Figure 3: Table illustrating feedback on the impact of the trial on the environment in the trial streets and on travel behaviour



The report notes that the level of agreement with the five positive statements on the trial's impact varied depending on levels of overall support (or objection) for making the trial permanent i.e. the responses were not nuanced. If a respondent supported the trial, they tended to agree with all five statements. If they objected, they tended to disagree with all five statements.

- Typically, from the 450 responses that supported making the trial permanent, 90% agreed with the five statements.
- Typically, from the 1,421 responses that objected to making the trial permanent, 60% disagreed with all 5 statements.

- Around 90% (n=1,201) disagreed that they would now be more inclined to walk or cycle. However, 67% (n=802) were from those who lived outside the trial area.

Please see **Appendix A** at www.bathnes.gov.uk/sydneyroadetro which presents the full feedback summarised in this chart.

2.9. Encouragement of active travel

We are interested in whether the trial has encouraged more active travel (walking or cycling) so we asked people to rate their level of agreement with the following statement:

‘The trial has provided a safer environment for walking and cycling through the area using the trial streets’

Levels of agreement according to their level of support for the trial

As explained in section 2.8, there were notable differences about the levels of agreement with the five positive statements on the impacts of the trial street between those who supported and those who objected to the trial.

- 97% of those **supporting** the trial agreed that it was safer for active travel
- 65% of those **objecting** to the trial disagreed it was safer for active travel.

Levels of agreement according to where people lived:

- Those who lived on New Sydney Place (52 responses) were more likely to agree that it was safer for active travel than disagree. 96% agreed with the statement.
- 52% agreed from Sydney Road and 10% neither agreed nor disagreed
- Responses from those living elsewhere in the trial area or outside the trial area showed higher levels of disagreement that it was safer (44% and 45% respectively).

Levels of agreement according to their main mode of travel:

- More than half of responses received from those who either walked or cycled as their main mode of travel agreed with the statement
- 57% who walked and 65% who cycled (from all areas) agreed that the trial had provided a safe environment for active travel through the area.

There was felt to be some benefit of fewer vehicles:

“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.”

Some felt the area was less safe at night now. 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.”

2.10. Impact on journey times

We asked people to rate their levels of agreement with these statements about the impact on journey times:

- My peak time journey time has increased
- My off-peak time journey time has increased

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

- Out of 1763 respondents, **71% agreed** that *peak journey times had increased*
- Out of 1787 respondents, **66% agreed** that off-peak journey times had increased

Responses from those **living outside the area**:

- **82%** agreed that their **peak journey** times had increased

Responses from those **living on the trial street**:

- **29%** agreed that their **peak journey** times had increased

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

"As a Hackney carriage operator, I have frequently pickup and drop off at Clan House, Bath spa hotel and Velore Lane. The restriction not only makes my journey 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."

2.11. Alternate suggestions for improvements

To summarise, the top themes were:

- Introduce more traffic-calming measures (e.g. speed cameras, speed bumps) (133 comments)
- Focus on improving road conditions instead (e.g. fixing potholes) (51 comments)
- Make improvements to wider road network (43 comments)

"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."

"I'm happy to use the A36 over 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."

2.12. Criticisms of the consultation

In total 295 responses were received which related to factors other than the trial itself.

There were comments about the Government or local authority (n=107) and the consultation (n=114). The primary theme was that the outcome of the trial has already been decided or that the consultation would have little effect on the outcome.

Note: Decision-makers, which include a member of the cabinet, and the director of Place Management will reach a decision only after examining all the evidence presented to them from the experimental trial. This includes traffic, air quality and active travel monitoring data, feedback from residents and key stakeholder engagement, and the current council policy, which includes current LN, public health and sustainable transport policies such as our Journey to Net Zero policy.

3. Summary of air quality outcomes (January 2023 to September 2024)

The full report analysing baseline and in-trial air quality in the area can be found in [Appendix D](#) attached to the single member decision and at www.bathnes.gov.uk/sydneyroadetro

In advance of the trial, nine locations for monitoring nitrogen dioxide (a key pollutant linked to road traffic) were identified, including on the trial street itself and surrounding roads subject to any displaced traffic. Three additional monitoring locations were added in 2024.

Baseline data was collected (monthly) from January 2023 before the trial started and was ongoing throughout the trial to enable comparisons.

The data which has been collected is provisional until the Annual Status Report has been peer reviewed. It should also be noted that air quality is affected by seasons, and so comparisons must be made between similar seasons in each year i.e. Q3 in 2023 with Q3 in 2024.

Respondents to the public consultation identified pollution as a possible or real impact of the trial, and a reason for objecting to the trial being made permanent. However, the data so far indicates that in all locations where we can compare readings from a quarter with the previous years' quarter, there are reduced concentrations over time.

This means, with acknowledgement of the provisional nature of the data, that the trial does not appear to be having a detrimental impact on air quality.

Nitrogen dioxide levels fluctuate across the course of the year for several reasons, so we always measure annual averages. Where small increases are detected in locations, the month's readings are within a range that we would expect to see over the course of a year.

Our work to reduce emissions with Bath's Clean Air Zone and the natural shift to less polluting vehicles means that air quality is improving across the city. You can find out more about our work at <https://www.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>

4. Summary of end-point survey outcomes (Dec 2024)

A full report on the outcomes of the end-point survey conducted with residents living inside the Liveable Neighbourhood of New Sydney Place and Sydney Road can be found in **Appendix C** to the single member decision and at www.bathnes.gov.uk/sydneyroadetro

This survey was sent to 181 households and businesses on the trial streets at the end of the statutory six-month consultation period. The aim was to capture some more detail from those living and working on the trial street itself, and to see if travel behaviour and views had changed over time.

The questionnaire responses were analysed and presented by AECOM in the full report. Below is a high-level summary of the outcomes.

4.1. Responses

50 responses were received.

