

Stakeholder Engagement Report

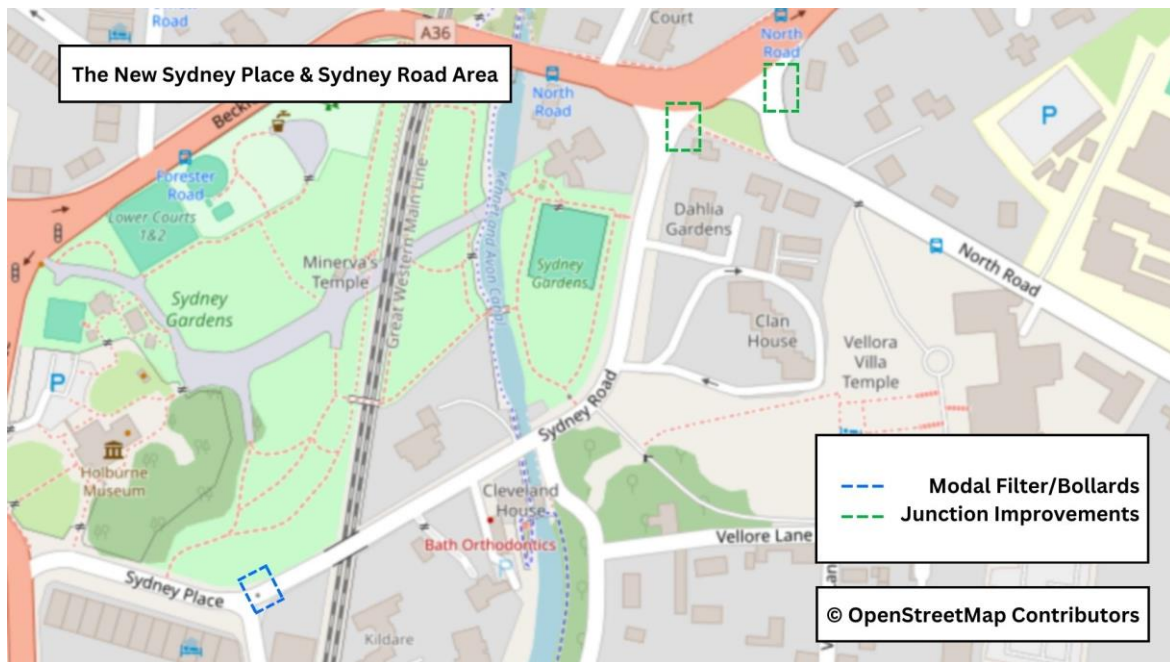
New Sydney Place and Sydney Road ETRO Trial

Prepared by the Liveable Neighbourhoods project team, Bath & North East Somerset Council

Introduction

This report sets out Bath & North East Somerset Council's (B&NES) community and key stakeholder engagement relating to the New Sydney Place and Sydney Road through-traffic restriction trial.

The trial was installed at the beginning of April 2024 for a minimum of six months under an experimental traffic regulation order (ETRO). It remains in place until all outcomes are analysed, and a decision is made on whether to make it permanent under a standard Traffic Regulation Order (TRO).



The through-traffic restriction trial encompassed a row of bollards across Sydney Road at its junction with New Sydney Place to prevent vehicles from using Sydney Road as a short cut to avoid traffic signals at the junction of Beckford Road and Bathwick Street (A36) (Figure 1 below).

Vehicle access to properties on either side of the restriction was maintained from either Sydney Road or New Sydney Place. Changes were also made to the North Road and Sydney Road junctions with the A36 Warminster Road, including removing the dedicated filter lane into Sydney Road for southbound traffic.

This report provides a log of the activity conducted by the council to communicate and engage with the community, using the following methods:

- press, print, web, events and direct mail
- more in-depth stakeholder meetings/engagement, including with schools and local businesses.

The report also references the outcome of engagement work carried out by our partner, **Sustrans**, a specialist organisation that helps us to engage directly with harder to reach groups. Their four reports on this engagement are attached to this document, **Annexe B1-4**.

Please note that separate reports present the outcomes of the **formal public consultation** that ran alongside the trial from 3 April to 3 October 2024, and the **air quality** and **traffic monitoring** that we undertook. Additionally, it does not cover the outcomes of any statutory consultation as part of the making of the ETRO. To read all our reports, including a summary of all the key outcomes and single member decision (SMD) report, please go to www.bathnes.gov.uk/sydneyetro



Fig 1: Row of bollards at the junction of Sydney Road with New Sydney Place

Section 1: Pre-trial communications and engagement

1.1 Early communications/engagement from December 2023

- The council announced its proposal to run up to five new Liveable Neighbourhoods (LN) trials (including the through-traffic restriction on New Sydney Place and Sydney Road) in a press release on 9 November 2023: <https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods>. This was followed by related social media and e-newsletter coverage.
- The proposal was the result of previous consultation and engagement on Liveable Neighbourhoods in the Sydney Road area since 2021. These consultations and engagements are outlined in more detail on our web page: www.bathnes.gov.uk/sydneyroadetro
- On 12 December 2023, the project team sent a letter to 1445 residents within a 200-metre radius of Sydney Road informing them directly of a proposal to run the trial from the Spring.

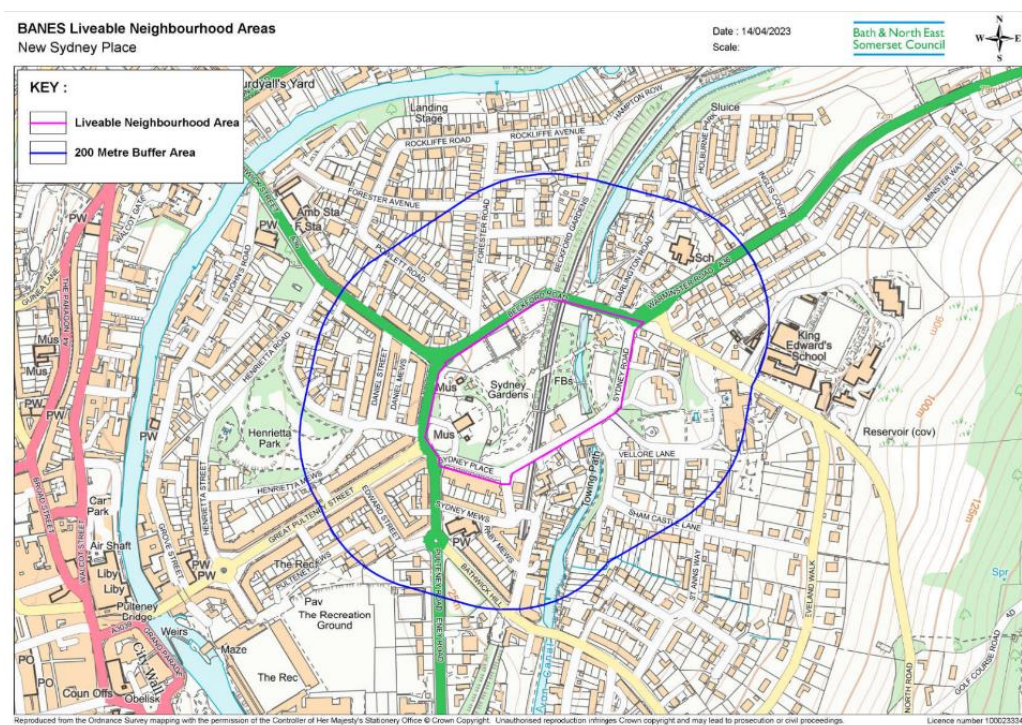


Fig 2: Initial mailing area including the LN area plus 200 metres

- The letter informed residents that a decision would be made in the new year (2024) on whether to proceed with the proposed ETRO trial in the Sydney Road area or not. An annotated map with details on the scheme was enclosed with the letter, and residents were invited to contact the council's team of advisors should they have any concerns or questions about the design. See Letter: **Annexe A1**

1.2 Communications on the decision to run the trial, from February 2024

- On 2 February 2024, the council issued a press release on the single member decisions to run five new ETRO trials from the Spring of 2024 alongside ongoing public consultations. This included the New Sydney Place and Sydney Road trial. See <https://newsroom.bathnes.gov.uk/news/five-new-liveable-neighbourhoods-trials-bath-set-go-ahead>. The news release was supported by social media posts.
- Read the single member decision report: <https://democracy.bathnes.gov.uk/mgIssueHistoryHome.aspx?IId=38060&PlanId=926&RPID=107749850> . All the comments received from residents since December 2023 were considered when making this decision, alongside council policy.

New web content

- A new webpage was launched at www.bathnes.gov.uk/sydneyroadetro to illustrate the scheme in more detail and outline the aims of the trial. Full contact details were provided for pre-trial enquiries.

Direct mail

- On 6 March 2024, a letter was sent to 3139 residents formally announcing the decision, along with an annotated map illustrating the scheme and promoting the new web pages. It also outlined how ETRO trials work and the minimum six-month consultation period. See **Annexe A2, A3**
- The letter was sent to a wider area than the previous mailing sent on 12 December 2023. This extension was in response to requests from residents in the wider Bathwick area asking to be kept directly informed.
- The comprehensive mailing area encompassed areas to the north and west including Bathwick Estate, Henrietta Gardens area, Great Pulteney Street; areas to the east bordered by North Road and Cleveland Walk and Bathwick Hill; and areas to the north-west including Holburne Park and Minster Way. This area was referred to as the 'trial area' for the purposes of the consultation questionnaire and is shown below:

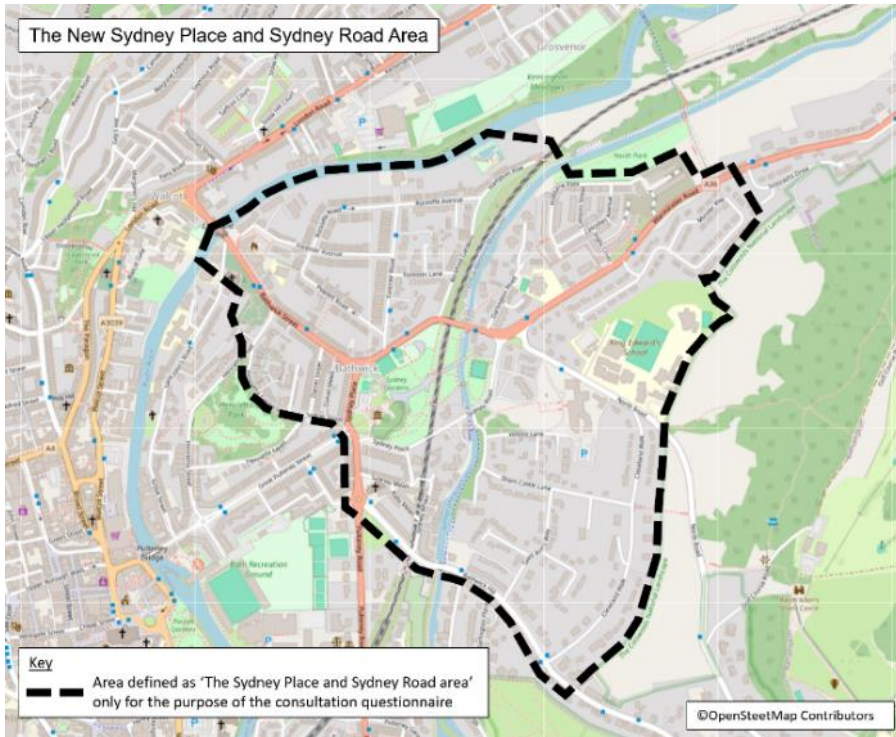


Fig 3: Extended mailing area

Event

- The letter promoted an open public drop-in event which was hosted in The Guildhall between 2-7pm on Wednesday 20 March 2024 with 200 attendees throughout the 5-hour period. There we helped people understand how ETRO consultations work, the aims of the scheme and its design.
- Press, social media, residents’ associations and ward councillors helped to spread news about the trial and the event across a wider area (see above).

Early stakeholder meetings

- The council’s project team and their partner Sustrans engaged key stakeholders in the area prior to installation (and during the trial). This included two schools in the area, local businesses and community **groups**. The activity and results of this engagement is outlined later in this report in **Section 3.1**.

1.3 ETRO Notice and installation information

- The same 3139 residents were sent a letter on 18 March 2024, two weeks prior to the start of the trial, informing them of the installation timetable and any temporary disruption expected (outlined on an accompanying map).
- The letter re-iterated how people could have their say, promoting the consultation web page and online survey available from 3 April following a bank holiday weekend. See Letter. **Annexe A5 and A6 (map)**.

- To help inform the wider public, the Experimental Traffic Regulation Order (ETRO) notice was issued on 14 March 2024 and published in the local press. As is legally required, notices were posted in the vicinity of the trial which directed the public to the full summary of proposals and contact details for enquiries, along with information on how to lodge an objection during the trial. Please also see the Single Member Decision Report relating to the final decision on the trial for more information on this legal order.
- The council also issued a press release prior to the start of the trial <https://newsroom.bathnes.gov.uk/news/work-start-trial-through-traffic-restriction-bath>.
- The council scheduled a series of social media posts to be sent across the 6-month period. See social posts: **Annexe A8**.
- Installation work took two weeks from 1 April, and so the scheme was not fully functional until mid-April. The council advised residents and the wider public to experience the scheme first before submitting their feedback on it.

Section 2: In-trial communications

2:1 The ETRO formal public consultation and end-point survey

A separate consultation report is available with full details of and analysis of the ETRO formal public consultation at www.bathnes.gov.uk/sydneyroadetro.

- The public were informed of the formal public consultation via ETRO notices, the council press release and the related social media posts and word of mouth (via residents' associations and neighbourhood forums, all outlined in section 1.3 above).
- Residents were informed via the letter outlined in section 1.3 above, complete with QR code. See **Annexe A5-6**.
- The web pages at www.bathnes.gov.uk/sydneyroadETRO were updated to a full formal consultation web pages from Wednesday 3 April 2024.
- The public consultation questionnaire was available from 3 April until 3 October 2024 (in print and alternative formats on request), which is the minimum six-month period. It enabled respondents to state their level of support for, or objection to, the ETRO and their reasons for this position. It also asked questions about the impacts of the trial on the area and on travel behaviours.
- The questionnaire and analysis of the feedback received is available in a separate report prepared by our partners AECOM, and this is available at www.bathnes.gov.uk/sydneyroadetro
- While the survey was taken down on 3 October 2024, the web pages will remain live until a final decision is made on the future of the through-traffic

restriction, which must be made by 3 October 2025, 18 months after the trial was launched.

