

Bath & North East Somerset Council

DECISION MAKER:	Cllr Mark Elliott, Cabinet Member for Resources		
DECISION DATE:	Not before 15 February 2025	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3601
TITLE:	Liveable Neighbourhoods: New Sydney Place and Sydney Road Traffic Regulation Order (TRO)		
WARD:	Bathwick		
AN OPEN PUBLIC ITEM			
List of attachments to this report:			
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.			
Appendix F - New Sydney Place and Sydney Road Experimental Traffic Regulation Order (ETRO): Summary of key outcomes			

1 THE ISSUE

- 1.1 The Liveable Neighbourhood Strategy was approved in December 2020 (Cabinet report [E3238](#)), and applications were subsequently sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout Bath and North East Somerset (B&NES).
- 1.2 In April 2024, a Liveable Neighbourhood through traffic restriction trial was introduced in New Sydney Place and Sydney Road using an Experimental Traffic Regulation Order (ETRO). This followed on from previous trials

delivered in 2022 in Queen Charlton Lane (Saltford ward), Southlands (Weston ward) and Church Street (Widcombe ward) which were subsequently made permanent through the introduction of Traffic Regulation Orders (TROs).

- 1.3 A public consultation was completed during the formal objection period of six months from launch of the trial in April 2024. This was supplemented by engagement with key stakeholders throughout the trial, together with an end-point survey of residents living in the immediate vicinity of the trial. In addition, traffic and air quality monitoring, both before and during the trial has been completed.
- 1.4 This report and accompanying appendices present analysis of the data and public consultation feedback to enable a decision to be made on whether the trial should be made permanent.

2 RECOMMENDATIONS

The Cabinet member is asked to;

- 2.1 Note the information provided in the above appendices relating to the public consultation responses, key stakeholder engagement and traffic and air quality monitoring and in particular, Appendix F: New Sydney Place and Sydney Road Experimental Traffic Regulation Order (ETRO): Summary of key outcomes.
- 2.2 Based upon consideration of the above information, confirm the support of the Cabinet Member to make the scheme permanent as soon as possible. If support is given, this will be reflected within the formal statutory ETRO decision-making process, noting that the final sign-off is via a delegated decision made by the Director of Place Management within which the Cabinet Member and ward members will have the opportunity to give formal comment.

3 THE REPORT

- 3.1 Following approval of the Liveable Neighbourhoods Strategy in 2020, 48 communities applied, via their ward councillors, to become a Liveable Neighbourhood between February and May 2021. In June 2021 of the applications received, 15 areas were chosen for Liveable Neighbourhood ([Cabinet Report E3285](#)). Communities were further consulted in November 2021 seeking ideas for improvement to their areas to be put forward by residents themselves during public engagement and co-design workshops, to address the issues they commonly experience.
- 3.2 In November 2021, the community in the New Sydney Place and Sydney Road Liveable Neighbourhood (including neighbouring roads up to Cleveland Walk and North Road) were asked to describe the issues they experienced and what measures could help to improve the area. Among the top concerns for residents were through traffic and speeding traffic and 75% of respondents to a survey at the time were in favour of a measure to tackle through traffic ([New Sydney Place and Sydney Road workshop report](#)). Following on from this consultation, New Sydney Place and Sydney Road was identified for a through traffic restriction trial in 2024 ([Cabinet Report E3495](#)).
- 3.3 The trial was launched in April 2024 where a through traffic restriction was installed on Sydney Road at its junction with New Sydney Place. The aim of

the restriction being to prevent motorists from using the street as a short cut to avoid the Bathwick Street/Beckford Road A36 junction and to create a pleasant walking and cycling route through the area.

- 3.4 Before and during the trial period, both quantitative and qualitative data has been collected by the council so that the impacts of the scheme can be understood. This data collection has included:
- 3.5 A report on the public consultation outcomes to the trial relating to the six-month period between April 2024-October 2024 (Appendix A)
- 3.6 A report summarising our communications and the outcomes of our key stakeholder engagements (Appendix B)
- 3.7 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 C)
- 3.8 An air quality report relating to baseline and post-installation data on nitrogen dioxide concentrations (Appendix D)
- 3.9 A traffic monitoring report relating to baseline and post-installation data (Appendix E)
- 3.10 A report summarising the key outcomes (Appendix F)
- 3.11 A summary reviewing the key outcomes of the feedback and monitoring completed during the through-traffic restriction trial is provided at Appendix F. Feedback and opinion are presented together to inform a balanced opinion on the impacts of the trial and concluding remarks are given.