4.2. Profiles

- 30 people aged 65 and over
- 16 people aged 35 to 64 years old
- 3 people aged 35 and younger
- 7 people confirmed that they had at least 1 child under 16 years old

4.3. Levels of support and objection

Living in New Sydney Place (22 responses)

- 21 supported
- 1 objected

Living in Sydney Road (28 responses)

- 13 supported
- 14 objected
- 1 doesn't know

4.4. Changed viewpoints

- 4 respondents who lived on Sydney Road did not support the trial initially and now support it
- 1 respondent had supported it initially and now does not support it.

4.5. Positive affect on household or business

Living in New Sydney Place (22 responses)

- 21 agree
- 1 disagreed

Living in Sydney Road (28 responses)

- 13 agree
- 13 disagree
- 2 neither agreed nor disagreed

4.6. Reasons for support to make permanent

Main themes were:

- Improved safety for pedestrians
- Reduced noise pollution
- Created greater wellbeing/ a liveable neighbourhood environment
- Stopped rat running/ speeding
- Reduced congestion
- Reduced air pollution

Sample of supportive comments:

“It has become a 'safe school street' where children can walk safely to school without fear of 1000s of racing cars.”

“Waking in Sydney gardens is a great pleasure and without constant noise I can tune into nature which is a privilege in a city.”

“It’s now a pleasant community environment. You can hear the birds. Children and old people can cross the road. People chat in the street before you couldn’t hear and dangerous crossing the road.”

From a business: “Tourist groups now stop in our neighbourhood to 'take in' the architecture and historical context. This did not happen before the ETRO. It was too noisy and unsafe.”

From residents with physical disabilities: “Now it is bliss. I can cross the road safely as a pedestrian, walking is a pleasure in spite of my handicap.”

4.7. Reasons for objecting to making permanent

Main themes were:

- Caused congestion/ not reduced congestion
- Increased journey times
- Displaced traffic/ increase traffic elsewhere
- Scheme is unnecessary/ not needed

Sample of critical comments:

“When I drive out of Bath I have to go nearly twice as far to the main road in Bathwick and queue on the A36 (when it is open) in traffic.”

“I am forced to drive to a much busier road with several sets of traffic lights...”

“The traffic before the restriction was not a problem. Now the congestion on Beckford Road/Bathwick St is appalling. Congestion making it more dangerous particularly as there is a primary school close by.”

“Have never experienced a problem with traffic on Sydney Road. Banning through traffic has created an unsafe street after dusk and caused traffic delays in surrounding streets.”

From residents with physical disabilities:

“I myself have a Blue Badge disabled permit due to difficulties with walking and have found getting in and out of Sydney Road from town much more onerous than before.”

4.8. Impact on travel times

Views were evenly split on the impact of travel time since the restriction of the trial.

- 18 respondents felt the introduction of the restriction had reduced their travel time,
- 15 respondents said that it made no difference, and
- 17 respondents felt it had increased their travel time.

Five respondents who lived on Sydney Road and 13 respondents who lived on New Sydney Place, felt travel time had *decreased* since the restriction was introduced.

Whereas 16 respondents who lived on Sydney Road, and one on New Sydney Place felt their travel time had *increased* since the restriction.

4.9. How has people’s choice of travel changed?

Since the introduction of the restriction, most residents of New Sydney Place (i.e. 20 out of 22) agreed they were more likely to walk, cycle or wheel for a short, local journey. Ten of the 28 residents of Sydney Road also agreed with this and 11 disagreed.

5. Summary of stakeholder communications & engagement

The Stakeholder Engagement Report is **Appendix B** to the Single Member Decision report and is available at www.bathnes.gov.uk/sydneyroadetro

The full report provides details of council activity to communicate and engage the community using press, print, web, events and direct mail. It also records the outcomes of our key stakeholder meetings/engagement, including with schools and businesses, and of Sustrans' workshops with harder to reach groups. Below is a summary of this activity.

5.1. Communications

Prior to a decision to launch the trial and throughout the trial itself, we used a range of communication methods to inform and engage the community.

This included:

- A dedicated web page (which held the consultation survey plus the aims and details of the trial and how it came about)
- A series of press releases and social media posts at key times
- A series of mailing letters to residents initially within 200m of the trial streets (first letter) and then to the wider Bathwick area (in response to feedback)
- Annotated maps to explain the changes
- A drop-in event on 12 March (prior to the trial)
- On-street promotion of the consultation (posters in shops and noticeboards and delivered to businesses)
- A team of dedicated advisors on hand to Mon-Fri, 9am-5pm to answer questions and provide support to residents and the public.

Please refer to the full report for a detailed breakdown of this work, including dates and examples.

5.2. Key Stakeholder Meetings

The engagement team identified key stakeholders/businesses in the area with whom we would conduct more in-depth engagement.

- Bathwick St Mary's Primary School
- King Edward's School
- Bath Orthodontics
- Macdonald Bath Spa Hotel and Leisure Facilities
- The Holburne Museum

We offered meetings and opened lines of communication to discuss the impact of the trial on their organisation before and after its installation. We also sent promotional collateral to share with their own stakeholders.

Bathwick St Marys Primary School

We engaged the Headteacher, Deputy Headteacher and School Governor.

In summary they are strongly opposed to the trial. They believe that Darlington Road (a cul-de-sac) is now more congested and dangerous at drop-off and pick-up times because more vehicles are driving into Darlington Road in-front of the school since the through-route closed. Due to more traffic, these vehicles wait longer to exit onto Beckford Road, and they have suggested more parking on the main road to help. They believe the area around the school is less safe for those walking to school and there are not enough crossings. 75% of their pupils live locally to the school with the majority walking to site.

King Edwards School

We engaged the School Bursar and its Estates and Security Manager.

In summary, the school remains neutral. Just prior to/at the beginning of the trial, they received a lot of communication from parents, but this tailed off as the trial progressed. Prior to launch they shared concerns that school transport buses would need to leave earlier because they used the through-route. The school has made some changes to their subsidized school transport, and they have reported a 30% increase in users during the period of the trial.