Scheme adaptations

- During the six-month consultation, the council introduced a small amendment to the design because motorists were driving on a footway to bypass the through-traffic restriction. The council installed two more bollards on the footway to prevent this. The width of the footway was such that the extra bollards could be installed without creating an obstruction to wheelchair users and those using mobility aids. This adaptation did not require re-starting of the trial.

On-street promotion (posters and flyers)

- At the end of April, once residents had time to experience the trial, posters/flyers were distributed to local shops, noticeboards and residents' associations outlining how people could have their say. [See Annexe A7](#)

Pop-up events

- Two pop-up events were held on 9 July and on 20 September in the Sydney Road/Sydney Gardens area to gather feedback from local people using the area. More information on this is outlined in [Section 3.4](#)

Direct mail and social media reminders

- We sent 3139 residents a letter on 23 September 2024, prior to the end of the trial on 3 October, reminding them to complete a survey before the end of the public consultation. See Letter. See [Annexe A9](#)
- Social media posts were scheduled throughout, including towards the end of the consultation to remind residents to complete the survey. See [Annexe A8](#)

End-point engagement with trial street residents

- On 23 September 2024, we invited those living on the trial streets (which is the 181 addresses in the Liveable Neighbourhood area) to take part in an end-point survey to establish any changes of sentiment or travel behaviour among those living there during the trial. See letter [Annexe A10](#)
- The outcome of this end-point engagement is included in a separate report available at www.bathnes.gov.yk/sydneyroadetro

Closure of A36 from 12 August

- Throughout, our communications highlighted the planned closure of the A36 between Limpley Stoke and Monkton Combe (north of the city until Spring 2025) for National Highways essential safety works which was forecasted to result in fewer vehicles using the A36 Warminster Road from 12 August. All

traffic monitoring was completed outside of this closure and we reminded residents of the impact when asking for their final comments on the scheme. For noting, an opportunity was taken in November 2024 to carry out some more traffic monitoring when the A36 temporarily re-opened for 3 weeks as this coincided with baseline monitoring in November 2023.

Section 3: Key stakeholder engagement

3.1 Overview of Sustrans' engagement events and summary of key findings

- Our partner Sustrans is helping to widen our engagement by talking to people in the community with different and seldom-heard voices, running hour-long in-person engagement events to gather attendees' opinions, thoughts and feedback. These are people who may or may not be motivated to take part in our consultation survey.
- Sustrans visited three groups at the end of March 2024 (just prior to the trial starting) and 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)
- The purpose was to gather opinions in person from younger and older voices living close too and using the area that may or may not have been motivated to reply to our consultation survey. Generally, 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.
- Comments were balanced in favour of it and against it, following similar themes from our own consultation feedback. However, in all groups slightly more people were in favour of it, rather than against it during the final engagements. 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 or complete the survey, particularly if they were in support.

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 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.

Please see [Appendices B1-6](#) containing Sustran’s reports from pre and post intervention engagement events with each group.

3.2 Overview of local businesses and school engagement

- The council identified key stakeholders in this area as:
 - Bathwick St Mary’s Primary School
 - King Edwards School
 - Bath Orthodontics
 - Macdonald Bath Spa Hotel and Leisure Facilities
 - The Holburne Museum
- Before the trial was installed, all these stakeholders were contacted by email, inviting them to join a call with the LN Senior Project Manager and Engagement Team Leader.
- At the beginning of the trial, these stakeholders were also sent posters and flyers advertising the consultation [See poster, Annexe A7](#)

- Because of its location on Sydney Road (between the trial street and North Road), Macdonald Bath Spa Hotel was also sent posters advertising the road closures and alternative routes associated with installation works to share with customers.
- Schools were sent sample newsletter articles to help them communicate with parents and carers about the trial, any disruption during installation, and also how they could feedback their thoughts once the trial started.

3.3 Summary of engagement outcomes with local businesses and school offices

Bath Orthodontics

Prior to and during the trial we engaged the Practice Manager and Specialist Orthodontist/ Clinical Lead.

- Via email, the practice manager expressed their concern that patients would seek alternative practices because of the trial, along with their concern about potentially displaced traffic onto the main routes causing congestion and therefore delays for patients getting to their appointments.
- An offer for a virtual meeting/call was not taken up at this stage.
- Posters outlining the trial and promoting the public consultation were delivered to the practice.

From June 2024:

- The Senior Project Manager and Engagement Team Leader from the council visited the practice in June after the practice manager raised concerns about the number of patients arriving late to appointments. During the visit the practice manager said that patients had shared that this was because they either did not know about the changes, followed their sat nav to get to site, got caught in traffic on the main road or could not find parking.
- The practice team said that they had shared details about the changes with their patients via email but the constraints on their operational software had prevented them from taking further action.
- The clinical lead shared that while patients arriving late was commonplace before the trial (and also that patients often turn up at the wrong practice), they felt the situation had worsened during the first 3-months of the trial.
- Our Senior Project Manager asked if the practice would be able to share some data on patient arrival time, but when requested the practice had not been able to collect this, so it was not available.

- At this meeting, the practice team made a request for additional signage directing patients to the practice. This would be considered if the trial was made permanent and needs to take account of the BBWCL project at the Sydney Road/A36 junction.

Bathwick St Mary's Primary School

Prior to and during the trial, we engaged the headteacher, deputy headteacher and school governor.

- The deputy headteacher and school governor shared their experience of working on safer active routes to school given that access to the school by private vehicle is challenging. 75% of their pupils are local to the school, and 50% of their pupils walk to the site. The school said that they had also worked with other council teams to help facilitate a crossing point on Warminster Road, south of the junction with Sydney Road. They are also discussing other potential schemes to help with traffic in Darlington Road (outside the school) with a local councillor.
- They shared their concerns that the trial could cause displacement of traffic onto the main roads thus making it more challenging for visitors and staff to access the site, especially on turning right onto the main road. They also shared concerns about parking availability around the school if the trial went ahead.
- They were eager to facilitate opinions about the trial from their pupils through work done by Sustrans to engage some of their Year 5 and 6 pupils
- Posters and newsletter articles were provided to the school encouraging their community to share feedback on the trial. In addition, we supplied paper copies of the consultation questionnaire.

From June 2024:

- During a meeting in June the headteacher shared that traffic had significantly increased on the main road and that this not only made it more difficult for vehicles to exit Darlington Road safely, but also that more traffic is regularly stacked back on Darlington Road – with an immediate impact on children's safety.
- Due to not being able to access parking on Sydney Road via New Sydney Place, parents no longer use the spaces there to drop their children off and walk in, and many more parents now drive down Darlington Road which is a dead end.
- There is no safe crossing on Darlington Road for the 220 children and families at the school. The headteacher is hugely concerned about children's safety and sees the Sydney Road closure as have a direct and serious impact on the safety of children. When coupled with changes to parking restrictions nearby,

and removal of parking spaces on the main road due to the cycle lane, this only exacerbates the issue. School continues to meet to discuss on-street parking with residents of Darlington Road and has received more complaints about parking and traffic during the trial.

- School strongly believes, due to reasons of child and pedestrian safety, that the Sydney Road closure is negatively impacting children being able to safely walk to their local school. The headteacher believes it is imperative to reopen Sydney Road to keep children safe and equally increase the number of short-term parking bays on other local roads meaning that school traffic would not need to enter Darlington Road by motor vehicle.
- Links to the consultation were included in the monthly school newsletter at regular intervals during the consultation period.
- Please see the school pupil's feedback on the trial as outlined in Sustrans reports annexed to this report: [Sustrans Stakeholder Engagement Reports Annexe B1-6](#)

The Holburne Museum

Prior to and during the trial we engaged with the Director

- The director shared thoughts that the trial was not needed as there was not much traffic on the trial streets, other than between 8 and 9am, and that it would compound existing congestion. This would lead to more stationary traffic adversely affecting residents of the A36 side of Sydney Place and adjacent streets (including to access the museum car park).

From June 2024:

- During a meeting, the director shared that the staff and volunteers had not actively been seeking feedback about the trials from visitors, but that their staff and volunteers felt strongly that traffic had been displaced onto the main roads and that traffic was always queuing at the traffic lights which has inconvenienced them and had a negative impact.

King Edwards School

Prior to and during the trial we engaged the School Bursar and its Estates and Security Manager

- In a meeting in February, concerns were expressed about potential traffic displacement and changes that parents would need to make if they were using Sydney Road or New Sydney Place to reach the school.
- It was their understanding that school coaches were currently using Sydney Road, so these would need to re-route and potentially leave earlier.

- The School had received communication from parents and local Residents' association concerned with the proposed changes.

From October 2024 (at the end of the trial)

- In a meeting in October, it was confirmed that the School remains neutral in their opinion of the trial and was keen to read the final report. As expected, the School received more communication about the trials after launch, but this had subsided as the trial progressed.
- It was shared that, during the trial, the School had also made significant changes to their own school transport service which had resulted in a 30% increase in users.

Macdonald Bath Spa Hotel and Leisure Facilities

Prior to and during the trial we engaged the General Manager.

- In a meeting in March 2024, the general manager revealed how leisure members had expressed their dislike of the trial because it meant that some members would need to travel on the main roads rather than cutting through the trial streets to reach the hotel. Broadly speaking it was not felt that the change would cause a problem for hotel guests.
- Prior to the trial we sent posters advertising the road closures and alternative routes associated with installation works to share with their customers. We also provided posters and articles promoting the public consultation.

From July 2024

- In a meeting in July, the manager shared that leisure membership had decreased by 12 (net) members (2% of total membership) in the 5 months since the trial started. We received the data in August following meeting. Their feeling was that members were making a stand against the principle of LNs and that they were losing members because of the trials.

3.4 Overview of on-site pop-up events

- On 9 July and 20 September 2024, council officers set up pop-up events to gather the feedback and opinions of people using the area, which included people parking or walking in the trial streets and people visiting the park or on their way to local amenities such as the museum.
- The aim was to hear more of the experiences of people using the area who might not feel strongly enough or be motivated to take part in our online consultation survey.
- Council officers stationed themselves by the modal filter (row of bollards on New Sydney Place and Sydney Road) and in Sydney Gardens, and asked

passers-by whether they had used the trial street and to share their experience of the trial.

- The questions asked were different according to the location of the officers , given that not all users of Sydney Gardens may have used Sydney Road or New Sydney Place.
- It should be noted that on 20 September, New Sydney Place was closed to all traffic due to works to replace a gas main.

A summary of the outcomes is presented in section 3.3 The questions asked, and answers provided are provided in [Annexe C](#).

3.5 Summary of pop-up outcomes

At the modal filter, July 2024

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

About their use/travel

- 17 were travelling actively through the area (walking/cycling)
- 11 had parked locally and were either visiting a person or business locally or travelling further afield
- 10 were local residents
- 10 were walking to access a local business.
- 45 of these people had used the road before the trial was installed. Of these, 29 felt that their experience traveling through in July was better than before the trial was installed and 8 felt it was worse.

Some people provided their positive experience and thoughts:

- Improved safety for pedestrians and cyclists
- Noise reduction
- Pollution reduction
- Quieter area, feels more pleasant
- Cleaner air, the area is more liveable
- Less vehicular traffic
- More people walking, cycling, more individual children, quieter
- Safer to cross
- Driving on the A36 hasn't been problematic
- Completely different, so much nicer
- Less dangerous
- Let my children scoot on pavement
- It transformed the area for better
- It's safer to walk
- It improved the air quality
- It improved the traffic
- Less noise, fewer bigger vehicles
- Reduced speed and volume of traffic
- Reduced traffic noise

Some people provided their negative experiences and thoughts:

- Longer travel time for local residents as they need to go around
- More pollution, congested roads, idling cars
- It didn't resolve speeding as cars speed after making U-turns
- It's solving a problem that didn't exist
- It's pushing the traffic to other roads
- It's a disgrace
- It only benefits a few privileged people
- I don't see a purpose of it
- It's pushing the traffic to other roads
- Worse for drivers
- When the nights are darker it doesn't feel as nice as when the nights are lighter
- It's pretty much the same on Sydney Rd

Most people (30/48) shared that they used the route the same amount as before the trial. 10 said they use it more, and 5 said they used it less.

Some people went on to share their thoughts on their use of the route:

- It's safer and more pleasant to walk and visit the park
- Using the car less (but getting around is still fine on A36), thinking about getting a bike, so much easier to walk now
- Feels like more people using the area to walk
- Nicer place to be
- Calmer
- I live nearby so nothing's changed for me
- I don't have a choice, so I use this road
- It's a work journey
- More pleasant to be here
- It's safer for children to have a bit more independence
- The road is blocked so I can't use it
- It's impossible to use the road now
- I get stuck in traffic
- It doesn't make a difference to me
- Used to park closer to town but now park and walk
- It makes the buses later on A36

On whether they felt the trial had improved the environment

Of the 48 people who stopped to answer questions, 30 people felt that the trial had improved the environment, whereas 11 people disagreed with this.

On whether they supported making the trial permanent or not?

23 people supported making the trial permanent and 21 people did not.

Some people shared their thoughts on making the trial permanent:

- It's working, prevents through traffic
- It's safer for me and my child
- I don't drive and I appreciate the initiatives like this one
- It reduced the noise and speeding and I like it
- Nicer way to walk to work
- It's reduced the speed and volume of traffic
- Feels like an extension of the quiet zone (the park)
- Brilliant
- Calmer
- It's no worse driving around the A36
- It can stay but the road needs to improve
- It's beneficial for the area More children using the area and able to cross the road
- 100% better all round and much safer If made permanent, maybe more parking in the area to enable people to use the park
- More traffic on the A36, but not much change most of the time, just peak times
- More people walking in the area
- It improved the speeding in the area, but I don't like the fact that I have to drive around and often get stuck in traffic

- I don't like it
- It's pointless, prevents use of the route by vehicles
- Didn't seem busy before when used
- Only benefits 4 houses
- Only doing it to spend money
- Has increased AP on surrounding roads
- Trade vehicles using alternative routes locally
- It doesn't make sense, it serves only a few privileged people
 - It makes our life miserable
 - It's confusing and dangerous
- It's pointless
- It benefits a small minority while affecting negatively many more people
- It's much safer now to walk and scoot in the area
- Does not improve the experience for pedestrians and worsens the experience for drivers
- Buses on the A36 at peak time are delayed
- Better balance of needs
- Made things more awkward for driving

In Sydney Gardens, July 2024

51 people answered officers' questions in Sydney Gardens:

About their use/travel

- 23 had used the trial streets on their way to the gardens.
- 15 of these 23 had walked, the others had parked locally to access the gardens.
- Of the 28 people who had not used the trial street to get to the gardens on the day, 8 had used the trial street on other occasions.

