

Bath and North East Somerset Council
Winifred's Lane
Experimental Traffic Regulation Order
(ETRO) Consultation
Final Report

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Quality information

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1. Introduction

Winifred's Lane in the Lower Lansdown area of Bath is one of several areas that Bath and North East Somerset Council (B&NES) is developing via its community-led Liveable Neighbourhood (LN) programme.

The Winifred's Lane through-traffic restriction trial was installed under an experimental traffic regulation order (ETRO) for a minimum of six months from Wednesday 6 November 2024. It remains in place until a decision is reached on the outcome of the trial later in 2025.

This is one of three linked restrictions in the Lower Lansdown ETRO trial, which is part of the B&NES Liveable Neighbourhood programme. The overall aim is to prevent motorists from using residential streets in the area as a short cut to and from the A46/M4.

During the trial, its impacts on traffic and air quality were monitored and residents' views were sought in a six-month consultation from Wednesday 1 November 2024 to Wednesday 30 April 2025. The Winifred's Lane trial was installed on 6 November and residents, local businesses and the public were advised in letters and the media to experience the trial for several weeks before responding to the consultation.

An annotated map, full summary of the proposals, and an online survey were also available online at <https://www.bathnes.gov.uk/Winifred's-lane-through-traffic-restriction-trial> with more background material on all three trials available at www.bathnes.gov.uk/lansdownetro

Alternative formats (print etc) were available on request and advisors were trained and in place to support residents.

The council also promoted the engagement via a press release, e-news and social media posts on X (formerly Twitter), Facebook and Instagram. A communications toolkit was developed and sent to ward councillors to help them share details of the public engagement, and to local schools.

1.1 The proposals

ETROs are used to see if schemes work in practice while monitoring the impacts and inviting feedback as people experience the trials over a period of six months. The Council will analyse and consider this information alongside consideration of council policy before deciding whether to permanently adopt the linked restrictions or remove them. The trials will remain in place until a decision is made.

The trial in Winifred's Lane has been introduced under the B&NES [Liveable Neighbourhood \(LN\) programme](#). In line with the broader objectives of the LN programme, the restrictions aim to:

- Reduce excessive traffic in residential areas;
- Keep through-traffic on main roads and disperse local traffic across a wider area; and
- Create safer routes for walking and cycling through the area.

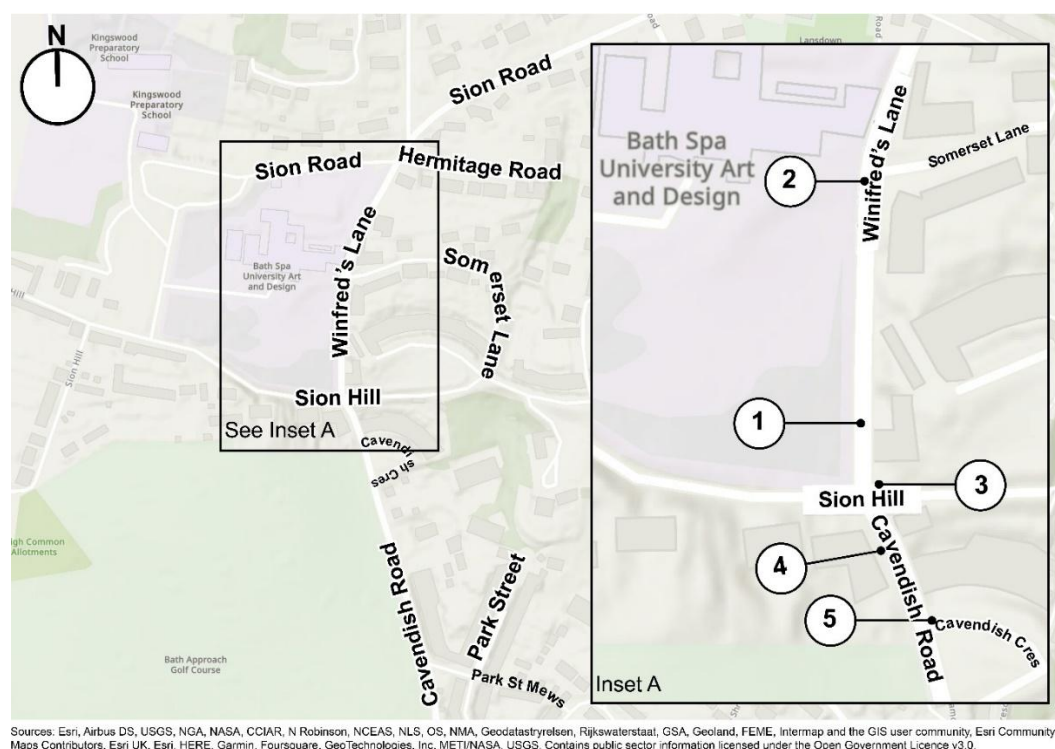
The trials are an outcome of earlier public engagement with the community, outlined on the [Lower Lansdown and The Circus Liveable neighbourhood web page](#).