MacDonald Bath Spa Hotel

We engaged the General Manager. In summary, the hotel reported some loss of gym/leisure membership which they attribute to the trial. Prior to launch, the manager shared that their leisure members disliked the trial because some would need to drive via the main roads. We have not been able to confirm any change in the hotel management's position on the trial since the consultation closed.

The Holburne Museum

Prior to and during the trial we engaged with the Director.

They remain strongly opposed to the trial due to increased traffic/congestion on the Sydney Place (A36) which would adversely impact access to the museum car park and residents living on Sydney Place and in adjacent streets. They also felt it inconvenienced staff and volunteers travelling to work. Their opinion is the trial is not required due to traffic only being heavy on New Sydney Place and Sydney Road between 8-9am.

Bath Orthodontics

We engaged the Practice Manager and Specialist Orthodontist/ Clinical Lead who shared that the practice was not supportive. During the trial, the practice manager expressed concern that they might lose customers because of displaced traffic on the main routes causing congestion and delays. During the trial there was concern that patients were turning up late to their appointments for traffic/parking related reasons (a common problem, they say, that worsened during the first few months of the trial). We shared information for them to pass onto their patients to help them

plan their trips or give feedback. They are keen for additional signage to their practice.

Full details of the outcomes of these meetings held before and during the trial are published in full in [Appendix B](#).

5.3. Summary of pop-up event outcomes

On 9 July and 20 September 2024, council officers set up pop-up events to gather people's opinion, including those parking or walking on the trial streets or visiting the gardens or The Holburne Museum.

The aim was to hear more from those who might not feel strongly or be motivated enough to take part in our online consultation survey. The questions asked, and answers are provided in [Appendix B](#).

5.3.1. Pop-up Event, 9 July 2024 (Modal Filter)

48 people stopped to answer questions about their experience of the trial.

On their use:

- 30 shared that they used the route the same amount (commuting, walking through the area).
- 10 said they use it more
- 5 said they used it less.

On whether they felt it was an improvement:

- 30 people felt that the trial had improved the environment
- 11 people disagreed with this.

On whether they supported making the trial permanent or not:

- 23 people supported it
- 21 people did not.

Summary of positive comments offered:

- Using the car less (but getting around is still fine on A36), thinking about getting a bike, so much easier to walk now
- I don't drive and I appreciate the initiatives like this one
- It's safer for children to have a bit more independence
- More people walking, cycling, more individual children, quieter
- Driving on the A36 hasn't been problematic
- Completely different, so much nicer
- Let my children scoot on pavement
- It's no worse driving around the A36

Summary of critical comments offered:

- It's pushing the traffic to other roads
- Longer travel time for residents as they need to go around
- More pollution, congested roads, idling cars
- I get stuck in traffic
- It didn't resolve speeding as cars speed after making U-turns

- When the nights are darker it doesn't feel as nice as when the nights are lighter
- It makes the buses later on A36
- More traffic on the A36, but not much change most of the time, just peak times
- It makes our life miserable
- It benefits a small minority while affecting negatively many more people

5.3.2. Pop-up Event, 20 September 2024 (modal filter)

The team members stationed themselves near the modal filter at the junction of Sydney Road and New Sydney Place

It should be noted that at this point the A36 had been closed since 12 August at Limpley Stoke resulting in less traffic on Warminster/Beckford Road. Gas works had also temporarily closed New Sydney Place. September was chosen because schools were open. Officers reminded those they spoke to about these circumstances.

- We spoke to 14 people and 12 had used the route before.
- Of those 12, 10 felt it had improved the route/their journey.
- 7 out of the 12 agreed that preventing through traffic improved the environment in that location.
- 7 people supported making the trial permanent
- 3 were neutral
- 2 were against it.

Comments from people using the trial street (mixed)

- Quieter, safer for active travel especially children
- Still traffic on roads so why bother? Waste of money...
- I like it. I use a car too. Not noticed much difference in the car. But nicer here
- ...People support it, they just don't want to talk about it...
- Love it. So much nicer and cleaner
- No real disbenefit even to car users (me included)
- People will get used to it
- Waste of money for few people to benefit

5.3.3. Summary of Pop-up Events in Sydney Gardens

The team also did two pop-ups in Sydney Gardens (in July and again in September 2024). The full reports can be read in [Appendix B](#) attached to the Single Member Decision Report.

In summary, there was more support in September for the trial than in July, but we were not talking to the same set of people. The comments were similar in that there was a balance of critical and supportive voices.

9 July 2024 (Sydney Gardens)

- 51 people answered officers' questions.
- 31 people (out of 58 that stopped to talk had used the trial street to get to the gardens
- 11 (of these 31) felt that the trial had improved the environment

- 16 (out of these 31) did not agree that it had improved the environment (more than half)
- 9 people felt that the trial should be made permanent
- 19 did not want to see the trial made permanent.

20 September 2024 (Sydney Gardens)

- 21 people stopped to answer questions (3 had not used the trial street)
- 18 people replied to our questions.
- 9 people (half) felt the trial improved the environment.
- 11 agreed with making the trial permanent
- 9 people were neutral or did not agree.
-

A summary of comments/quotes from the pop-ups in Sydney Gardens:

9 July (critical)

- Should narrow the road and use traffic calming/chicanes instead
- Has impacted on the poorer people to the benefit of the richer people
- Traffic now going past other people's homes
- Not many houses on the trial street
- Dangerous for children crossing
- Harder to cross (main) roads
- Pollution has increased outside our house
- The road wasn't busy before
- Traffic worse at school times/peak times
- Needs a crossing

20 September (less critical, more positive).

Note that the roads were generally quieter due to some road closures on the network, but those answering questions during the pop up were made aware of this.

- Traffic was always bad on A36 at peak times. But that shouldn't stop this.
- Gives a sense of freedom especially for children.
- It is better but slightly more traffic on main road sometimes
- Journey to school much nicer
- It is quieter and the rest, but waste of money. We pay road tax. Bath needs a ring road to take the traffic away from the centre.
- I didn't like it before...but now I walk around the roads that I didn't before with the dog and it's quiet.