On whether they felt the trial had improved the environment

Of the 31 people who had used the trial street, 11 felt that the trial had improved the environment, but 16 did not agree with this.

On whether they supported making the trial permanent or not?

9 people felt that the trial should be made permanent, but 19 did not want to see the trial made permanent.

- If it is what the local residents want then I don't mind. Speed bumps could have helped
- It was a major mistake that people in Bathampton stopped the bypass being built. Most traffic goes towards Cleveland Bridge anyway.
- Although I have to use the A36, I would like to see it made permanent
- Traffic displacement
- Unable to use Sydney Road
- Has impacted on the poorer people to the benefit of the richer people
- Dangerous for children crossing
- Pollution has increased outside our house
- Traffic now going past other people's homes

- More traffic on the main road
- The road wasn't busy before
- Not many houses on the trial street
- Traffic worse at school times/peak times
- Should be free flowing traffic
- Should narrow the road and use traffic calming/chicanes instead
- Needs a crossing
- Harder to cross (main) roads

At the modal filter, September 2024

In September, we positioned ourselves at the modal filter to talk to people who were travelling through New Sydney Place and Sydney Road i.e. walking, scooting through or running, and with those who had parked locally.

About their use/travel

We spoke to 14 people. 12 had used the route before. Of those 12, 10 felt it had improved the route/their journey.

8 out of 12 were using the route the same amount as before (usually because it was a route to work or a route they used regularly).

People had the following comments on whether the trial had improved the route:

- Quieter, safer for active travel especially children
- Still traffic on roads so why bother? Waste of money. Close whole of Bath next
- I like it. I use a car too. Not noticed much difference in the car. But nicer here (on Sydney Road)
- Didn't use before (guests at hotel), I would come back because it's just so British.
- Makes me think of all the period drama
- Is very quiet everywhere. Bathwick estate and Bathampton benefitting. Would be better without any cars
- Better with less cars
- Lots of noise from the "anti" group. But people support it, they just don't want to talk about it. Scared to

On whether they felt the trial had improved the environment

- 7 out of the 12 agreed that preventing through traffic improved the environment in that location.

On whether they supported making the trial permanent or not?

- 7 people supported making the trial permanent
- 3 were neutral and
- 2 were against it.

People shared a range of comments when asked about making it permanent:

- Ban all cars altogether
- Keep it and do more
- Waste of money for few people to benefit
- Love it. So much nicer and cleaner
- No real disbenefit even to car users (me included)
- People will get used to it
- Better for Sydney Gardens and park and Holburne Museum
- Love it as it is (gas works). Can we do more?
- I use it for tennis courts regularly and it has made access worse by car (at times), but much nicer to be in Sydney Gardens

In Sydney Gardens, September 2024

21 people stopped to answer questions about the trial, but three had not used Sydney Road/New Sydney Place to get to the gardens so didn't answer further questions. 18 people replied to our questions.

About their use/travel

Of the 18 people who had used Sydney Road or New Sydney Place to access the Gardens:

- 10 had travelled actively (walked/cycled)
- 7 had parked on local roads
- and 1 had used a mobility scooter.

On whether they felt the trial had improved the environment

9 people, or half of the 18 people who answered questions, felt that preventing through traffic on Sydney Road and New Sydney Place improves the environment.

On whether they supported making the trial permanent or not?

Out of the 18 people who answered our questions, 11 agreed with making the trial permanent. 9 people were neutral or did not agree.

People shared a range of comments when asked about making the trial permanent:

- Better, quieter, safer for all. No issue if I queue on main road. Never very long.
- Extension of SG on this side. Traffic was always bad on A36 at peak times. But that shouldn't stop this. (two people)
- I loved it before the gas works. I love it more now with the gas works!
- Gives a sense of freedom especially for children.
- It is better but slightly more traffic on main road sometimes
- It's so quiet. I wish it could be done everywhere!
- Journey to school much nicer (child new starter to St Marys).

- 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.
- Please don't take it out, this would be a backward step.
- I didn't like it before (when it first went in), but now I walk around the roads that I didn't before with dog & it's quiet.

End

Appendices below.

Annexe A1

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 394025
Our ref: Sydney Road ETRO Trial Proposal

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 12 December 2023

Dear Occupant

Re: Proposal to trial a through-traffic restriction on Sydney Road at the junction with New Sydney Place

We are writing to inform you of a proposal to trial a through-traffic restriction on Sydney Road at its junction with New Sydney Place from spring 2024.

The proposal is the outcome of significant consultation and co-design already carried out with the local community as part of our Liveable Neighbourhood (LN) programme. You will find more information overleaf and attached.

Should the proposal be approved, we would install the trial in spring 2024 for a minimum of six months as part of an ongoing consultation. During this time, you would be able to feedback your thoughts on how it works before a decision is made or whether to make it permanent or not.

A report is currently with the relevant cabinet member to inform their decision on whether this trial should go ahead. We expect a decision in January.

A link to the report is available on our website at www.bathnes.gov.uk/yourLN (New Sydney Place and Sydney Road) which you can visit by scanning the QR code opposite. You can also request the report in a printed or alternative format. See over for contact details.



Aim of the proposed trial

The idea for a through-traffic restriction was put forward for the area by the local community during earlier LN consultations.

The aim is to reduce speeding and excessive through traffic, improve pedestrian safety, and encourage more walking and cycling in the area. Motorists often use these residential streets to avoid the main roads and the A36/Bathwick Street junction.

Scheme details

The proposed trial for Sydney Road is for a through-traffic restriction which would comprise a modal filter (in this case a set of bollards) placed across Sydney Road at its junction with New Sydney Place. The filter would allow pedestrians, cyclists, and people with mobility aids to pass through, but not motor vehicles.

Vehicle access to all homes and businesses (including the Bath Spa Hotel) would be retained from either end of the restriction. There would be space for turning vehicles without loss of parking. Emergency and service vehicles would also be able to access homes and businesses from either end of the restriction or, in an emergency, collapse the bollards.

Additionally, the scheme would feature the removal of the dedicated left-turn lane into Sydney Road from Warminster Road (southbound). It also features a wider footpath on the eastern side of Sydney Road and North Road (where it meets Warminster Road) to make the junctions narrower and safer.

Having your say

This proposal is the outcome of previous LN engagement and co-design opportunities with the local community. You can find out more about the outcome of these consultations on our website at www.bathnes.gov.uk/yourLN (New Sydney Place and Sydney Road area).

We would introduce the trial under an experimental traffic regulation order (ETRO), which is an ongoing public consultation for a minimum of six months with the trial in place. During this time, you would be able to feedback your experience of the trial via an online or paper consultation form. We would also monitor any impact on traffic and air quality in the local area.

A decision on whether to remove the trial or make it permanent would be made within 18 months of its start, considering traffic and air quality data, public feedback, and relevant council policy. We would publish all consultation reports and decisions on our website, and keep you informed by letter.

Next steps

Should we decide to proceed with the trial, we will send you another letter outlining the next steps and the opportunities to engage with us on the detailed, technical designs (prior to installation). Your comments are important to us, and our advisors will be happy to talk to you and address any concerns you might have.

In the meantime, you are welcome to contact an advisor on 01225 394025 or at LN@bathnes.gov.uk

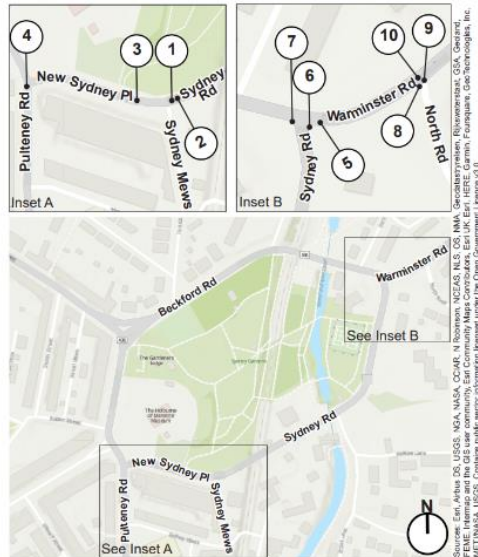
Yours sincerely

The Liveable Neighbourhoods Team

Bath & North East Somerset Council

Proposed through-traffic restriction trial on Sydney Road and New Sydney Place

We are proposing to trial a modal filter on Sydney Road at its junction with New Sydney Place (in this case a set of bollards) to prevent motorists from using this residential road as a short cut. Vehicle access to all homes and businesses would be maintained from either end of the restriction with adequate space to turn. Emergency vehicles would be able to collapse the bollards. The dedicated left-turn lane into Sydney Road from Warminster Road (southbound) would also be removed and the junction narrowed. The aim is to tackle speeding and excessive through traffic and provide a safe space for walking and cycling through the area.



Proposals for New Sydney Place and Sydney Road

- 1 A set of bollards across the road would allow pedestrians and cyclists to pass, but not motor vehicles.
- 2 Vehicle access is retained for all homes and businesses on Sydney Road via the junction with Warminster Road, with adequate 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 Pulteney Road (A36) with adequate space for turning and no loss of parking.
- 4 Advanced warning signs at the junction with New Sydney Place to inform motorists of the through-traffic restriction.

Proposals for Warminster Road

- 5 Removal of the dedicated left-turn lane into Sydney Road from Warminster Road (southbound).
- 6 Wider footpath on the eastern side of Sydney Road at its junction with Warminster Road (to narrow the junction).
- 7 Signage to alert motorists to the no-through-road.
- 8 Wider footpath on the eastern side of North Road at its junction with Warminster Road, plus an extension of the North Road island, to narrow the junction.
- 9 Improved informal crossing on North Road at the junction with Warminster Road (with dropped kerbs and tactile pavement).
- 10 Advanced warning to inform motorists of the no-through-road to the A36 via Sydney Road.

Keep up to date at www.bathnes.gov.uk/yourLN (New Sydney Place and Sydney Road).

Annexe A3

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 394025
Our ref: Sydney Road ETRO Trial

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 6 March 2023

Dear Occupant

Decision to trial a through-traffic restriction on Sydney Road and New Sydney Place

We are writing to inform you of the decision to trial a through-traffic restriction on Sydney Road at its junction with New Sydney Place from the week beginning **1 April 2024** (excluding the bank holiday) for a minimum of six months.

During the trial, the council will monitor its impact and invite people to share their views in a public consultation.

The trial is the result of significant consultation already conducted under the Liveable Neighbourhood (LN) programme. You can find out more about this, and the decision on the trial, at www.bathnes.gov.uk/sydneyroadETRO.

Aims of the trial

The aim of the restriction is to stop motorists from using these residential streets as a short cut to avoid the A36/Bathwick Street junction, while maintaining vehicle access to homes and businesses from either side of the restriction. We also want to improve the environment for residents and create a safe and pleasant route for walking and cycling through the area. This is important, because not everyone owns a car, and our wider policy is to provide people with more choice on travelling safely, fairly, and sustainably.

While some residents may have to drive a little longer to access properties in the area (depending on their route), it's expected that the trial will also encourage more people to choose active travel for short, local journeys. This would reduce short car trips, with benefits to health, well-being, and the local environment.

Scheme details

The through-traffic restriction comprises a set of six bollards placed across Sydney Road at its junction with New Sydney Place. Access to properties is maintained from either side of the restriction. Additionally, we will remove the dedicated filter lane into Sydney Road from Warminster Road (A36, towards Bath) and make improvements to junctions. See the annotated map enclosed with this letter.

About the public consultation

- We will be installing the trial from week beginning 1 April (excluding the bank holiday) for a minimum of six and a maximum of 18 months, by which time we must decide on whether to modify, remove it or make it permanent.
- During the first six months we will hold a public consultation, inviting local residents and the wider public to share their views.
- A public consultation questionnaire will be available online and in other accessible formats (on request) from the beginning of April for six months. It will ask questions on your where you live, how you travel in or use the area, and your experience of the trial. We suggest you complete the questionnaire after several weeks of the trial starting.
- We will also hold a public consultation event during the trial, open to residents and the wider public.
- We will engage key stakeholders directly, such as local schools and businesses and local community groups.
- We will continue to engage the emergency services and other key services.
- Within five months, we will also conduct further detailed engagement with residents and businesses close to the trial street to understand more about their experiences and how travel choices and behaviours may have changed over the course of the trial. We will define this engagement area when the initial impacts of the scheme have fully emerged. This letter you have received today was sent to residents and businesses across a wider area for information and awareness.

Monitoring and evaluation

We have already collected baseline traffic and air quality data from around the area. To measure the impact of the trial, we will repeat the same exercise within five months, and again after one year of operation. See our website for more details.

We will analyse and report on all the consultation outcomes and consider these in the context of wider council policy to inform a decision on the trial within 18 months.

Please note that National Highways has informed us of emerging plans for significant roadworks on the A36 to the south of Bath that could begin in late summer 2024. If this happens, we will not conduct any related traffic monitoring during this time and will plan to complete our detailed engagement within the first five months of the trial, prior to any work starting. Air quality readings will also be taken outside of this period. The public consultation will remain open for six months.

Installation of the trial

We will install the trial from the week beginning 1 April taking up to two weeks. We aim to keep disruption to a minimum, but access restrictions will apply at certain times. A schedule will be available by letter and online in due course.