4 STATUTORY CONSIDERATIONS

- 4.1 The through traffic restriction trial has been introduced using a ETRO which has allowed public consultation to be undertaken whilst the scheme is trialled. Once an ETRO comes into force, there is a six-month period in which objections can be made. If the ETRO is subsequently modified, objections can be made in this period starting from the date of the changes. The decision to remove the ETRO or make the intervention permanent must be made within 18 months of initial implementation. If the ETRO is to be made permanent, a Traffic Regulation Order (TRO) notice will then need to be made.
- 4.2 A public inquiry could be required, depending on the nature of the objection, if it is received within the first six months of making the ETRO and not withdrawn, and the authority intends to make the order permanent without any modifications to address it. Making modifications or the withdrawal of the objection following correspondence with the objector will remove the need for an inquiry.
- 4.3 Should a decision be made to make the ETRO permanent with consideration of all objections, it would be made under a new TRO. If this happens, the Council will make any permanent order (which gives effect to the ETRO) in accordance with Regulations 6,7,8,16 and 17 of The Local Authorities' Traffic Orders

(Procedure) (England and Wales) Regulations 1996, as opposed to the abridged procedure set out in Regulation 23 in relation to ETROs.

- 4.3 This means that any person wishing to object to the permanent order can do so in accordance with Regulation 8 and/or bring a Judicial Review claim within six weeks of the Traffic Regulation Order being made under Part IV Schedule 9 Paragraph 35 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.4 It must be noted that whilst Cabinet Member support is a key part of the decision-making process, there are other factors that influence the decision, and final confirmation cannot be given until the statutory process referred to in para 4.1 is completed.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Funding to implement the Liveable Neighbourhoods programme (including trials) has been allocated through the City Regional Sustainable Transport Settlement (CRSTS) grant following approval of a full business case by the West of England Mayoral Combined Authority (MCA) in September 2024. An early allocation of £736k was secured from the MCA to implement a series of ETRO trials in 2024, which included the trial in New Sydney Place and Sydney Road.
- 5.2 Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m; £4.7m is funded by both CRSTS grant and another Mayoral Combined Authority (MCA) sourced grant. The remaining £2.5m is made up of B&NES contributions.
- 5.3 Subject to the outcome of the ETRO process, the infrastructure costs (to include, but not limited to, permanent signage and kerbing) to make the scheme permanent will be funded from the CRSTS grant.
- 5.4 The cost to make the scheme permanent is unable to be estimated at this stage until the outcome of the consultation relating to the Bath Walking, Wheeling and Cycling links project is confirmed.
- 5.5 Should the decision be made not to make the trial scheme permanent, the costs of removal and reinstatement of the scheme would be funded from council budgets and be subject to the outcome of the Bath, Walking, Wheeling and Cycling links project.

6 RISK MANAGEMENT

- 6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.

7 EQUALITIES

- 7.1 Equalities impacts are assessed both at a programme level and from the preliminary design stage, as part of the individual scheme design process.

7.2 A programme level joint equalities impact assessment has been developed for the Liveable Neighbourhoods and Resident’s Parking Zone programmes. It is published at this link and is available in paper format upon request <https://beta.bathnes.gov.uk/equality-impact-assessments>

7.3 In addition, a specific equalities impact assessment was developed for the trial and has undergone two updates since the launch, most recently in January 2025. It is also made available at the above link and in paper format upon request.

8 CLIMATE CHANGE

8.1 A Climate Emergency was declared in March 2019 along with an Ecological Emergency in July 2019. In response to this B&NES Council has pledged to achieve carbon neutrality by 2030. Liveable Neighbourhoods are part of a package of measures to mitigate the climate crisis through the adoption of more sustainable and healthy transport options.

9 OTHER OPTIONS CONSIDERED

9.1 None as a decision on the permanency of the scheme is required to be made within 18 months of the trial becoming operative.

10 CONSULTATION

10.1 Consultation has been undertaken with the Director of Place Management, together with cabinet and ward members.

10.2 This report has been agreed by the s151 Officer and the Monitoring Officer.

Contact person	<p>Cathryn Brown, Senior Project Manager cathryn_brown@bathnes.gov.uk</p> <p>Tom Foster, Head of Capital Programme and Project Delivery Tom_Foster@bathnes.gov.uk</p>
Background papers	<p>Cabinet report E3238 ‘Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy’ dated 10/12/2020.</p> <p>Single Member Decision Report E3495 Liveable Neighbourhoods: implementation of a trial through-traffic restriction on Sydney Road at New Sydney Place dated February 2nd 2024</p>
<p>Please contact the report author if you need to access this report in an alternative format</p>	