5.4. Summary of outcomes from Sustrans' engagement workshops

Our partner Sustrans helped to widen our engagement by talking to people in the community with different and seldom-heard voices, running in-person engagement events to gather attendees' opinions and feedback. These are younger and older people who may or may not have been motivated to take part in our consultation survey.

Sustrans visited three groups just prior to the trial at the end of March then again after the consultation was closed (November 2024)

The three groups were:

- Bathwick St Mary Primary School on Darlington Road (Yr 5 and 6 pupils)
- An over 55s exercise class that meet in Sydney Gardens
- Residents at MHA Walcot Court Retirement Apartments (Walcot Gate)

Comments were balanced in favour of it and against it, following similar themes from our own consultation feedback.

It was found (in all groups) that people had more support for the trial having experienced it. But there were still dissenting voices and criticism of some aspects of the scheme. A couple of people mentioned how they were once against it and now support it.

A discussion revealed that people who lived in the area and supported it had experienced intimidating behaviour from those that did not. This, they said, led to people not wishing to discuss it.

Highlights from supportive voices:

- Children at Bathwick St Mary Primary school mentioned quieter streets, more visible wildlife, and increased opportunities for play and outdoor activities on the roads.
- The over 55 group mentioned calmer traffic, safer walk-to-school routes and increased active travel – including for tourists and for people with mobility issues. It was mentioned that North Rd junction is safer as part of the scheme.
- Retirees at Walcot House were keen to see any improvement to pedestrian routes – but would also want to see better crossings and improvements to main routes.
- A discussion in the over 55 exercise group revealed that people who lived in the area and supported it had experienced intimidating behaviour from those that did not. This, they said, led to people not wishing to discuss it, particularly if they were in support.

Highlights from critical voices:

- People wondered why Sydney Road/Sydney Place was chosen as an LN over other areas given the lack of residential density.
- Members of the over 55 exercise class who were not in support mentioned worsened traffic conditions on Beckford Road (A36) and a dangerous junction (Beckford Road/Bathwick Road/Sydney Place).
- Some were also worried about the impact of a quieter road at night, especially for women walking through the area.

- Children from the school mentioned that it did take them/their parents longer to get to school, work or sports if they were driving, and those coming from the other direction did not know how to answer the questions as they had not experienced the changed road layout. One also mentioned the safety of Sydney Road in the dark now its quieter.

More information and Sustrans' full reports are available in the appendices of the Stakeholder Engagement Report, which is **Appendix B** to the Single Member Decision report and is available to read at www.bathnes.gov.uk/sydneyroadetro

6. Summary of the traffic and travel monitoring data

The full traffic monitoring report is attached to the Single Member Decision report as **Appendix E**, available at www.bathnes.gov.uk/sydneyroadetro.

Baseline and in-trial monitoring data was analysed and presented by a specialist third party, Arcadis. Below is a high-level summary of the key outcomes.

6.1. About the monitoring

Baseline traffic data was collected for seven consecutive days to gain average daily counts before the trial started in April 2024. Counts were then repeated during the trial several times. Additionally, queue lengths were measured on two separate days before the trial and again after the trial. By comparing in-trial with baseline data we can assess the impact of the through-traffic restriction.

All monitoring was conducted to avoid key events and school holidays as per usual practice, with one exception. In July 2024, the monitoring overlapped with the King Edward's School holiday. This was due to the council having a short window to conduct monitoring between the North Parade Bridge re-opening on 8 July and the A36 at Limpley Stoke closing on 12 August, resulting in less traffic on A36 Warminster Road/Beckford Road.

It is important to understand that the road network is a live operational system and there will always be incidents and events during any given survey period.

Baseline data collection dates

- 25 September 2023 to 2 October 2023
- 21 February 2024 to 27 February 2024 (monitoring for Sutton Street only)
- 19 March 2024 and 26 March 2024 (queue length monitoring only)

In-trial data collection dates

In-trial data was collected for seven consecutive days during the following periods, avoiding the closure of the A36 at Limpley Stoke from 12 August.

- 3 June 2024 to 9 June 2024
- 5, 6 June and 17 July 2024 (queue length monitoring only)
- 13 July 2024 to 19 July 2024
- 2 November 2024 to 8 November 2024 (see below)

The A36 at Limpley Stoke re-opened for a short period in November 2024 during which time we collected data to compare against Autumn 2023 data. This was outside of the six-month consultation but was collected at the first opportunity.

Explanation of mean and median

The traffic data presents both mean and median values to summarise in one number the counts collected over a period of time (for example, the number of vehicles per day over a period of seven days).