Pre-installation drop-in event

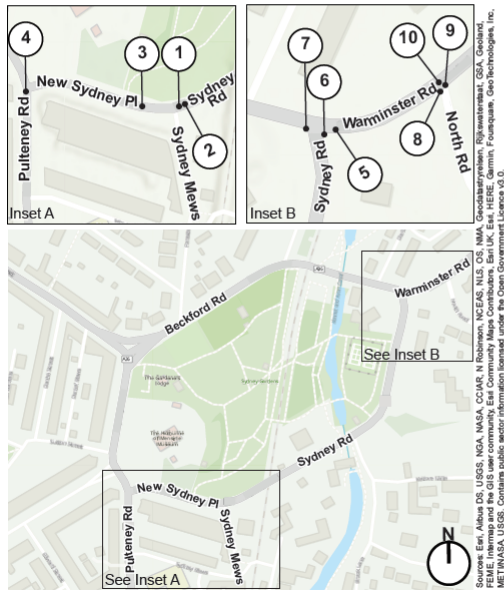
We are inviting residents receiving this letter to attend a drop-in event on **20 March** at the **Guildhall, High Street, Bath between 2-7pm**. Here you can view the detailed technical designs and find out more about how we will run the consultation. Please inform us in advance if you require disabled access or additional support.

More information on the trial is available at www.bathnes.gov.uk/sydneyroadETRO.

Yours sincerely
The Liveable Neighbourhoods Team
Bath & North East Somerset Council

Through-traffic restriction trial on Sydney Road and New Sydney Place

From April 2024, we are trialling a modal filter (in this case a set of six bollards) across Sydney Road at the junction with New Sydney Place to prevent motorists from using this residential road as a short cut. Vehicle access to all homes and businesses will be maintained from either end of the restriction with adequate space to turn. Emergency vehicles will be able to remove the central bollards. The dedicated filter lane into Sydney Road from Warminster Road (A36) will also be removed and the junctions here will be narrowed. The aim is to tackle speeding and excessive through traffic and provide a safe route for walking and cycling through the area. During the trial we will monitor any impacts and gather feedback in a public consultation.



Proposals for New Sydney Place and Sydney Road

- 1 A set of bollards across the road will allow pedestrians and cyclists to pass, but not motor vehicles.
- 2 Vehicle access is retained for all homes and businesses on Sydney Road via the junction with Warminster Road, with adequate 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 Pulteney Road/Darlington St (A36) with adequate space for turning and no loss of parking.
- 4 Advanced warning signs at the junction with New Sydney Place to inform motorists of the through-traffic restriction.

Proposals for Warminster Road

- 5 Removal of the dedicated filter lane into Sydney Road from Warminster Road (towards Bath).
- 6 Wider footpath on the eastern side of Sydney Road at its junction with Warminster Road (to narrow the junction).
- 7 Signage to alert motorists to the no-through-road.
- 8 Wider footpath on the eastern side of North Road at its junction with Warminster Road, plus an extension of the North Road island, to narrow the junction.
- 9 Improved informal crossing on North Road at the junction with Warminster Road (with dropped kerbs and tactile pavement).
- 10 Advanced warning to inform motorists of the no-through-road to the A36 via Sydney Road.

Keep up to date and find out how to have your say at www.bathnes.gov.uk/sydneyroadetro

Annexe A5

Bath & North East Somerset Council

Improving People's Lives

Team name
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@southnests.gov.uk
Telephone: 01225 39 40 25
Our ref: Sydney Road Trial Installation:

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 18 March 2024

Dear Occupant

Through-traffic restriction trial on New Sydney Place and Sydney Road

We wrote to you recently to inform you of our decision to trial a through-traffic restriction on Sydney Road at its junction with New Sydney Place. This letter tells you more about the installation of the trial from Tuesday 2 April 2024 (which will take up to two weeks) and how to take part in the six-month public consultation.

About the scheme

A set of bollards will be placed across Sydney Road (at its junction with New Sydney Place and Sydney Mews) to prevent motorists from using the road as a short cut and to create a safer and more pleasant walking and cycling route.

Vehicle access will be maintained from either side of the restriction and, if required, the two central bollards can be removed for access by the emergency services. On-street parking in the area will be unaffected, but some temporary suspensions are required during construction (see below). We will also remove the dedicated filter lane from the Warminster Road/A36 into Sydney Road and improve the Sydney Road and North Road junctions.

Use the QR code opposite or visit www.bathnes.gov.uk/sydneyroadetro for more information.



Construction work (2-15 April)

Installing the scheme will take up to two weeks, starting with work on the Warminster Road, followed by work at the Sydney Road junction with New Sydney Place/Sydney Mews. During this time, additional restrictions will be in place, so please plan your journeys accordingly. Footways remain open and official diversions will be signed on the road.

Bad weather can delay work so, while we aim to complete all the work by Friday 12 April, please refer to the construction schedule online for updates. We have also enclosed a map illustrating the additional restrictions.

Warminster Road construction works (est. 2-10 April)

Please note the following restrictions will be in place from 2-10 April (and potentially to 12 April) while we conduct work on the Warminster Road junctions with Sydney Road and North Road.

- The Sydney Road junction with Warminster Road will be closed c.2-10 April
- The North Road junction with Warminster Road will be closed c.2-10 April
- 24 hr parking suspensions will apply on the north side of Warminster Road near the Darlington Road bus stop from 2-12 April.
- Darlington Road bus stop on Warminster Road is suspended from 2-12 April
- Bus stops on the North Road servicing the Skyline Tour and the 734 services are suspended, and the routes are on diversion from 2-12 April.

During this time, vehicle access to North Road, Sydney Road, and New Sydney Place (entry and exit) is from the south via Bathwick Hill only. To plan a bus journey, please go to <https://journeyplanner.travelwest.info/>

Sydney Road, New Sydney Place and Sydney Mews works (est. 10-12 April)

Once the Sydney Road and North Road junctions with Warminster Road are re-opened, we will install the bollards at Sydney Road and New Sydney Place. This work is scheduled from 10-12 April and potentially to 15 April.

- Six bollards will be installed across Sydney Road at its junction with New Sydney Place to create the through-traffic restriction. These will remain in place for a minimum of six months.
- 8 residents' parking bays on New Sydney Place will be suspended c.10-12 April.
- 22 residents' parking bays on Sydney Mews will be suspended c.10-12 April.

Parking restrictions will be signed on the street and, if you park in these locations, alternative parking should be sought from Tuesday 9 April, ready for work to start on 10 April. These 24-hr restrictions are required to ensure the safe passage of vehicles, including construction vehicles, and we appreciate your cooperation.

From 10 April, and for the duration of the trial, access to Sydney Road is from the Warminster Road junction and access to New Sydney Place is from Darlington Street/Pulteney Road. There is ample space to turn vehicles with no loss of parking.

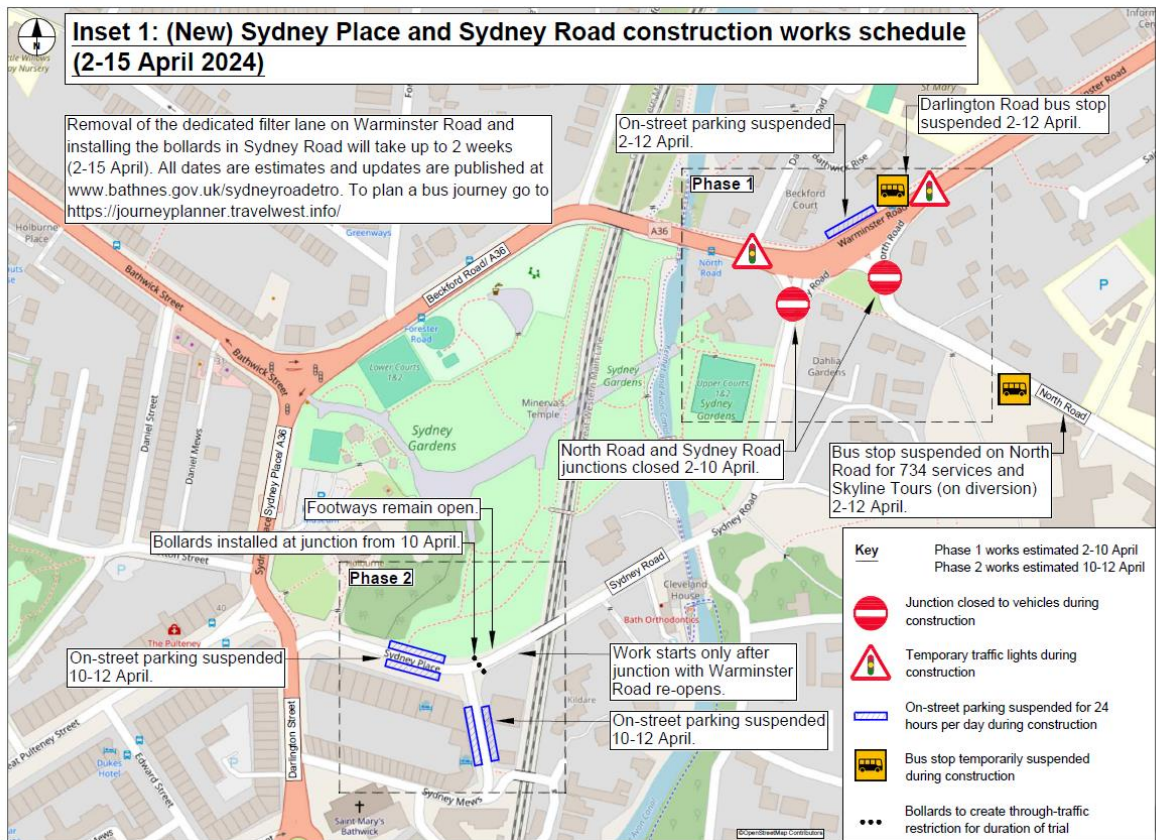
Have your say on the through-traffic restriction

Once work is complete, the through-traffic restriction will remain in place for a minimum of six months under an experimental traffic regulation order (ETRO). During this time, we will monitor the impact of the trial on traffic and air quality and invite feedback from residents and the wider public in a six-month public consultation. We advise that you experience the trial for several weeks before completing the questionnaire. A decision on whether to keep or remove the trial will not be reached until all the evidence is considered.

To complete the public consultation questionnaire and find out more about how the trial works, visit www.bathnes.gov.uk/sydneyroadetro or scan the QR code overleaf. Information will also be available at your local Bathnes Library and Information Centre and in print and other formats on request (from 2 April) by emailing LN@s@bathnes.gov.uk or calling 01225 39 40 25.

Yours sincerely
The Liveable Neighbourhoods Team
Bath and North East Somerset Council

Annexe A6



Share your views on the Sydney Road through-traffic restriction



The scheme is part of our Liveable Neighbourhoods programme which aims to:

- encourage safe, active and more sustainable forms of travel
- create fairer road space for pedestrians, cyclists and motorists
- reduce excess traffic in residential areas

Share your feedback

The Sydney Road trial allows residents to feedback their experience of the trial over six months (April to 3 October 2024).

Find out more and complete our online questionnaire at
www.bathnes.gov.uk/sydneyroadETRO

Scan me



For alternative formats of the questionnaire,

Call: 01225 394025

Email: LNs@bathnes.gov.uk

Or visit your local B&NES Council Library and Information Centre



Bath & North East
Somerset Council









Improving People's Lives











Annexe A8







Social media posts scheduled for through-out the trial period



Date and time	Social Media account to be posted on	Message including weblink
4/18/2024 9:00	Facebook	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
4/18/2024 9:00	Twitter	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
4/18/2024 9:00	Instagram	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
4/22/2024 10:00	Facebook	We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. 📅 Take part in the public consultation before 3 October at 5pm. 👉 Go to: www.bathnes.gov.uk/sydneyroadetro
4/22/2024 10:00	Twitter	We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. 📅 Take part in the public consultation before 3 October at 5pm. 👉 Go to: www.bathnes.gov.uk/sydneyroadetro
4/22/2024 10:00	Instagram	We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. 📅 Take part in the public consultation before 3 October at 5pm. 👉 Go to: www.bathnes.gov.uk/sydneyroadetro

5/2/2024 13:00	Facebook	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
5/2/2024 13:00	Twitter	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
5/2/2024 13:00	Instagram	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
5/14/2024 12:00	Facebook	<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p> <p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>
5/14/2024 12:00	Twitter	<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p> <p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>
5/14/2024 12:00	Instagram	<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p> <p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>
6/3/2024 9:00	Facebook	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
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6/28/2024 11:00	Facebook	<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p> <p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>

			<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
6/28/2024			<p> Take part in the public consultation before 3 October at 5pm.</p>
11:00	Twitter		<p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>
			<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
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7/16/2024			
14:30	Facebook		
			<p>Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro</p>
7/16/2024			
14:30	Twitter		
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7/16/2024			
14:30	Instagram		
			<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
			<p> Take part in the public consultation before 3 October at 5pm.</p>
7/31/2024 9:00	Facebook		<p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>
			<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
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			<p> Take part in the public consultation before 3 October at 5pm.</p>
7/31/2024 9:00	Instagram		<p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>
			<p>Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro</p>
8/8/2024 11:00	Facebook		
			<p>Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro</p>
8/8/2024 11:00	Twitter		

8/8/2024 11:00	Instagram	<p>Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro</p> <p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
8/23/2024	Facebook	<p> Take part in the public consultation before 3 October at 5pm.  Go to: www.bathnes.gov.uk/sydneyroadetro</p> <p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
8/23/2024	Twitter	<p> Take part in the public consultation before 3 October at 5pm.  Go to: www.bathnes.gov.uk/sydneyroadetro</p> <p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
8/23/2024	Instagram	<p> Take part in the public consultation before 3 October at 5pm.  Go to: www.bathnes.gov.uk/sydneyroadetro</p> <p>Reminder 📣</p>
9/2/2024 9:00	Facebook	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm. Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder 📣</p>
9/2/2024 9:00	Twitter	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm. Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder 📣</p>
9/2/2024 9:00	Instagram	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm. Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder 📣</p>
9/20/2024	Facebook	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm. Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder 📣</p>
9/20/2024	Twitter	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm. Go to: www.bathnes.gov.uk/sydneyroadetro.</p>

Reminder 📌

9/20/2024 13:00	Instagram	Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm. Go to: www.bathnes.gov.uk/sydneyroadetro .
9/26/2024 10:00	Facebook	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
9/26/2024 10:00	Twitter	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
9/26/2024 10:00	Instagram	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
10/2/2024 9:00	Facebook	Tomorrow is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
10/2/2024 9:00	Twitter	Tomorrow is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
10/2/2024 9:00	Instagram	Tomorrow is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
10/3/2024 9:00	Facebook	Today is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
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10/3/2024 9:00	Instagram	Today is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro

Annexe A9

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 39 40 25
Our ref: Sydney Road Trial Consultation:

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 23 September 2024

Dear Occupant

Have your say on the Sydney Road trial before 3 October 2024



We are currently trialling a through-traffic restriction on Sydney Road and would like to hear your views on it before we close the consultation on 3 October 2024 at 5pm.