1.2 Overview of the trial

The Council installed two sets of bollards on Winifred's Lane to prevent motorists from using the lane as a short cut. Pedestrians, cyclists and people with mobility aids are still able to pass through. Additionally, a no-right-turn was introduced into Sion Hill (East) from the northern end of Cavendish Road which does not apply to cyclists.

The section of Winifred's Lane north of its junction with Somerset Lane remains one way (northbound). Vehicle access to properties in Somerset Lane is via Lansdown Crescent, and the option to exit Somerset Lane into Winifred's Lane (northbound) is retained. Emergency services and authorised waste vehicles can remove the bollards to gain access. **Figure 1** shows the restrictions in place during the trial

Figure 1: Winifred's Lane ETRO Trial Details



The following annotations correspond to the numbered map above:

1. The first set of bollards were located just north of Holywell House (with access to and from properties here maintained from the southern end of Winifred's Lane);
2. The second set of bollards were located just south of the junction with Somerset Lane, allowing vehicle access to the northern section of Winifred's Lane from Somerset Lane (one way northbound);
3. A 'no through route for motorists except for access' sign was located at the southern entrance of Winifred's Lane;
4. A 'no right turn except cycles' sign was located at the northern end of Cavendish Road to prevent all northbound traffic from turning right into Sion Hill (East); and
5. A 'new road layout ahead' sign on Cavendish Road was located at its junction with Cavendish Crescent to alert motorists to the changes in road layout.

Before the trial, and until 16 December 2024, the Council placed temporary variable message signs at the corner of Weston Road and Cavendish Road for motorists approaching from the west, south and east. These informed motorists of the no-through-route to Lansdown using Cavendish Road/Winifred's Lane.

The Council placed two additional signs for the duration of the trial at both ends of Marlborough Buildings, alerting drivers to the no-through-route to Lansdown via Winifred's Lane.

Figure 2 shows how the trial area was defined.

Figure 2: Map of the area defined as the Winifred's Lane ETRO trial area



Source: <https://www.bathnes.gov.uk/Winifred's-lane-through-traffic-restriction-trial>

To ensure an unbiased interpretation of the responses received, AECOM was appointed to carry out the thematic coding and analysis of open-ended questions.

1.3 Report structure

The structure of the report shows:

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

2. Methodology

2.1 Receiving responses

The consultation questionnaire was hosted on the Council's website <https://www.bathnes.gov.uk/Winifred's-lane-through-traffic-restriction-trial>. To ensure inclusivity, B&NES Council accepted responses via email, hard copy questionnaire and online. A copy of the questionnaire can be found in **Appendix A**.

2.2 Analysis and reporting

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

Free text (open) questions

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

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

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

Closed questions

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

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

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

2.3 Response overview

There were 1,297 responses to the ETRO Trial on Winifred's Lane, received as follows:

- 1,289 responses using the consultation questionnaire; and
- 8 responses by email.

The email responses are only included in the free text thematic coding and grouped into themes with the comments provided in the online survey.

Before and during the trial, the council received additional representations from local residents and interest groups (outside of the official survey) which the council considered and responded to at the time, including a legal challenge. These are also outlined in the council's own stakeholder and engagement report which will be considered as part of the decision-making process. These representations have not been provided to AECOM and are therefore not included in this report.

2.4 Response profile

Equality monitoring questions were asked as an option in the survey, and a quarter (26%) of responses were provided (n=346). Of the 346 responses provided, just over half were from those aged 55-years-old or over (57%). There was a higher proportion of females (56%) than males (40%). The age and gender of the 346 responses provided is shown in **Tables 1 and 2**.