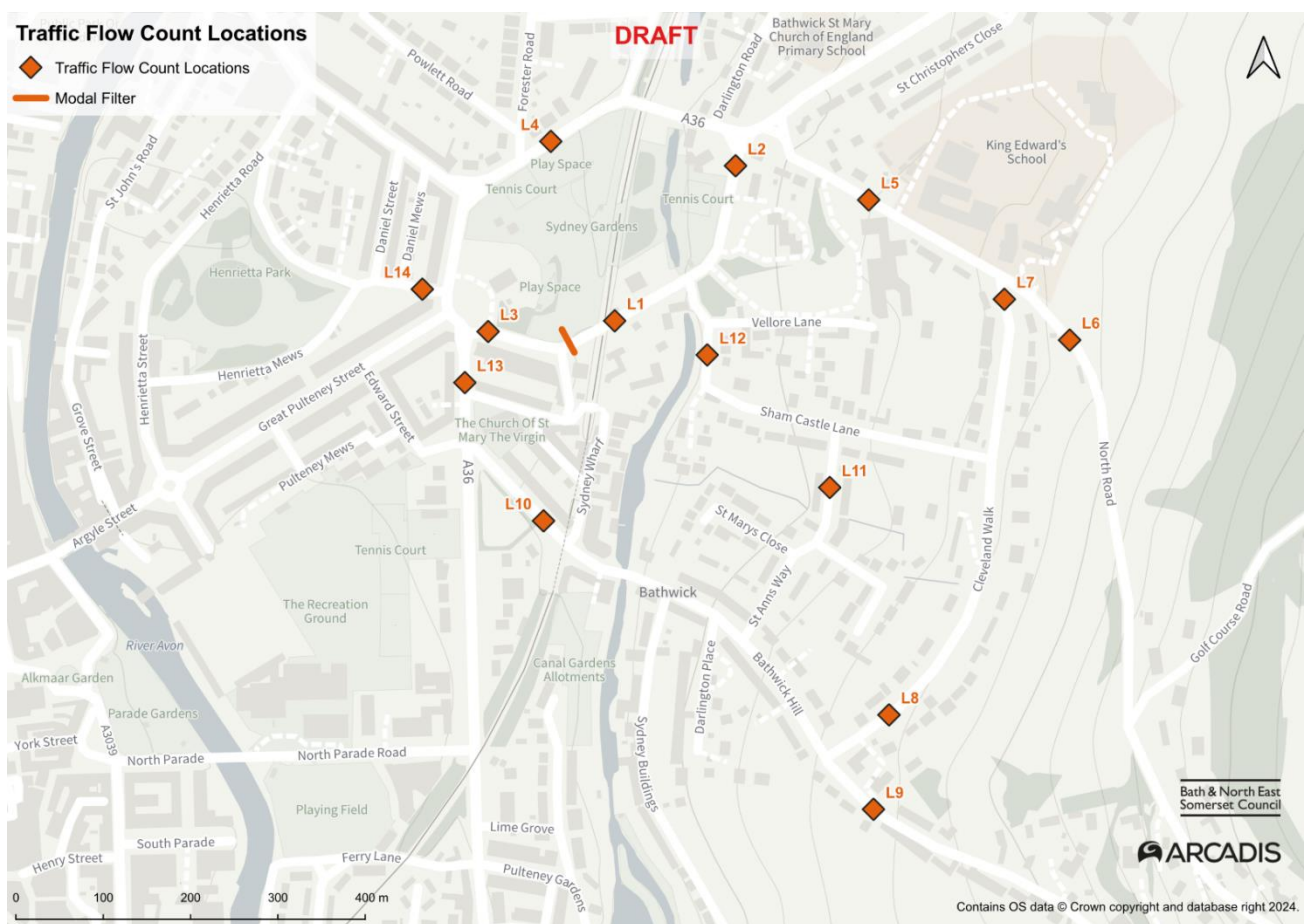
The mean is the number you get by dividing the sum of a set of values by the number of values in the set.

In contrast, the median is the middle number in a set of values when those values are arranged from smallest to largest.

The median can be more descriptive of that data set than the average. The median is sometimes used rather than the mean when there are outliers in the sequence that might skew the average of the values. The full report presents both mean and median where this is relevant.

Figure 4: Traffic Flow Count Locations to illustrate the trial area and roads where monitoring took place.

Note. Un-named key routes: **L4 is A36 Beckford Road**, between Bathwick Street and Warminster Road and **L13 is A36 Darlington Street**, between Bathwick Hill Roundabout and Sydney Place



6.2. Reduction of traffic on the trial streets

The baseline traffic monitoring data collected in 2023 shows us the extent to which the two residential streets were used as a through route by motorists.

- New Sydney Place and Sydney Road was used by **4,466 to 4,770** motor vehicles per day according to baseline traffic data.
- ANPR camera data tells us that **75% or 3,259 of these vehicles were travelling straight through** i.e. took less than 3 minutes to travel through. We class this as 'through traffic'.

In-trial monitoring conducted over seven consecutive days in June, July and November 2024 indicates the extent to which the trial tackled this excess traffic.

- 100% reduction of through-traffic (by virtue of the bollards/modal filter)
- 85-90% fewer vehicle movements on New Sydney Place and
- 70% fewer vehicle movements on Sydney Road

The difference in these reductions could be linked to access to businesses via Sydney Road including the MacDonal Bath Spa Hotel and Bath Orthodontics. It should also be noted that vehicle access for Sydney Mews is via New Sydney Place.

6.3. Active travel on Sydney Road

Pedestrian counts

Following the trial, more people were recorded walking in the trial streets than during the **baseline monitoring period (845 per day)**.

- 40 more pedestrians per day were recorded in June 2024 (885)
- 182 more pedestrians per day were recorded in July 2024 (1027)
- 166 more pedestrians per day were recorded in November 2024 (1011)

Cycling counts

Following the trial, the numbers of cyclists recorded on the trial streets fluctuated against **baseline counts (122 per day)** with fewer cyclists counted in July and November.

- 22 more cyclists per day were recorded in June 2024 (144)
- 7 fewer cyclists per day were recorded in July 2024 (115)
- 4 fewer cyclists per day were recorded in November 2024 (119)

During all monitoring periods there were more pedestrians and cyclists travelling eastbound i.e. out of the city centre, than westbound.

The comparison of active travel flows (including both pedestrians and cyclists) on Sydney Road shows that the number of active travellers per average day increased from 967 in the baseline to 1,029 in June 2024, 1,142 in July 2024, and 1,130 in November 2024.

6.4. Traffic on surrounding roads

A concern raised in the ETRO public consultation and residents' end-point survey was the effect the scheme would have on congestion and displacement of traffic on surrounding roads.

Most respondents objecting to the trial who used vehicles (72% of 1421 objectors) typically described the inconvenience and frustration of increased journey times, congestion and queue lengths on the main roads surrounding the trial.

Traffic volumes

Baseline counts – main roads

The baseline monitoring in 2023 demonstrated that, looking at a **7-day average**, Darlington Street (16,529 vehicles per day) and Beckford Road (7,471 vehicles) carry the highest volume of vehicles each day.

In-trial counts and comparisons on main roads (7-day average)

Darlington Street continued to carry the highest traffic flows, but was used by **up to 1,311 fewer vehicles**:

- 15,329 motor vehicles per day (June 2024)
- 15,251 motor vehicles (July 2024)
- 15,218 motor vehicles (November 2024).