If you have not already completed a survey, it will take 5-10 minutes online at www.bathnes.gov.uk/sydneyroadetro. If you have already submitted a survey but your position on the trial has changed since it was first installed, you may submit another. There is no need to submit an additional survey if your position has not changed.

We are aware of the current disruption on Sydney Place due to a gas main replacement. To complete the survey, please draw on your experiences prior to this event and the closure of the A36 (at Limpley Stoke) on 12 August which is currently impacting traffic levels and travel times/patterns.

The trial has been in place since early April and, while the consultation will close on 3 October, the through-traffic restriction will remain in place until we have considered and analysed the consultation feedback and monitoring data* alongside council policy.

The outcome will inform a final decision on whether to make the trial permanent or not. We aim to make this decision in the New Year with any updates on this published at www.bathnes.gov.uk/sydneyroadetro. The final decision must be made within 18 months from the start of the trial (3 April 2024) which is 3 October 2025.

About the scheme

We placed a set of bollards across Sydney Road (at its junction with New Sydney Place and Sydney Mews) to prevent motorists from using the road as a short cut and to create a safer and more pleasant route for walking, wheeling, and cycling.

Vehicles can access Sydney Road and New Sydney Place from either side of the restriction and turn in-front of the bollards. The restriction does not stop motorists from reaching anywhere that they could before, however they may need to take a different route. On-street parking in the area is unaffected. If required, the emergency services can remove the two central bollards for access.

Pedestrians and cyclists can access Sydney Road and New Sydney Place from either direction to enjoy a quieter, safer active travel route. As part of the trial, we also removed the dedicated filter lane from the Warminster Road/A36 into Sydney Road to discourage turning into Sydney Road, and we improved the Sydney Road and North Road junctions to slow turning vehicles and improve the crossing for pedestrians.

Please use the QR code at the top of this letter or visit www.bathnes.gov.uk/sydneyroadetro to find out more and complete a survey. If you cannot go online, information and support to complete surveys is available at your local Bathnes Library and Information Centre.

If required, the survey is also available in print and other formats by emailing LN@bathnes.gov.uk or call 01225 39 40 25.

Yours sincerely
The Liveable Neighbourhoods Team
Bath and North East Somerset Council

*Please note that traffic and travel data was collected before installation and during the trial during school terms and prior to the A36 road closure (for the purposes of comparison). We will also look at wider trends and traffic events across the city to interpret the data.

Annexe A10

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 394025
Our ref: Sydney Trial End Survey
Your ref:

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 27 November 2024

Dear Occupant,

Re: **New Sydney Place and Sydney Road Trial – End-point Survey**



As a resident and/or businesses located on the trial street, we are inviting you to submit your final thoughts on the through-traffic restriction which we installed in April 2023.

You may have already given your feedback during the six-month public consultation, but this is an additional survey designed to capture some more detail from those living on the trial street itself.

Summary of aims

The aim of the restriction is to provide a safer, pleasant environment for residents, and a quiet walking and cycling route for those without a vehicle or who choose to travel actively through the area. It is designed to prevent drivers from using Sydney Road and New Sydney Place to avoid the lights at the Bathwick Street/Beckford Road junction, while still enabling vehicle access to homes and businesses. It may, however, require drivers to take alternative routes to reach a property. More information on the trial is available at www.bathnes.gov.uk/sydneyroadetro

How to complete the survey

To complete the online survey, visit <https://bit.ly/4fVU9GA> or scan the QR code above with your smartphone. It will not be available via our public website. If you cannot access the online survey, or you would like the survey in a printed or accessible format, please call or email an advisor using the details overleaf.

Completing the survey should take no more than 5 minutes and it is available until 5pm on Friday 20 December 2024.

Please be conscious that the A36 at Limpley Stoke is closed and this has reduced traffic volume on Warminster Road. It was closed on 12 August but reopened

Annexe B1-6: Sustrans Stakeholder Engagement Reports

Bathwick St Mary's Primary School

Annexe B1: Bathwick St Mary Sydney Pre-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Pre-ETRO launch – session 1 of 2)

Date & Time of Activity and Location

Date: Thursday 28th March 2024, 09:45 – 10:35

Venue name and address: Bathwick St Mary Church Primary School,
Darlington Rd, Bath BA2 6NN

Purpose

- To understand residents' current experience of travel in the Sydney Place/Road and Warminster Road area.
 - To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and the potential benefits.
 - To understand residents' opinions, thoughts and feedback regarding the incoming ETRO trial of the Sydney Place/Road and Warminster Road.
 - How we collected our data
 - Sticker voting on sliding scale questions filled out by students to understand how they feel about street changes.
 - Post-its stuck onto big flipchart paper to convey students' answers/feedback, when prompted with questions about the impact of the ETRO.
-

Photos

Credit to Bathwick St Mary Primary School.



Workshop staff talking to the group about the ETRO.



Local children sharing their views on the ETRO with sticky notes.

Attendance

20 attendees total (7 boys, 13 girls) in Years 5 & 6 of Bathwick St Mary Church Primary School.

Note: Pre and post-trail engagement mostly had different participants.

Findings from the Event

Summary of key findings

- Most of the pupils who attended the workshop felt the new ETRO designs on Sydney Place/Warminster Road make the areas safer and more welcoming and inviting. However, this came with the caveat that some children had concerns about their/parents being inconvenienced, they felt the ETRO would add extra effort/time to their journeys to both school and work.
 - Views on active travel: There was more positivity when discussing the impact of the ETRO on walking, wheeling and cycling. Students noted quieter roads as beneficial and encouraging for active travel. Yet some were sceptical, feeling that the ETRO wouldn't significantly impact walking, as the pavement was already accessible.
 - Criticism of the ETRO trial: We noted general criticism of the ETRO's impact on convenience and journey times from a driver perspective, citing concerns about themselves or their parents, particularly for school or work commutes.
 - Formation of opinions: Before the workshop, some children appeared to have discussed the ETRO changes with their parents/caregivers, influencing their opinions, whilst others were engaging with the topic for the first time.
-

Key Insights / Contributions from Participants

- When asked if the ETRO will improve their journey (yes/indifferent/no), most students said no, it would not improve their journey. Students provided a lot of criticism towards the trial.
 - Many children had concerns about the ETRO inconveniencing them/their parents relating to going to school/work. They felt that the ETRO would add extra effort/time to their journeys.
 - There was concern from certain children about emergency vehicles getting through the bollards blocking traffic along Sydney Road/Place, despite staff making children aware that emergency vehicles would have an access key to remove bollards in case of emergency. Children mentioned that the time taken to use the key could delay emergency services.
 - Some children had concerns that the ETRO would push the traffic elsewhere/push issues elsewhere.
 - Some students felt they were indifferent and did not feel it would make their journey better or worse. Although indifferent, one student felt there was no point in running the trial.
- When asked if the ETRO will improve walking/cycling/wheeling (yes/indifferent/no), there were more positive comments offered than when asked about their personal journeys.
 - Several students commented the ETRO will make the roads quieter, which will be better for active travel users. Another commented that the scheme will help to encourage walking/cycling/wheeling.
 - One student shared that they didn't think the ETRO would impact walking, as people can already use the pavement.

- Despite clear explanations from staff, when asked if the ETRO will improve walking/cycling/wheeling many of the students were possibly getting confused, making comments from the perspective of a car driver, rather than an active travel user.
- It appeared that some children had already had conversations with their parents/caregivers about the ETRO changes and had already formed thoughts and opinions around the trial.
- For others, this was the first time they had talked about the trial.
- When students were asked about their opinions and feelings about the new Sydney Pl/Rd and Warminster Rd ETRO design, they shared the following feedback. Though 20 attendees were registered for the workshop, we are aware that during this hands-up survey, some pupils could have possibly put their hands up twice resulting in question four having 22 responses.

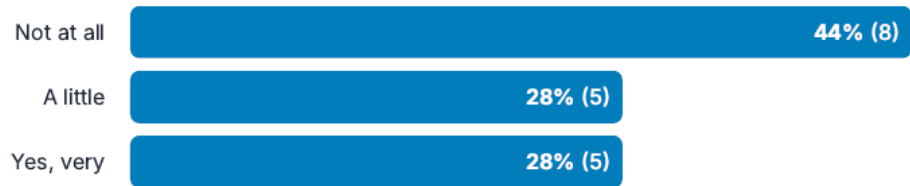
1. Would the new design make the location easy to travel? - Sydney Place/Warminster Road

Responses: 20



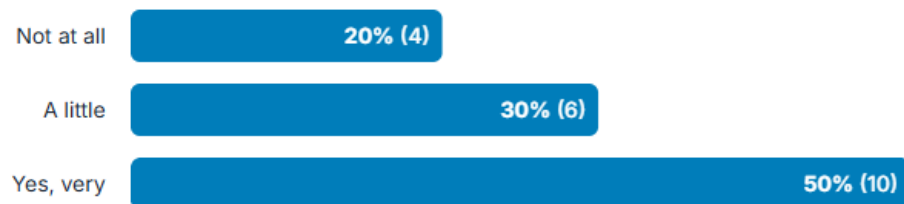
2. Is the new design friendly and accessible for all ages? - Sydney Place/Warminster Road

Responses: 18



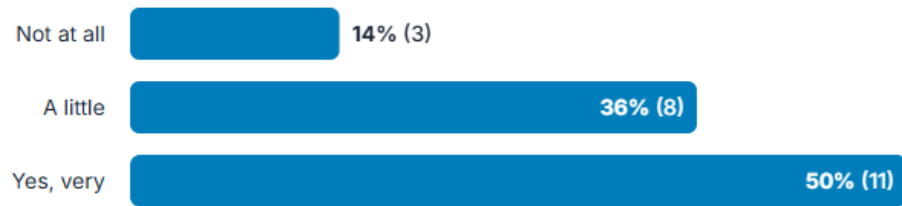
3. Does the new design feel welcoming and inviting? - Sydney Place/Warminster Road

Responses: 20



4. Does the new design make the location feel safer? - Sydney Place/Warminster Road

Responses: 22



Key Quotations

Written comment from pupil: ***'Yes [I agree with the ETRO], it will encourage people to cycle and walk more'***

Written comment from pupil: ***"I don't think it [the ETRO] is that good because then the traffic will be in one place"***

Learning from Event

- What went well?
 - The children were engaged with the session and were keen to let us know their views.
 - Taking quick hands-up polls was a useful technique for gaining quantitative data when pressed for time.
 - Having large, printed pictures of Sydney Rd etc. to show students was vital for referencing the different locations and explaining the changes.
- What challenges were there?
 - We had a limited amount of time with the children (~50 minutes) but could have gained more opinions/useful data with more workshop time.

Any Other Information

We have agreed with the school we will be running a follow-up workshop.

Annexe B2 Bathwick St Mary Sydney Post-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Rd/Place and Warminster Rd ETRO engagement workshop (Post-ETRO launch – session 2 of 2)

Date & Time of Activity and Location

Date: Tuesday 19th November 2024, 08:45 – 10:15

Venue name and address: Bathwick St Mary Church Primary School,
Darlington Rd, Bath BA2 6NN

Purpose

- To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road, and the possible benefits.
 - To understand residents' opinions, thoughts and feedback regarding the bedded-in ETRO trial of the Sydney Place/Road and Warminster Road.
 - How we collected our data
 - Sticker voting on sliding scale questions filled out by students to understand how they currently feel about street changes.
 - Post-its stuck onto flipchart paper to convey students' answers/feedback, when prompted with questions about the impact of the ETRO.
-

Photos

Credit to Bathwick St Mary Primary School.

Two Sustrans officers standing in front of a full classroom of children, presenting the project.



Workshop staff talking to the pupils about the ETRO.

Attendance

Approx. 30 attendees total (~13 boys, ~17 girls) in Year 5/6 of Bathwick St Mary Church Primary School.

Note: Pre and post-trail engagement mostly had different participants.

Findings from the Event

Summary of key findings

- Based on our voting polls, pupils are broadly supportive of the ETRO street changes. The majority of students feel that the ETRO has made Warminster Road more safe, accessible, inviting, welcoming and easier to travel. Our polls also evidence that most students feel that the ETRO has made Sydney Place/Road more safe, accessible, inviting and welcoming.
- Sentiment shift: Six pupils directly expressed wanting to keep all the ETRO changes, and many highlighted safety and accessibility improvements. Broadly, compared to the pre-intervention workshop, pupils were significantly more positive about the ETRO after experiencing its effects.

- Positive impacts of ETRO: Participants mention that reduced traffic on Sydney Place/Road has led to quieter streets, more visible wildlife, and increased opportunities for play and outdoor activities on the roads. Participants highlighted they feel safer due to fewer lorries and large vehicles, whilst perceiving the changes as encouraging more walking, wheeling and cycling. Lastly, it's worth highlighting that the participants who come to and from school via car say the ETRO has not impacted their journey.
- Concerns of ETRO: A lot of the disapproving comments and feedback regarding the ETRO changes appear angled from a driver's perspective, particularly around ETRO inconveniencing them/their parents related to going to school/work. They perceived that the ETRO adds extra effort/time to their journeys. However, one pupil highlighted the lack of smooth surfaces for skateboarding, whilst another mentioned safety concerns in dark conditions due to reduced lighting and natural surveillance from drivers.