Table 1: Age group

Age Group	Number	Percent
Base: All who responded to the equality monitoring questions	346	100
Under 25	4	1
25 to 34	12	4
35 to 44	41	12
45 to 54	81	23
55 or over	196	57
Prefer not to say	12	4

Table 2: Gender

Gender	Number	Percent
Base: All who responded to the equality monitoring questions	346	100
Male	137	40
Female	192	56
Other	2	0
Prefer not to say	15	4

Of the 346 responses to the equality monitoring questions, 67 (19%) were from those who had a physical or mental health condition or illness expected to last 12 months or more. This data may be skewed due to the age of those who responded to these equality questions (57% aged 55-years-old or over).

2.4.1 Response based on location

Each response provided confirmed the interest in the ETRO based on whether they lived in the area, travelled through the area, or visited the area for other reasons. For the purpose of this report, respondents have been split into those living within the area and those living outside the area. Around one-third (35%) of responses were from those who lived in the trial area and two-thirds (65%) were from those who lived outside the trial area and either travelled through the area or visited the area, including those who selected other. The responses to this are shown in **Table 3**. The location of the eight responses sent by email were unknown therefore they have not been included.

Table 3: Response by location

Location	Number	Percent
Base: All responses provided	1,289	100
I live in the trial area	453	35
I travel through the trial area	635	49
I am a visitor to the trial area	114	9
Other*	87	7

* Any responses who specifically mentioned they lived in the trial area in their comment have been re-allocated to the 'I live in the trial area' group. All 'other' responses shown in the table were from those who mentioned they lived adjacent or near the trial area but not in the trial area.

2.4.2 Responses from those who had school children living at home

Of the responses provided from those who lived in the trial area, just over a quarter (28%, n=108) had school aged children living in their home.

3. Findings

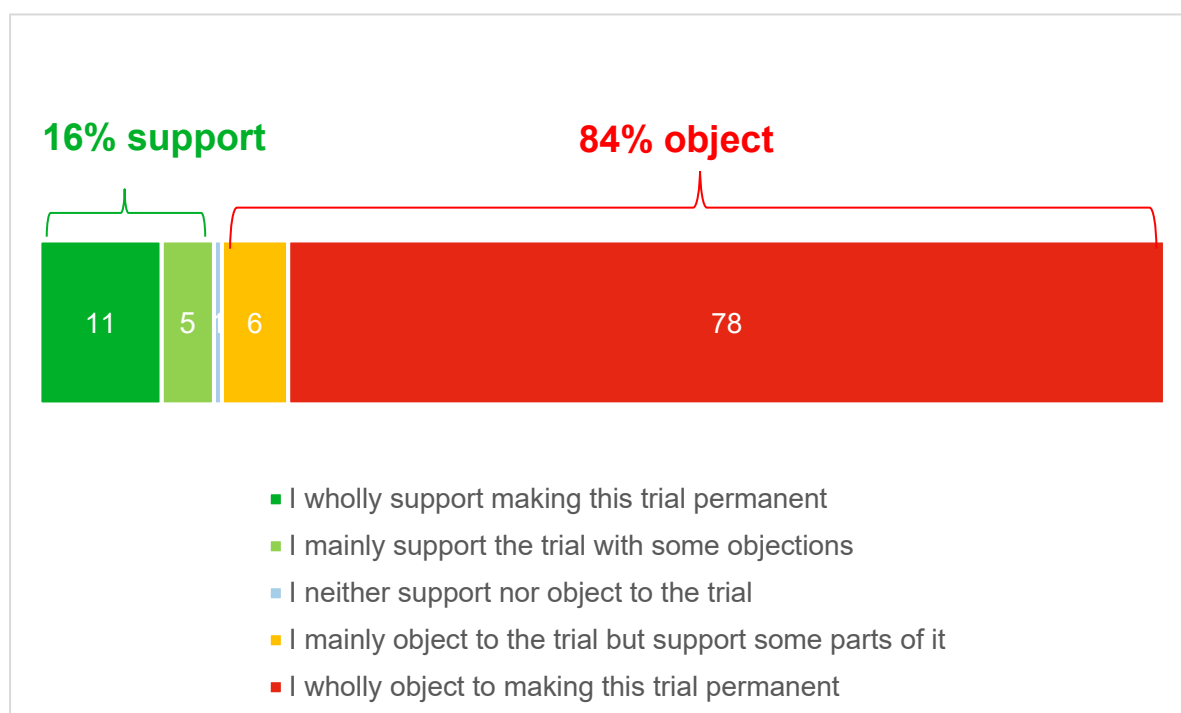
This section shows the findings from the consultation, specifically:

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

3.1 Levels of support or objection for the trial scheme

More than three-quarters (84%) of the responses received were either wholly or mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent, while 16% either wholly or mainly supported it being made permanent.