Beckford Road was used by more vehicles during the trial by **up to an additional 3005 vehicles**:

- 10,476 motor vehicles per day in June 2024 (3005 additional vehicles per day)
- 10,168 in July 2024 (2697 additional vehicles per day)
- 10,070 motor vehicles per day in November 2024 (2599 additional vehicles per day)

As a principle alternative route for traffic during the trial, **Beckford Road experienced a 35-40% increase in vehicle volumes** during monitoring in June, July and November 2024.

Baseline traffic counts on other roads (7-day average)

- Sham Castle Lane was used by 129 vehicles per day
- St Anns Way was used by 185 motor vehicles per day
- Sutton Street was used by 777 motor vehicles per day
- North Road was used by 2,308 motor vehicles per day to the east of Cleveland Walk, rising to 3,219 motor vehicles per day to the west of King Edward's School.
- Cleveland Walk north-east of Bathwick Hill was used by up to 634 motor vehicles per day
- Cleveland Walk south of North Road was used by up to 572 motor vehicles
- Bathwick Hill was used by 5,434 vehicles east of Cleveland Walk rising to 6,585 between Bathwick Hill Roundabout and Raby Place.

In-trial traffic counts on other roads (7-day average)

- **Sham Castle Lane** saw small increases of between 33-35% when compared with the baseline monitoring. This equates to approximately 2 extra vehicles per hour (174 vehicles per day versus baseline of 129 per day).
- **St Ann's Way** saw increases of between 29% and 52%. This equates to approximately 2-4 extra vehicles per hour (up to 280 vehicles per day versus a baseline of 185 per day).
- **Cleveland Walk** carried 706 vehicles in June 2024 (up to 72 additional vehicles) and up to 721 vehicles in November 2024 (87 additional vehicles). These are increases of between 11 to 22% in these months.
- **North Road to the east of Cleveland Walk** carried 2593 vehicles in June 2024 (286 additional vehicles) and 2846 vehicles in November 2024 (538 additional vehicles). These are increases of between 12 to 23 % in these months.
- **North Road to the west of King Edward's School** carried 3309 vehicles in June 2024 (90 additional vehicles) and 3660 vehicles in November 2024 (441 additional vehicles). These are increases of between 3 to 14 % in these months.
- **On Cleveland Walk and North Road** there were reductions in traffic volumes in July 2024 which coincided with the start of the school holidays for King Edwards School.
- **Bathwick Hill, east of Cleveland Walk** saw up to 4303 vehicles in June (1131 fewer vehicles), 5021 vehicles in July (413 fewer vehicles) and 5030 vehicles in November 2024 (404 fewer vehicles). These are reductions of between 7 to 21%.
- **Bathwick Hill, between Bathwick Hill Roundabout and Raby Place** (which will include some of the same vehicles counted on Bathwick Hill east of Cleveland Walk and vice versa) carried up to 6464 vehicles in June 2024 (121 fewer vehicles), 6307 vehicles in July 2024 (278 fewer vehicles) and 6275 vehicles in November 2024 (310 fewer vehicles). These are reductions of between 2 to 5%.
- **Sutton Street** carried 796 vehicles per day in June (up to 19 additional vehicles), 857 vehicles per day in July 2024 (80 additional vehicles) and 805 vehicles per day in November 2024 (28 additional vehicles). These are increases of between 2 to 10% in these months.

6.5. Queue lengths at junctions

Data was collected for baseline and in-trial queue length along *each arm* of the following key junctions during peak hours:

- Beckford Road / Warminster Road / Sydney Road
- Bathwick Street / Beckford Road / A36 Sydney Place
- Darlington Street / A36 Sydney Place / Sydney Place (East)

Queue lengths are measured in PCUs, which are passenger car units. It's a common unit, with different vehicle types expressed as a factor of one car, for example a heavy goods vehicle is considered to comprise 2.3 PCUs for analytical purposes.

Baseline data

- Measurements were taken between 0700-0900 and 1400-1730 on 19 March 2024 and 26 March 2024 (peak hours)
- Mean and median queues were negligible across the study area
- Mean queue lengths were typically less than 2.0 PCUs
- Median queue lengths were typically zero.
- Maximum queue lengths varied, the highest being 14.2 PCUs on Beckford Road SW arm at junction of the Beckford Road / Warminster Road / Sydney Road.
- Maximum queue lengths were short lived.

In-trial data and changes

- Measurements were taken between 0700-0900 and 1400-1730 on 5, 6 and 17 July (peak hours)
- Median queue lengths remain negligible across the study area
- Mean queue lengths were typically around 3 PCUs or less. This is **1 PCU difference** compared with baseline.
- Maximum queue lengths varied, the highest recorded being 18.4 PCUs on the Beckford Road SW arm of the Beckford Road / Warminster Road / Sydney Road junction. This is **4.2 PCUs difference** compared with baseline.
- Maximum queue lengths of 17 PCUs were also recorded on the Beckford Road NE and Sydney Place S arms of the Bathwick Street / Beckford Road / Sydney Place junction.
- Data suggests the queues were short lived as the mean and median queue lengths were significantly less than the maximum. For example, on the Sydney Place S, the maximum was 17.4 PCUs but the mean and median were only 3.3PCUs and 0.2 PCUs respectively.
- **Overall, the mean change in queue lengths ranged from an increase of 1.6 PCUs to a decrease of 0.8 PCUs and therefore negligible. Median changes in queue lengths were also negligible, with all changes being less than one PCU.**
- **The maximum increase in queue lengths was found on the A36 Beckford Road NE. However, the median change in queue lengths on this arm was zero, suggesting that the general operation of this arm did not significantly change.**

6.6. Journey times between Darlington Street and Warminster Road (A36)

The journey times for motor vehicles travelling on the A36 between Darlington Street and Warminster Road via Beckford Road or (pre-trial) Sydney Road, are based on GPS tracking data which does not require physical tracking and allows a larger survey time to be analysed.

In-trial data for the months of **June 2024 and November 2024** is compared with the baseline month of **June 2023**.