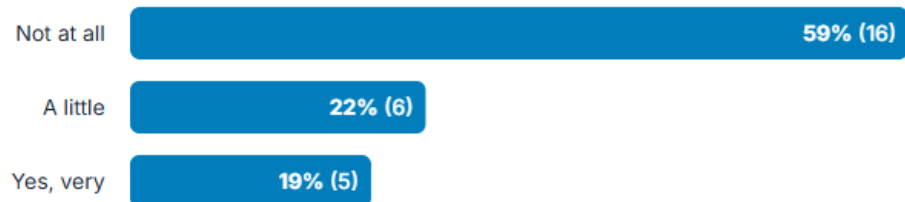
Key Insights / Contributions from Participants

- Some children questioned why the project would spend money on delivering something that has the potential to be reversed.
- Some of the oppositional comments from the children were very much from a driver's perspective, though our staff did not hear them specifically say they heard this from their parents. However, there were several comments about how the changes impact people getting to work if driving or in a rush.
- Some children do not come to school from the direction of the Sydney Place/Road and Warminster Road interventions so were unsure how to respond to some of the engagement.
- One child asked if emergency vehicles could still get through, to which we answered yes with a special bollard key.
- Some children mentioned that they get taken in a private car to various sports activities such as football and rugby and they perceived the ETRO changes have made this a longer journey.
- Questions from the children also surrounded where the money came from to do the work, to which we explained about B&NES applying for the money from the central government and being awarded it to spend on the liveable neighbourhood scheme, to which this one of the project areas.
- When asked 'Have the ETRO changes improved your journey?' via the post it notes activity, the key themes were seen to be:
 - Now that there are fewer cars, it is less loud; you can hear your surroundings better and sometimes see more wildlife.
 - Now there appears to be more space to run, play and walk on the road without being worried about cars.
 - They felt the changes have encouraged them, their friends and family to walk to school more.
 - One student mentioned how they can play more whilst travelling to/from school.
 - Some mention that fewer lorries and large vehicles add to Sydney Place/Road feeling safer.
 - Six students said directly they want to keep the changes.
 - When asked 'Have the ETRO changes improved your journey?', several comments from the group say yes. We also saw considerable mentions of increased safety.
 - It appears that with the children who said the ETRO changes have not improved their journey, the responses are sometimes framed from a driver's perspective. In particular, we received mentions that the changes create inconvenience for drivers particularly those getting to school/work. They perceived that the ETRO adds extra effort/time to their journeys.
 - Several pupils are concerned that the ETRO changes on Sydney Place/Road have just pushed traffic (and therefore pollution) onto Beckford Rd and Warminster Road which also is used by children.
- When asked 'Have the ETRO changes improved walking/cycling/wheeling locally?' via the post it notes activity, the key themes were seen to be:

- Yes, by getting more people active and therefore healthy. Encouraging them to actively travel.
 - They also mentioned it now feels safer than it did before, therefore they feel it encourages people to walk/wheel/cycle.
 - A particular child did mention that he likes to skateboard, but the ETRO changes have not included smooth surfacing, and he gets told off going through the park, so he does not feel it made as much of a difference.
 - A female student mentioned that she broadly supports the changes, and it does encourage her to walk/cycle more. However, when she travels via Sydney Place/Road in the dark she feels like it is less safe as there are fewer people/cars around, particularly without additional street lighting. On Sydney Road around the railway bridge, she finds it a little scary when you cannot see round corners of the railway bridge or the side of drive/street walls.
- When students were asked about their opinions and feelings about the Sydney Place/Road and Warminster Road new ETRO design they shared the following:

1. Have the street changes made the location easier to travel? - Sydney Place

Responses: 27



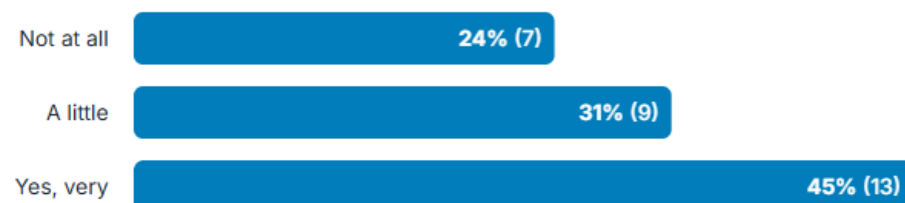
2. Have the street changes made the location easier to travel? - Warminster Road

Responses: 27



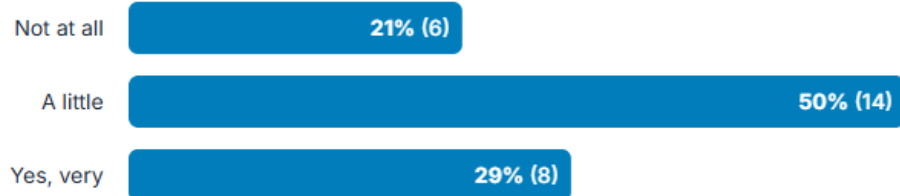
3. Have the street changes made the location more accessible for all ages? - Sydney Place

Responses: 29



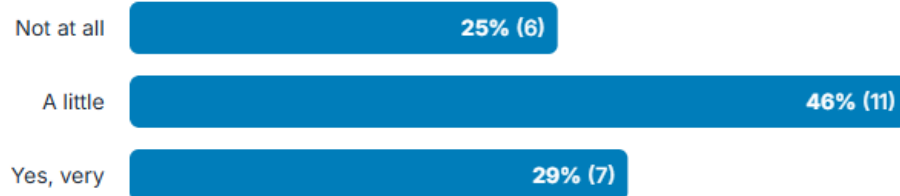
4. Have the street changes made the location more accessible for all ages? -
Warminster Road

Responses: 28



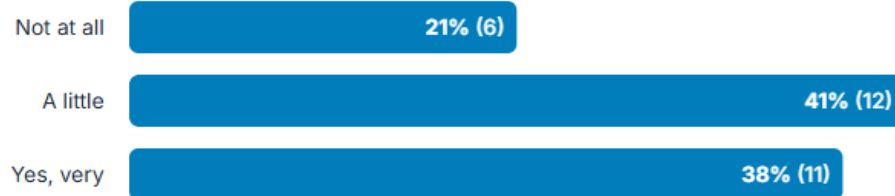
5. Have the street changes made the location more welcoming and inviting? -
Sydney Place

Responses: 24



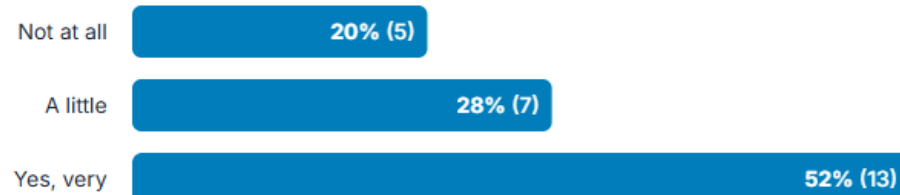
6. Have the street changes made the location more welcoming and inviting? -
Warminster Road

Responses: 29



7. Have the street changes made the location feel safer? - Sydney Place

Responses: 25



8. Have the street changes made the location feel safer? - Warminster Road

Responses: 30



- When comparing these post-intervention results against the pre-trial poll using the same type of questions/answer options, the students are significantly more positive about the ETRO, now that they have had time to experience the changes. It is important to consider that the previous trial engagement had 20 pupil attendees and therefore this would influence the overall proportionality. Post-intervention, the majority of pupils think that Sydney Place/Road and Warminster Rd are now more accessible for all ages, more welcoming/inviting and safer. Furthermore, the majority of pupils think Warminster Rd is now easier to travel due to the ETRO. However, the majority of students polled feel that the ETRO has not made Sydney Place/Road easier to travel.

Key Quotations

Written comment from pupil: ***'Yes, it has changed my journey, as when me and my friends go to school, we are more relaxed walking'***

Written comment from pupil: ***'I think because I go to the rugby a lot it's dangerous because if you want to go up the road it is quiet and not a lot of people there.'***

Learning from Event

- What went well?
 - The children were engaged with the session and were keen to let us know their views.
 - Using sticking votes for polling was a useful technique for gaining quantitative data in a relatively short time period, though was subject to confusion around gender associated with colour stickers and the number of stickers used.
 - Having large, printed pictures of Sydney Road etc. on hand to show students was vital for referencing the different locations and explaining the changes.
 - Having the supply teacher present helped reinforce good behaviour.
- What challenges were there?
 - We had a limited session length with the children (~90 minutes), and we could have gained more opinions/useful data with more workshop time.
We had snow on this day falling in the playground outside, which distracted the pupils for a short period.

Annexe B3 Over 55s Sydney Pre-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Pre-ETRO launch – session 1 of 2)

Date & Time of Activity and Location

Date: Tuesday 26th March 2024, 11:35 – 13:00

Venue name and address: Garden Cafe - Holburne Museum, Great Pulteney St, Bathwick, Bath, BA2 4DB

Purpose

- To understand residents' current experience of travel in the Sydney Place/Road and Warminster Road area.
- To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and the potential benefits.
- To understand residents' opinions, thoughts and feedback regarding the incoming ETRO trial of the Sydney Place/Road and Warminster Road.
- How we collected our data:
 - Recording key discussion points and comments made by participants.
 - Sticky notes stuck onto maps of local area capturing residents' comments.

Attendance

6 attendees total (2 women / 4 men) in the 55-75 age bracket, all part of the local over 55's exercise class in Sydney Gardens.

All attendees were sourced from an over-55's exercise class that takes place in Sydney Gardens. We met willing participants at a nearby café after they had finished their class.

Note: Pre and post-trail engagement mostly had different participants in.

Findings from the Event

Summary of key findings

- **Traffic Shift Concerns:** Many residents were worried the ETRO would move congestion to other areas, especially Beckford Rd.
- **Prioritisation Issues:** Some attendees supported the ETRO but felt more urgent issues like public transport improvements should come first.
- **Alternative Strategies:** Others disagreed with the ETRO, advocating for different approaches to improve Bath's transport.
- **Positive Safety Change:** The ETRO's impact on pedestrian safety at the Warminster Rd junction was welcomed, particularly for Bathwick Primary School.
- **Traffic Data Concerns:** Residents argued that the council's traffic baseline data may be skewed due to Cleveland Bridge's closure, which they believe could add a confounding variable to the ETRO data.

Key Insights / Contributions from Participants

- Concerns were expressed that the ETRO will 'just push the traffic elsewhere' and load the congestion issue in Bath on other residents.
 - There was particular concern about congestion along Beckford Rd from residents in the Forester Rd area.
- Some residents did see the usefulness of an ETRO on Sydney Place/Road as part of a holistic approach to encourage active travel and reduce congestion in Bath. However, they felt strongly that there were more fundamental and urgent issues to address before pursuing an ETRO (such as public transport improvements). They saw the ETRO as generally being a lower priority when compared to more general local travel concerns, like reliable, well-funded public transport.
- Some people in the group disagreed with using an ETRO on Sydney Place/Road. They feel other strategies should be employed to improve transport in Bath.
- Certain residents welcomed the added road crossing safety for pedestrians that the ETRO offers on the Warminster Road junction. This is a change which people were very positive about generally. They liked that it would also support Bathwick Primary School.
- Several people in the group felt strongly that the ETRO data team would have a skewed understanding of the pre-ETRO traffic baseline. They explained that this is because when the baseline of traffic flow was taken, heavy goods vehicles/lorries were still able to use Cleveland Bridge, and therefore heavy goods vehicles/lorries were routinely using Bathwick St/A36 as a travel route, and traffic flow was higher as a result. Now (as of March 2024), the Cleveland Bridge is closed to heavy goods vehicles/lorries, which residents say has improved traffic locally. Residents feel that if another reading of traffic flow is taken, the ETRO team might claim that it was the ETRO which has reduced local traffic, while certain residents feel it is the Cleveland Bridge which is responsible for any positive impact on congestion.
- A common challenge in this session was that discussion often drifted onto wider transport issues in Bath, and we had to refocus the conversation back on the ETRO and the specific questions we wanted to investigate. Attendees had a lot of general complaints about transport in the local area, and there was somewhat of a generalised sentiment in the group that they hadn't been listened to

regarding their local transport needs/opinions (apart from in the ETRO session that they were part of). Here are some of the issues raised:

- Some residents felt the lorries which used to use Bathwick St/A36 as a transport route were a significant problem. They feel that the Cleveland Bridge should be permanently closed to heavy goods traffic.
- Concerns that traffic doesn't abide by the 20mph limit in the local area.
- Complaints that the bollards next to Beckford Rd are dangerous.
- No crossing point across the bottom of upper Sydney Place, despite many people crossing here.
- Interest in creating more crossing points for pedestrians in the local area (e.g. from the [canal under new Beckford Rd](#) into Sydney Gardens).
- Many (if not all) of the residents who attended said they already knew information about the ETRO trial and seemed to have already formed general opinions about it before they attended our session.

Key Quotations Written comment from local resident: *'[The ETRO will] just push the traffic elsewhere'*

Learning from Event

- What went well?
 - Holding a session close to where the exercise group takes place, reducing the barrier to entry for attendees.
 - The café was also a useful location as it is a shared space. Several people saw what we were doing whilst passing by and stopped to discover what was happening. Some even gave us a quick opinion on the ETRO (but did not want to officially take part in the session).
 - Having clear maps and photos to discuss talking points was essential.
 - The format for the workshop worked well for the audience, with a nice mix of discussion using the maps and also time for residents to write down feedback/opinions.
- What challenges were there?
 - Conversation often drifted onto wider transport issues in Bath, and we had to refocus the conversation back on the ETRO and the specific questions we wanted to investigate.
 - A loud café environment meant that communication was harder between people.
 - Limited seating meant that we had a smaller event capacity if more people from the exercise class had decided to come along.

Any Other Information

The residents were open to us getting in contact with them in a few months to run a follow-up workshop.

Annexe B4 Over 55s Sydney Post-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Post-ETRO launch – session 2 of 2)

Date & Time of Activity and Location

Date: Tuesday 5th November 2024, 11:30 – 12:30

Venue name and address: Garden Cafe - Holburne Museum, Great Pulteney St, Bathwick, Bath BA2 4DB

Purpose

- To refresh the group's understanding regarding the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road.
- To understand residents' experience of local travel in the Sydney Place/Road and Warminster Road area since the ETRO trial has been active.
- To understand residents' opinions, thoughts and feedback regarding the ETRO trial of Sydney Place/Road and Warminster Road.
- How we collected our data
 - Post-its stuck onto A3 printout maps that capture thoughts, feelings and other relevant information that we captured/feedback when prompted with questions about the impact of the ETRO.
 - Asking residents if they thought the ETRO had improved Sydney Place/Road and Warminster Road, and if it had improved their local journeys.

