

Single Member Cabinet Decision

Executive
Forward Plan
Reference

E3601

Liveable Neighbourhoods: New Sydney Place and Sydney Road Traffic Regulation Order (TRO)

Decision maker/s	Cllr Mark Elliott, Cabinet Member for Resources
The Issue	<p>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).</p> <p>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.</p> <p>The above 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.</p>
Decision Date	17 February 2025
The decision	<p>The Cabinet Member agrees:</p> <p>When noting the information 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, that:</p> <ul style="list-style-type: none">• The aim of the scheme, in line with the wider Liveable Neighbourhoods programme, is to encourage through traffic to remain on the main roads.• Specifically, the aim of this trial is to prevent motorists from using New Sydney Place and Sydney Road as a shortcut to avoid the main roads, and to create a safer environment for everyone walking or cycling through the area.• 75% of the traffic using Sydney Road before the trial was through traffic. The trial has reduced the number of vehicles entering New Sydney Place by 85%, and Sydney Road by 70% (while maintaining vehicle access to homes).• Traffic monitoring was carried out during periods when the A36 was open at Limpley Stoke, not during periods when the A36 was shut at Limpley Stoke for road works.


- Whilst the monitoring shows more vehicles using the A36 Beckford Road (a principle alternative route and part of the Primary Route Network) this has not translated into extended average queue lengths and / or journey times. The data shows that the change in queue length and journey times for those driving along the A36 is negligible.
- Those that used to drive through Sydney Road prior to the trial typically used to save, on average, between c.26 and c.40 seconds on their journey compared to staying on the main A36. They now have to use the main A36 and have seen an increase in journey time, but on average that increase is only between c.23 and c.41 seconds
- In simple terms, moving the traffic from New Sydney Place / Sydney Road on to the main A36 has made no significant difference to the travel time on the A36.
- Air quality was monitored before and during the trial at 9 sites to ascertain whether the trial had a detrimental effect. There was no deterioration in air quality.
- Those responding to the consultation from outside of the scheme area and whose main mode of travel was a private motor car, expressed the greatest level of objection, citing congestion and increased pollution as the main themes for their objection.
- Those living closest to the scheme are most supportive citing reasons of how it has improved pedestrian and cyclist safety and improved the area.
- Stakeholder engagement through work with Sustrans and delivery of pop-up events has shown that whilst criticisms exist, there has been a shift in attitude to people being positive about the benefits of the scheme and facilitating walking and cycling in the scheme area. The Bath Walking Wheeling and Cycling Links project will further improve connectivity for pedestrians and cyclists to support the aim of the Liveable Neighbourhood programme to improve residential streets and encourage safe, active and more sustainable forms of travel.

In conclusion, whilst a majority of the respondents to the consultation oppose the trial being made permanent, the reasons cited for objection (increased congestion and pollution) are not supported by the hard data from traffic and air quality monitoring. I agree that the results of the trial demonstrate that the scheme meets our LN policy, achieves the aim of keeping through traffic on the main road, and the benefits of this scheme outweigh any disbenefits.

Based upon consideration of the above information, I confirm support to make the scheme permanent as soon as possible. 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

	<p>Director of Place Management within which the Cabinet Member and ward members, will have the opportunity to give formal comment.</p>
Rationale for decision	<p>A decision on the permanency of the scheme is required to be made within 18 months of the trial becoming operative which was in April 2024.</p>
Financial and budget implications	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
Issues considered	<p>Social Inclusion; Customer Focus; Sustainability; Young People; Equality (age, race, disability, religion/belief, gender, sexual orientation); Human Rights; Corporate; Health & Safety; Other Legal Considerations</p>
Consultation undertaken	<p>Ward Councillor; Cabinet colleagues; Staff; Other B&NES Services; Service Users; Local Residents; Stakeholders/Partners; Section 151 Finance Officer; Monitoring Officer</p>
How consultation was carried out	<p>In June 2021 15 areas were chosen for Liveable Neighbourhoods (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.</p> <p>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.</p> <p>Following on from this consultation, New Sydney Place and Sydney Road was identified for a through traffic restriction trial in 2024 (Cabinet Report E3495).</p> <p>Consultation has taken place during the trial through an online survey hosted on the Council's website (paper copies made available on</p>

	request), engagement with harder to reach groups through workshops facilitated by Sustrans, direct engagement with key stakeholders in and around the trial street (including the Holburne Museum, King Edwards School and the Macdonald Bath Spa Hotel) and pop-up events in the trial street itself.
Other options considered	None as a decision on the permanency of the scheme is required to be made within 18 months of the trial becoming operative.
Declaration of interest by Cabinet Member(s) for decision:	None
Any conflict of interest declared by anyone who is consulted by a Member taking the decision:	None

Name and Signature of Decision Maker/s	Mark Elliott 
Date of Signature	17 February 2025

Subject to Call-in until 5 Working days have elapsed following publication of the decision