The report also looks at comparisons between baseline data from **25 September to 1 October 2023** (the same week in which baseline traffic flow and active travel flow monitoring was conducted), and the week of in-trial monitoring **3 to 9 June 2024** to give a full data set across the week.

The calculated changes during in-trial monitoring assume that drivers who previously used Sydney Road rerouted via Beckford Road.

Pre-trial average journey time (baseline)

The data encompasses all monitoring periods and considers north-east and south-west journeys. For more detail, please see the full report.

- During pre-trial monitoring, average (mean) journey times **via Beckford Road** were between **88.4 and 109.5 seconds** or up to 1.8 minutes
- During pre-trial monitoring, travelling **via Sydney Road** was, on average **between 62.6 and 69.9 seconds** or up to 1.17 minutes
- Southwest travel times are generally quicker.

By taking the Sydney Road short cut, prior to the trial, motorists were typically saving on average **between 25.8 and 39.6 seconds** on their journey, considering both directions with south-westerly journeys generally being quicker.

In-trial average journey time (with Sydney Road closed to through-traffic)

The data encompasses all monitoring periods and considers north-east and south-west journeys. For more detail, please see the full report.

- With the Sydney route closed to through-traffic, average journey times travelling via Beckford Road, were between **86 seconds and 109.5 seconds**, with southwestern journeys generally quicker.

Differences in journey times before and after the trial, via Beckford Road

- Mean and median journey times between the A36 Warminster Road and A36 Darlington Street via Beckford Road (in both directions) were broadly unchanged, with **average increases of less than five seconds**.
- Drivers who previously drove via Sydney Road (assuming they took Beckford Road during the trial) would have experienced **an average increase in journey times of between 22.7 and 40.9 seconds**. This is considering both directions across all in-trial monitoring periods, with southwest journeys being quicker).

6.7. Travel times on roads in the trial area

Using GPS tracking data, the report also presents the mean and median travel times for specific roads in the study area, and the changes recorded between baseline counts in June 2023 and in-trial periods in June 2024 and November 2024.

Travel times were recorded on Beckford Road, Bathwick Street, Warminster Road, Darlington Street, A36 Sydney Place, New Sydney Place and Sydney Road.

In summary:

- When comparing June 2023 (baseline) with June 2024 (in-trial), travel times on roads generally **increased by ten seconds or less**
- When comparing June 2023 with November 2024, most of the roads again had an increase in average travel times of **less than ten seconds**.
- Several roads showed decreases in average travel times.
- Excluding Sydney Road and New Sydney Place, **the greatest increase in mean travel times in November 2024 was 13.1 seconds** on Bathwick Street westbound, followed by 9.4 seconds on Bathwick Street eastbound.

6.8. Peak hour travel times in the trial area

Using GPS tracking data, the report presents mean and median travel times during 0700-0900 and 1400-1800 (peak hours) on 19 and 26 March 2024 (**baseline**) and 5 and 6 June 2025 (**in-trial**)

The greatest increases in mean, peak-hour travel time are:

- Bathwick Street westbound (**52 seconds** per vehicle).
- Sydney Place northbound (**28 seconds** per vehicle)

The greatest increases in median, peak-hour travel time were recorded on:

- Bathwick Street westbound (**49 seconds** per vehicle).
- A36 Sydney Place northbound (**20 seconds** per vehicle).

Reductions in mean, peak-hour travel time were recorded on:

- Warminster Road eastbound
- Warminster Road westbound
- Sydney Place westbound
- Sydney Road northbound.

Reductions in median, peak-hour travel time were recorded on:

- A36 Beckford Road eastbound
- Darlington Street southbound
- Warminster Road eastbound
- Warminster Road westbound

7. Conclusions

The purpose of the trial was to prevent motorists from using New Sydney Place and Sydney Road as a short cut to avoid the main roads, and to provide a safer environment for walking and cycling through the area by residents, commuters, school children, and visitors to local amenities such as the Sydney Gardens and the Holburne Museum.

The trial is part of the Liveable Neighbourhood programme which aims to provide safe active travel routes in residential areas for those that don't have cars or who chose to walk or cycle; and to encourage more people to leave their cars at home for short journeys to help reduce congestion and benefit mental and physical well-being.

7.1. Support for the scheme

It is noted that support for the scheme via the ETRO public consultation survey is 24% of all those who chose to respond.

However, 34 of the 50 respondents surveyed in the New Sydney Place and Sydney Road end-point survey felt that the through-traffic restriction had improved the area. And of these, 31 strongly agreed that it had improved.

Support for the scheme is related to where people live, with those who live closer to the scheme being generally more supportive than those who live further away.

In the six-month public consultation, 72% of people responding from New Sydney Place and Sydney Road specifically, and 29% of people responding from the wider Bathwick area were supportive of the trial being made permanent.

Most objections came from people living outside of the wider Bathwick area, with 1090 responses and 83% objecting.

In the end-point survey, all but one resident from New Sydney Place agreed that the scheme has had a positive impact on themselves and their area. There were more mixed views from residents of Sydney Road.

Support was also influenced by the mode of travel typically used by the respondents. Of the people who objected, 72% said their main mode of travel was private motor vehicle. Of the people who supported the trial, 79% said that they chose to walk or cycle in the study area before the trial.

In addition to the online public consultation survey, officers also spoke with visitors to the trial area at a series of pop-up events. The purpose was to gain an insight into the views and opinions of those who may not be so motivated to respond to the survey. This proved to be a direct and effective method of consultation, and comments were received on how - despite it taking a little longer to travel to the street - people appreciated the opportunity to walk safely and enjoy the quieter environment.

Officers also received comments on people feeling intimidated about the negativity surrounding the scheme, especially at the time of launch, and appreciated the opportunity to freely speak about their positive views for the scheme.

The engagement conducted by Sustrans with harder-to-reach groups has demonstrated how opinions shifted over the course of experiencing the trial to be more positive, while acknowledging that criticisms do remain. Some children loved that they could walk and play on the street on their way to school, and many of the older stakeholders felt that anything that could be done to get people active and out of their cars was a good thing.