Attendance

Almost all attendees were sourced from an over-55's exercise class that takes place in Sydney Gardens. We met willing participants at a nearby café after they had finished their class.

We had 8 attendees in total (2 men, 6 women). All those who shared their age with us were aged 65 or over. All participants who offered their postcode (5 attendees) lived in the BA2 area.

Note: Pre and post-trail engagement mostly had different participants in.

Findings from the Event

Summary of key findings

- When contrasted against the pre-intervention workshops back in March, the balance of attendee opinions was significantly more positive in this post-intervention workshop, albeit with some attendees still disagreeing with the changes or criticising certain aspects of the ETRO scheme. Many of the comments made were based on attendees' real-world experience (e.g. seeing more pedestrians enjoying the route), which was enabled by this trial being put in place.
- 3 participants believed the changes improved the area around Sydney Place and Warminster Road, while 2 disagreed; mixed opinions were shared about improvements to personal journeys.
- Support for ETRO Benefits: Many participants supported the ETRO, highlighting benefits for pedestrians, calmer traffic, safer school routes and increased active travel activity, including more tourists and people with mobility issues.
- Safety Concerns: Some participants raised concerns, particularly about safety at night due to reduced traffic on Sydney Road, and there were reports of intimidating behaviour from opponents of the ETRO.
- Increased Traffic Issues: Participants noted worsened traffic conditions on Beckford Road, concerns about unsafe crossings, and a more dangerous junction at Bathwick Street/Beckford Road/Sydney Place.
- Diverse Perspectives on the ETRO: Some questioned the need for changes along Sydney Road due to its supposedly low residential density, others saw poor coordination among local travel interventions, and one resident suggested preserving parking and adding angled parking spaces for space efficiency.

Key Insights / Contributions from Participants

- When asked 'Have the changes improved the local area in/around Sydney Place & Warminster Road?'. 3 participants agreed, with another 2 participants disagreeing. The rest of the group did not comment.
- When asked 'Have the ETRO changes at Sydney Place & Warminster Road improved your journeys?', 2 participants agreed, with another 2 participants disagreeing. The rest of the group did not comment.
- Benefits of the ETRO: A significant amount of conversation within the group revolved around support for the ETRO changes.
 - One resident noted that they had seen lots of groups benefitting from the ETRO. Not just local residents, but school children, tourists and visitors from other areas of the city.
 - Lots more tourists/walkers were noticed walking along Sydney Road to get to the 'Bath Skyline Loop'
 - Residents commented that the area is much better for pedestrians since the ETRO. They highlighted that the Warminster Road changes have calmed traffic and made the North Road junction safer for pedestrians, including children going to local schools.
 - An attendee let us know that, since the ETRO was installed, they had noticed more people with mobility differences using the route.
 - One attendee let us know they were previously against the ETRO before the scheme was put in place. However, since the ETRO was installed, they have been able to see the great benefit of the changes, and now support keeping the ETRO. They commented that it seems safer for pedestrians in both the day and night.

- Negative outcomes of the ETRO: there was a significant theme of discussion regarding negative impacts of the ETRO. Many people who were raising these comments were against the ETRO, due to the perceived negative impacts.
 - There was a significant amount of conversation between two women in the group about concerns for the safety of women or vulnerable people when walking along Sydney Road at night. They were concerned that the decreased level of traffic along Sydney Road meant that they felt much less safe to walk there alone at night. If any crime were to take place against a woman or vulnerable person, there would be much less chance of a car passing by which could intervene or act as a deterrent. The women commented that they would not now use Sydney Road at night, as the road is not busy enough with cars. We did also have a comment from another female member of the workshop, who did not share these safety concerns; she felt safe using Sydney Road as a walking route.
 - In the session, we did receive comments from an attendee explaining that they had heard of intimidating behaviour being delivered by those who oppose the ETRO, being directed at people living along Sydney Place/Road, as there is a general perception that these locals are responsible for encouraging/initiating the ETRO changes. The session attendee also commented that construction workers who were working on installing the ETRO had also received intimidating behaviour from people opposing the ETRO.
 - There were concerns raised by multiple participants regarding a supposed increase in traffic flow along Beckford Road. Comments were made that this increased traffic flow worsened the established issue of a lack of safe crossing points. One participant felt Beckford Road was more dangerous now that the ETRO was in place. This person explained that many people also do not follow the 20mph speed limit on Beckford Road.
 - An additional comment was made that the already unsafe junction at the meeting of Bathwick Street/Beckford Rd/Sydney Place had been made even more dangerous for pedestrians/cyclists.
 - We heard comments from an attendee that First Bus had altered one of the local bus routes due to the ETRO. They thought that the new route organised by First Bus has caused big traffic delays, and this should be changed. Note: No bus route has been changed due to the ETRO.
- Other views/opinions expressed:
 - One workshop participant held the view that there were very few residents actually living along Sydney Place/Road, and most of the properties were non-residential. The participant questioned why this ETRO was put in place on Sydney Place/Road, a location where they thought few residents lived.
 - Comments were received from one attendee who did not see the need to implement an ETRO at all. They noted that Sydney Gardens is right next to Sydney Place/Road which is enough space for people to walk/cycle.
 - There was a perception held by several participants that there is poor coordination between local travel interventions, roadworks etc. They suggested that when multiple schemes/strategies are happening locally that impact roads, they need to work in synchronicity. They say multiple schemes all running at the same time in Bath have created or compounded lots of local travel issues. They are looking to B&NES to ensure that local schemes are delivered in a coordinated manner, to limit negative impacts and compounding issues.
 - One resident, although supportive of the ETRO changes, was adamant that the parking along Sydney Place/Road should not be reduced. They commented that the extra road space created by the ETRO should be used to create 45-degree angled parking spaces, to enable more people to use Sydney Gardens park.

Key Quotations

Written comment from local resident: ***'[The ETRO changes] have been very beneficial for many people, not just residents. Also school kids, visitors to Sydney Gardens, inc. playground, tourists to/from hotel, Nordic walkers and other walkers, walking route from city to Sham castle and to canal. The remodelling of the upper junction has calmed Warminster Road traffic and made North Road junction safer for pedestrians including local kids going to school'***

Written comment from local resident: ***'I am in support of the closure...even though I am a car driver and it is more difficult to drive to my house'***

Written comment from local resident: ***'[The ETRO has] increased traffic for Beckford Rd. Traffic ignores speed limits. Good for Sydney Road residents but improvements need to be made'***

Written comment from local resident: ***'[The ETRO is] like walking through a park at night, which is exactly what our parents told us not to do!'***

Learning from Event

What went well?

- Holding a session close to where the over 55's exercise group takes place, reducing the barrier to entry for attendees.
- Timing the session to start immediately after the Sydney Gardens over 55's exercise class finished, so attendees could seamlessly transition from their class to our ETRO session.
- The café was a valuable location to use as it is a shared space; some other users of the cafe saw what we were doing and stopped to discover what was happening. Some even gave us a quick comment on the ETRO whilst passing by.
- Having clear maps and photos to discuss talking points was essential.
- The format for the workshop worked well for the audience, with a nice mix of discussion using the maps and also featuring time for residents to write down comments using post it notes.

What challenges were there?

- Conversation did sometimes drift onto wider transport issues in Bath, and we had to often refocus conversation back on the ETRO and the specific questions we wanted to investigate.
- Limited seating meant that we had a smaller session capacity.
- A certain local resident was, at first, a little confused about the scope of our consultation workshop. Although clearly titled and introduced to the group by Sustrans staff, early on the resident thought that the session was centred around a different local travel consultation. Sustrans staff highlighted the scope of the session again to ensure this resident was clear on the subject matter.

Annexe B5 Walcot Court Sydney Pre-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Pre-ETRO launch – session 1 of 2)

Date & Time of Activity and Location

Date: Tuesday 26th March 2024, 14:00 – 15:30

Venue name and address: MHA Walcot Court - Retirement Apartments,
Walcot Gate, Bath BA1 5UB

Purpose

- To understand residents' current experience of travel in the Sydney Place/Road and Warminster Road area.
 - To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and its potential benefits.
 - To understand residents' opinions, thoughts and feedback regarding the incoming ETRO trial of the Sydney Place/Road and Warminster Road.
 - How we collected our data
 - Recording key discussion points and comments made by participants.
 - Post-its stuck onto A3 printout maps that capture thoughts, feelings and other relevant information that we captured/feedback, when prompted with questions about the impact of the ETRO.
-

Photos



Workshop staff are gathering residents' opinions about transportation in the local area.



Local residents discuss their opinions of the ETRO.

Attendance

10 attendees total (all women) in the 60-100 age bracket, all residents of MHA Walcot Court.

Many of the group had additional mobility needs (e.g. using a walking aid - perhaps were registered as disabled but we were not able to confirm this).

Note: Pre and post-trail engagement mostly had different participants.

Findings from the Event

Summary of key findings

- Many participants were concerned that the ETRO would create other traffic problems elsewhere and that, from the residents' perspective, their primary focus was on the wider need for better public transport provision and effectiveness.
 - ETRO criticism and concerns: Significant concerns were raised about the ETRO trail shifting traffic and congestion to other areas of Bath. Participants raised that interventions proposed could create delays to emergency vehicles getting through bollards, despite assurances that emergency services had keys to remove them quickly.
 - Broad transport issues: Though engagement and facilitation were focused on the ETRO, many felt that more urgent and fundamental transport issues, such as improving public transport and main road movement safety, should take precedence.
-

Key Insights / Contributions from Participants

- We did hear a significant amount of criticism in the session around the ETRO trial.
 - We heard widespread concerns that the ETRO will 'just push the traffic elsewhere' and shift the congestion issue in Bath to other residents.
 - There was concern from certain participants about emergency vehicles getting through the bollards blocking traffic along Sydney Place/Road, despite staff making participants aware that emergency vehicles would have an access key to remove bollards in case of emergency. Participants mentioned that the time taken to use the key could cause slight delays to emergency services.
 - Some residents felt strongly that there were much more fundamental and urgent issues to address before implementing an ETRO, such as public transport improvements. They saw the ETRO as generally being a lower priority when compared to things like reliable, well-funded public transport and safer, easier road crossings.
 - Residents were particularly concerned about the current state of public transport in Bath, which they deemed to be inadequate. Many of the residents would rather see investments and improvements in this area than an ETRO.
- A common challenge was that discussion often drifted onto wider transport issues in Bath, and our staff had to often refocus conversation back on the ETRO and the specific questions we wanted to investigate. Local people had a lot of general complaints about transport in the local area, and there was somewhat of a widespread sentiment in the group that they hadn't been listened to in their local transport needs/opinions (apart from in the ETRO session that they were part of).
- Most residents seemed to travel by Dial a Ride, a service which is of great importance to them.

- A minority of the residents who attended said they already knew information about the ETRO trial and seemed to have already formed general opinions about it before they attended our workshop.
-

Learning from Event

- What went well?
 - When given the right space, most of the residents had plenty to say on local travel/the ETRO and were keen to share their views.
 - Residents found the maps and resources very useful, as it gave them reference material to discuss different locations in the area.
 - What challenges were there?
 - Some participants were particularly vocal, meaning that other naturally quieter residents found it harder to have space to speak. We were mindful of this and made sure to make space for certain quieter people to have their voices heard too.
 - One participant was newer to the area and Walcot Court, which meant their local area knowledge was limited.
-

Any Other Information

We agreed to return to Walcot Court in July/September 2024 for a follow-up session.

Annexe B6 Walcot Court Sydney Post-intervention Engagement Report

Community Engagement Client Summary

BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Post-ETRO launch – session 2 of 2)

Date & Time of Activity and Location

Date: Wednesday 20th November 2024, 10:30 – 11:45

Venue name and address: MHA Walcot Court - Retirement Apartments, Walcot Gate, Bath BA1 5UB

Purpose

- To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and its potential benefits.
- To understand residents' opinions, thoughts and feedback regarding the bedded-in ETRO trial of the Sydney Place/Road and Warminster Road.
- How we collected our data
 - Recording key discussion points and comments made by participants.
 - Post-its stuck onto A3 printout maps that capture thoughts, feelings and other relevant information that we captured/feedback, when prompted with questions about the impact of the ETRO.

Photos



Workshop staff talking to the group about the ETRO.



Workshop staff talking to the group about the ETRO.

Attendance

6 attendees total (2 men, 4 women) were residents and those from Walcot Court – all attendees aside from one were 65 and over.

Many of the group had special mobility needs (e.g. using a walking aid – perhaps were registered as disabled but we were not able to confirm this).

At least 4 members of the group identified as having long-term physical or mental health conditions or illnesses.

Note: Pre and post-trail engagement mostly had different participants in.

Findings from the Event

Summary of key findings

- When comparing the outputs of the pre-intervention engagement workshops back in March, we found that participants from the post-intervention workshop were now more broadly supportive of the ETRO changes. However, the participants continued to have a desire to focus on broader critical transport issues such as general traffic in Bath and the bus services.
- General feedback on ETRO changes: There was support for changes that improve walking, wheeling and cycling, with no significant negative feedback on Sydney Place/Road and Warminster Road changes. Notably, a participant initially was sceptical of the ETRO changes but then went on later to support them, appreciating the reduction in rat-running on Sydney Place/Road.
- Concerns about priorities and council engagement: Several participants highlighted they felt the B&NES wouldn't listen to their input from the workshop. This sentiment could be attributed to their experience of having no formal response to their 30-signature petition requesting a pedestrian crossing for Walcot St. This led to frustration with a perceived lack of communication and prioritisation by B&NES.
- Accessibility challenges: Many of those who attended raised specific concerns about inadequate pedestrian infrastructure for people with mobility aids.

Key Insights / Contributions from Participants

- General concerns about the amount of traffic overall in Bath were highlighted, noting the increase in vehicular use the participants had noticed in their lifetime. They understood why people may have used the Sydney Place/Road as a through route, but there was not any specific opposition to keeping the ETRO changes.
 - This led to highlighting that often walking is faster in some scenarios to get around.
 - No notable residents in the workshop had negative views of the ETRO changes on Sydney Place/Road and Warminster Road.
 - From a few attendees, there was a commonality in being supportive of changes to Bath that make it easier and safer for people to walk, wheel and cycle.
- One participant shared that they were initially feeling negative about the restrictions when they first heard about the ETRO. However, they explained that since the ETRO has been in place, they have changed their view and are now supportive of the changes, as the Sydney Place/Road route is not used as a 'rat run' anymore.

- There was a broad acknowledgement that Bath’s road network is antiquated and therefore creates challenges when looking at changing/improving transport across all the transport modes.
- An attendee mentioned they never found the Sydney Place/Road and Warminster Road a difficult place to walk, they perceived the area as quiet already.
- One question from the attendees was about why the Sydney Place/Road area has been funded as an ETRO. This was framed in the context of it already being a nice area, it being easier to change the traffic routes due to it not being a main route and residents of the street were perceived as likely to be wealthier and more influential. Therefore, some participants thought the money/project would have been better placed on the main movement route area such as near Walcot Court.
- Most of the participants shared they do not often walk over to Sydney Place/Road area due to distance and challenging street experience – i.e. uneven pavements, not enough time given at controlled crossings and wide distances between informal drop kerb crossing points on junctions onto secondary/tertiary streets.

- Many of the participants were concerned and vocal in their views of how difficult London Road and Walcot Street were to cross the carriageway and walk on the pavement.
 - One resident participant requires a walking frame to be mobile, therefore they mentioned how Walcot Street is a difficult surface for walking with not enough crossing points or drop kerbs.
 - Participants shared that they had created a petition for a pedestrian crossing for Walcot St, this was signed by 30 residents and shared with the B&NES on 15th May 2023. There has yet to be any formal response or acknowledgement.
 - The attendees shared that the controlled pedestrian crossing between London St and Cleveland Place does not give enough time to cross. This is due to the speed at which they can move, combined with the distance between the smaller pedestrian refuge to the Cleveland Place pavement near Avellinos Italian Deli.

- Participants were concerned that B&NES would not listen to the engagement outcomes. They perceived that people were feeling left behind.
- Most residents who attended said they didn’t know information about the ETRO before the workshop.

- Similarly to the pre-intervention workshop, some residents felt strongly that there were much more fundamental and urgent issue solutions to address before looking at something like an ETRO (such as public transport improvements). They saw the ETRO as generally being a lower priority compared to things like reliable, well-funded public transport.
 - Residents were particularly concerned with the state of buses, particularly with the rise in the ticket price cap.
 - Noted that the closure of the coach station has caused problems, particularly with them stopping on the parade island nearby.
 - Some residents mention the use of dial-a-ride to travel to certain destinations, alongside the use of combined walking and bus journeys.

Key Quotations

Noted verbal comment from a local female resident (age 83): ***“Anything to get people on their feet is always welcomed”***

Written comment from local resident: ***“I can’t get out very easily as a disabled person with a walking frame, bumps in the pavement”***

Learning from Event

What went well?

- When given the right space, most of the residents had plenty to say on local travel/the ETRO and were keen to share their views.
- Residents appreciated the engagement activity and being listened to.
- Residents found the maps and resources very useful, as it gave them reference material to discuss different locations in the area. Some of the residents even asked to keep their paper maps for their personal interest.
- Taking the time to delve deeper into attendees' views, actively listening and having conversations about their perspectives was appreciated by the residents.

What challenges were there?

- Some participants were particularly vocal, meaning that other naturally quieter residents found it harder to have space to speak. We were mindful of this and made sure to make space for certain quieter people to have their voices heard too.
- One participant was newer to the area and Walcot Court, which meant their local area knowledge was limited.
- That many of the residents were more focused on movement/street environment barriers within Walcot Street/London Road.

Any Other Information

We mentioned we would share a copy of the petition the residents made for a pedestrian crossing on Walcot Street. We did manage expectations for any follow-up actions from B&NES regarding this.

Annexe C 1

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY ROAD BY MODAL FILTER

Date: 9th July 2024

- a) 08:00 - 09:45
- b) 14:45 - 16:00
- c) TOTAL

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) What best describes your use of this route today?

Walking through	Cycling or scooting through	Running through	Using mobility scooter travelling through	Parked near & visiting business/ person locally	Parked near & visiting destination further afield	Resident living locally come to speak with us
a) 12 b) 3 c) 15	a) 1 b) 1 c) 2			a) 1 b) 3 c) 4	a) 2 b) 5 c) 7	a) 8 b) 2 c) 10
Walking to access business/ person locally	Cycling or scooting to access a business/ person locally	Running to access business/ person locally	Using a mobility scooter to access business/ person locally			
a) 7 b) 3 c) 10						

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

2) Did you regularly use this route before the trial using the same mode of travel?

Yes	No
a) 28 b) 17 c) 45	a) 3 c) 3 Go to question 7

3) If YES, how does your experience of using this route today compare with using it before the trial by the same mode of travel?

Better	Worse	The same
a) 19	a) 4	a) 5
b) 10	b) 4	b) 3
c) 29	c) 8	c) 8

4) Summary on why:

- Improved safety for pedestrians and cyclists,
- Noise reduction
- Pollution reduction
- Quieter area, feels more pleasant
- Cleaner air, the area is more liveable
- Less vehicular traffic
- More people walking, cycling, more individual children, quieter
- Safer to cross
- Driving on the A36 hasn't been problematic
- Completely different, so much nicer
- Less dangerous
- Let my children scoot on pavement
- Longer travel time for local residents as they need to go around,
- More pollution, congested roads, idling cars
- It didn't resolve speeding as cars speed after making U-turns
- It's solving a problem that didn't exist
- Its pushing the traffic to other roads
- It transformed the area for better
- It's safer to walk
- It improved the air quality
- It improved the traffic
- Less noise, fewer bigger vehicles
- Reduced speed and volume of traffic
- Reduced traffic noise
- It's a disgrace
- It only benefits a few privileged people
- I don't see a purpose of it
- It's pushing the traffic to other roads
- Worse for drivers
- When the nights are darker it doesn't feel as nice as when the nights are lighter
- It's pretty much the same on Sydney Rd

5) Compared to before the trial, how often do you use this route using the same mode of travel?

More than before	The same as before	Less than before
8	16	4
2	14	1

10	30	5
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6) Summary on why

- It's safer and more pleasant to walk and visit the park
- Using the car less (but getting around is still fine on A36) , thinking about getting a bike, so much easier to walk now
- Feels like more people using the area to walk
- Nicer place to be
- Calmer
- I live nearby so nothing's changed for me
- I don't have a choice so I use this road
- It's a work journey
- The road is blocked so I can't use it
- It's impossible to use the road now
- I get stuck in traffic
- It doesn't make a difference to me
- More pleasant to be here
- Used to park closer to town but now park and walk
- Its safer for children to have a bit more independence
- It makes the buses later on A36

7) To what extent do you feel that preventing through traffic here improves the environment?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
12	10	3	3	3	
5	3	4	4	1	
17	13	7	7	4	

8) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
15	3	2	3	8	
4	1	2	5	5	
19	4	4	8	13	

9) Summary on why:

- It's working, prevents through traffic
- It's safer for me and my child
- I don't drive and I appreciate the initiatives like this one
- It reduced the noise and speeding and I like it
- Nicer way to walk to work
- Its reduced the speed and volume of traffic
- Feels like an extension of the quiet zone (the park)
- Brilliant
- Calmer
- Its no worse driving around the A36

- It improved the speeding in the area but I don't like the fact that I have to drive around and often get stuck in traffic
- I don't like it
- It's pointless, prevents use of the route by vehicles
- Didn't seem busy before when used
- Only benefits 4 houses
- Only doing it to spend money
- Has increased AP on surrounding roads
- Trade vehicles using alternative routes locally
- It doesn't make sense, it serves only a few privileged people
- It makes our life miserable
- It's confusing and dangerous
- It's pointless
- It can stay but the road signs need to improve
- It's beneficial for the area
- It benefits a small minority while affecting negatively many more people
- It's much safer now to walk and scoot in the area
- Does not improve the experience for pedestrians and worsens the experience for drivers
- More children using the area and able to cross the road
- 100% better all round and much safer
- Buses on the A36 at peak time are delayed
- Better balance of needs
- Made things more awkward for driving
- If made permanent, maybe more parking in the area to enable people to use the park
- More traffic on the A36, but not much change most of the time, just peak times
- More people walking in the area

Annexe C2

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY GARDENS

Date: 9th July 2024

- a) 08:15 – 10:00
- b) 14:30- 15:45
- c) TOTAL

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) Did you use Sydney Road or New Sydney Place to reach Sydney Gardens today?

Yes	No
a) 17 b) 6 c) 23	a) 10 b) 18 c) 28 Go to question 3

2) If YES, how did you use Sydney Road or Sydney Place?

Parked on Sydney Road	Parked on Sydney Place	Parked locally other roads	Walked through	Cycled/ scooted through	Used mobility scooter through
a) 4 b) 2 c) 6	a) 1 c) 1	a) 1 c) 1	a) 10 b) 5 c) 15		

3) If NO, do you ever use Sydney Road or Sydney Place?

Yes	No
a) 5 b) 3 c) 8	a) 5 b) 15 c) 20 Thank you for your time

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

4) To what extent do you feel that preventing through traffic on Sydney Road and Sydney place improves the environment?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know

a) 8	a) 2	a) 2	a) 5	a) 5	
	b) 1	b) 2	b) 4	b) 2	
c) 8	c) 3	c) 4	c) 9	c) 7	

5) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
a) 7	a) 1	a) 1	a) 8	a) 5	
	b) 1	b) 2	b) 3	b) 3	
c) 7	c) 2	c) 3	c) 11	c) 8	

6) Summary on why

Traffic displacement
 Unable to use Sydney Road
 If it is what the local residents want then he doesn't mind. Speed bumps could have helped also
 Has impacted on the poorer people to the benefit of the richer people
 Dangerous for children crossing
 Pollution has increased outside house
 Traffic going past other people's homes
 More traffic on main road
 It was a major mistake that those in BH stopped the bypass being built. Most traffic goes towards Cleveland Bridge anyway
 Although they have to use the A36, they still would like to see it made permanent
 It was a major mistake that those in BH stopped the bypass being built. Most traffic goes towards
 Traffic displacement
 The road wasn't busy before
 Not many houses
 Traffic worse at school times/peak times
 Should be free flowing traffic
 Should narrow the road and use traffic calming/chicanes
 Needs crossing
 Harder to cross roads

Annexe C3

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY ROAD BY MODAL FILTER

20th September 2024, 08:30 - 09:35

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) What best describes your use of this route today?

Walking through	Cycling or scooting through	Running through	Using mobility scooter travelling through	Parked near & visiting business/ person locally	Parked near & visiting destination further afield	Resident living locally come to speak with us
5	3	1			3	
Walking to access business/ person locally	Cycling or scooting to access a business/ person locally	Running to access business/ person locally	Using a mobility scooter to access business/ person locally			
2						

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

2) Did you regularly use this route before the trial using the same mode of travel?

Yes	No
12	2 Go to question 7

3) If YES, how does your experience of using this route today compare with using it before the trial by the same mode of travel?

Better	Worse	The same
10		2

4) Summary on why

Quieter, safer for active travel especially children
 Still traffic on roads so why bother? Waste of money. Close whole of Bath next.
 I like it. I use a car too. Not noticed much difference in the car. But nicer here (on Sydney Road)
 Didn't use before (guests at hotel), I would come back because its just so British.
 Makes me think of all the period dramas!!!!
 Is very quiet everywhere. Bathwick estate and BH benefitting. Would be better without any cars.
 Better with less cars.
 Lots of noise from the "anti" group. But people support it, they just don't want to talk about it. Scared to.

5) Compared to before the trial, how often do you use this route using the same mode of travel?

More than before	The same as before	Less than before
3	8	1

6) Summary on why:

I work less so come through less
 Same as before because of work
 This is my typical journey locally

7) To what extent do you feel that preventing through traffic here improves the environment?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
4	3	5			

8) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
2	5	3	2		

9) Summary on why:

Ban all cars altogether
 Keep it and do more.
 Waste of money for few people to benefit.
 Love it. So much nicer and cleaner
 No real disbenefit even to car users (me included).
 People will get used to it
 Better for Sydney Gardens and park and Holburne Museum
 Love it as it is (gas works). Can we do more?

I use it for tennis courts regularly and it has made access worse by car (at times), but much nice to be in SG.

Annexe C4

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY GARDENS

Date: 20th September 2024, 08:30-09:35

- a) By park
- b) In Gardens
- c) TOTAL

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) Did you use Sydney Road or New Sydney Place to reach Sydney Gardens today?

Yes	No
a) 11 b) 7 c) 18	a) 3 Go to question 3

2) If YES, how did you use Sydney Road or Sydney Place?

Parked on Sydney Road	Parked on Sydney Place	Parked locally other roads	Walked through	Cycled/ scooted through	Used mobility scooter through
a) 4 b) 1 c) 5		a) 1 b) 1 c) 2	a) 4 b) 3 c) 7	a) 1 b) 2 c) 3	a) 1 c) 1

3) If NO, do you ever use Sydney Road or Sydney Place?

Yes	No
	a) 3 Thank you for your time

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

4) To what extent do you feel that preventing through traffic on Sydney Road and Sydney place improves the environment?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
a) 2 c) 2	a) 5 b) 2 c) 7	a) 3 b) 4 c) 7	a) 1 c) 1	a) 1 c) 1	

5) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
a) 5 b) 1 c) 6	a) 2 b) 3 c) 5	a) 3 b) 2 c) 5	a) 1 c) 1	a) 1 c) 1	

6) Summary on why

Better, quieter, safer for all. No issue if I queue on main road. Never very long. Extension of SG on this side. Traffic was always bad on A36 at peak times. But that shouldn't stop this. (x2 people)

I loved it before the gas works. I love it more now with the gas works!

Gives a sense of freedom especially for children.

It is better but slightly more traffic on main road sometimes

Its so quiet. I wish it could be done everywhere!

Journey to school much nicer (child new starter to St Marys).

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.

Please don't take it out, this would be a backward step.

I didn't like it before (when it first went in), but now I walk around the roads that I didn't before with dog & its quiet.