We noted that much of the criticism of the trial was focused on the increased congestion on main roads surrounding the trial streets (where people also live), queuing traffic, longer journey times and the associated pollution. The summaries of the air-quality and traffic monitoring data above presents the extent of the impact of the trial on these roads and on journey times.

On examination, the impact of the trial on displacement, traffic queues and journey times are not significant and could be deemed tolerable once people adjust their expectations and adapt and conclusions are drawn on this in the section below on 'Opposition to the scheme'. In some cases, the impacts of the trial (including on air quality) are negligible.

7.2. Achieving objectives

The aim of the trial is to prevent motorists from using New Sydney Place and Sydney Road as an inappropriate shortcut to avoid the main roads, and to create a safer environment for everyone walking or cycling through the area.

Baseline data told us that New Sydney Place and Sydney Road carried 4466 to 4770 vehicles a day. And that 75% of this traffic (3,259 vehicles) could be considered through traffic because it passed through within 3 minutes.

The restriction has prevented this and reduced the number of vehicles entering New Sydney Place by 85%, and Sydney Road by 70% (while maintaining vehicle access to homes).

The data also tells us that walking rates improved against baseline during all in-trial monitoring on New Sydney Place and Sydney Road, including by 182 pedestrians to 1027 pedestrians in total, per day, in June 2024. Cycling rates improved on average by 22 cyclists in June 2024 but dropped below baseline in July and November. Both cyclists and pedestrians reported feeling that it's a safer environment for this activity.

At the time of the survey, 4% of responses confirmed it had encouraged them to swap to mainly walking or cycling in the area.

All the comments from parents with children aged under 16 in the end-point survey thought road safety for pedestrians had improved, with the majority saying it had

much improved. Similar comments were also received from cyclists who felt that road safety had much improved for cyclists using the street.

While a relatively low percentage of people have acknowledged that the trial has motivated them to use active travel methods, the benefits of the Liveable Neighbourhood will be further increased under the Bath Walking, Wheeling and Cycling (BWWCL) proposals, including new controlled crossings and a quieter, safer active route between Bathwick and the city centre than the current National Cycle Route 4 along the busy A36). See www.bathnes.gov.uk/BWWCL

7.3. Opposition to the scheme

Drawing on survey analysis, it's noted that amongst the reasons for not supporting the scheme was the perception that the trial was causing congestion, delays to journeys and displacing traffic elsewhere.

The traffic monitoring data shows that the introduction of the restriction has, by virtue of the modal filter (a row of bollards) prevented, on average, up to 3259 motorists a day from using New Sydney Place and Sydney Road as a through route. And it has also significantly reduced the amount of the traffic entering these roads for access (by 85-90% on New Sydney Place and by 70% on Sydney Road).

As would be expected, there are increases in traffic on the alternative routes including A36 Beckford Road, which is part of the Primary Road Network. As a principle alternative route for traffic during the trial, Beckford Road experienced increases of between 35-40%. During in-trial monitoring in June 2024, we recorded 10,476 motor vehicles per day on Beckford Road, which is an additional 3005 vehicles compared with baseline figures in June 2023.

However, some other routes aside from New Sydney Place and Sydney Road have decreased traffic.

The monitoring has also included analysis of journey times, travel times and queue length monitoring and while there are short-term peaks in traffic counts, overall, these have not significantly deteriorated through the introduction of the trial.

After the trial, with no through-route via Sydney Road available, the journey times on the A36 between Darlington Street and Warminster Road via Beckford Road were broadly unchanged with average increases of less than five seconds (taking on average up to 1.8 minutes). For those that used to drive through Sydney Road, this journey time increased, on average, by up to 40 seconds (less than a minute).

Travel time along key main roads also increased by tolerable amounts. The **greatest** increases in **peak-hour travel time** recorded on Bathwick Street westbound was 42 seconds (median) and 52 seconds (mean) on average, per vehicle.

Looking at the **daily averages** (not peak hours), travel times on the surrounding main roads, such as Bathwick Street and A36 Sydney Place, had maximum increased travel times of around 10-13 seconds during the trial. Some of the surrounding roads saw journey times reduced by a couple of seconds, on average.

Additionally, the maximum queue lengths at peak times were around 18 vehicle-lengths or PCUs at worse. These were, according to data, short lived. This is 4.2 more vehicle lengths compared with baseline counts.

To support the trial, traffic signals in the area were reviewed and optimised in October 2023 to extend the maximum available capacity at the junctions and minimise any delays. This included optimising signals at the Warminster Road/Sydney Road junction, the Beckford Road/Bathwick Street/Sydney Place junction and the crossing signals outside the Holburne Museum. Further improvements to signals across the network are expected in future.

We note that business stakeholders are not generally supportive of the trial due to impacts on business relating to customers having to travel on the main roads, delays, and the perception that the trial is not required. However, the evidence provided in the traffic monitoring data reassures us that these changes are tolerable once customers and staff adapt, and that these drawbacks do not outweigh some of the benefits of the scheme for the wider community.

Regarding the feedback from schools, the council acknowledges the lack of support from Bathwick St Mary's Primary School but is keen to continue to work with its leaders on improving walk-to-school rates and sharing wider plans for the area under BWWCL for several new crossings and improved footways in the area. The team was pleased to read of an uptake in school transport at King Edwards School during trial (by 30%).

7.4. Concluding remarks

On balance, it is felt that the trial has been successful in reducing the excess traffic on this residential road without significant or intolerable displacement of traffic onto neighbouring roads or excessive increases in journey times.

In addition, there has been no significant negative impact on the environment in terms of air pollution. All nitrogen dioxide levels remain below the government legal limit and the council's acceptable limits.

The trial has been successful in providing a safer walking, wheeling and cycling route by virtue of fewer vehicles; benefiting children, pedestrians, cyclists, and older people using this route to reach the city centre, explore amenities such as the park, or travel to other residential areas.

To obtain a link to the single member decision report (SMD), and the full reports attached as appendices to the SMD, please go to the New Sydney Place and Sydney Road Trial's web page at www.bathnes.gov.uk/sydneyroadetro