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



Base: All responses received: n=1,289

Table 4 shows a quarter (26%) of responses from those who lived in the trial area supported the scheme being made permanent, with or without suggested improvements to the trial scheme. This was more than those who lived outside the trial area (9%). Three-quarters (72%) of responses provided from those who lived in the trial area objected to the trial scheme being made permanent, either wholly or 'due to elements not considered'.

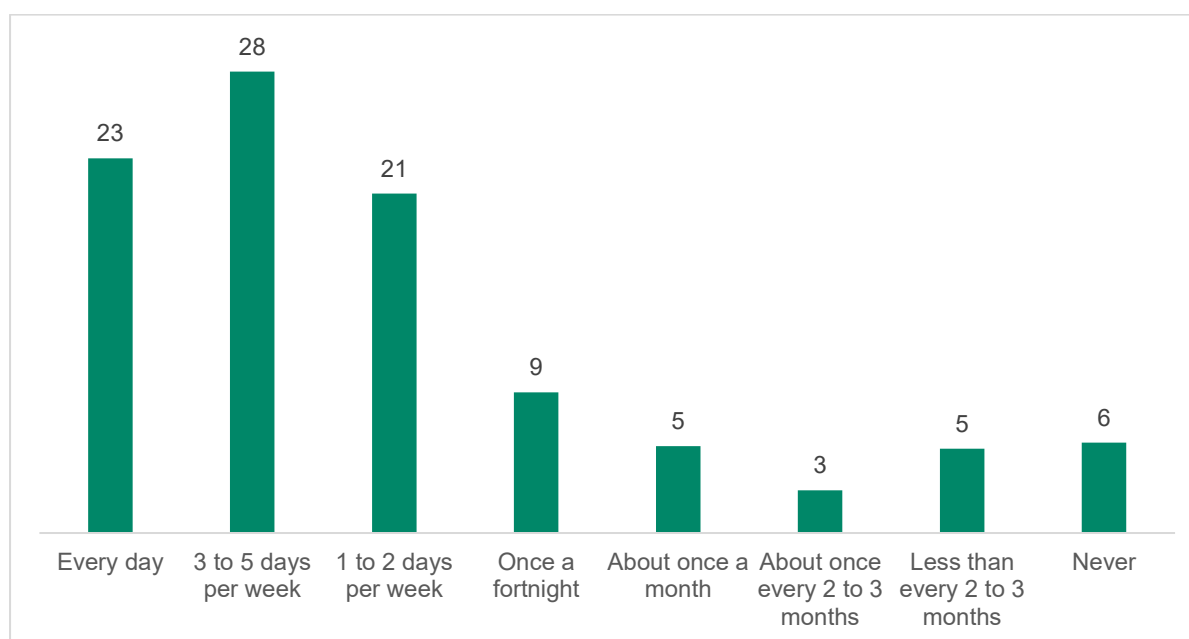
Table 4: Percentage of people supporting or objecting to making the trial permanent (by area lived in)

	Total	Lived in the trial area	Lived outside the trial area
Base:			
All responses (number)	1,289	454	835
I wholly support making this trial permanent (%)	11	19	6
I support the trial but would like you to consider making improvements (%)	5	7	3
I neither support nor object to the trial (%)	1	1	0
I object to part of the trial because there are elements which you have not considered (%)	6	7	5
I wholly object to making this trial permanent (%)	78	65	85

3.2 Main mode used and frequency of travel

3.2.1 Frequency of travel on Winifred's Lane

As shown in **Figure 4**, almost three quarters (72%) of responses provided were from those who travelled along Winifred's Lane at least once a week before the trial. Of those who travelled on Winifred's Lane at least once a week, 12% (n=114) supported the trial with 87% (n=815) objecting.

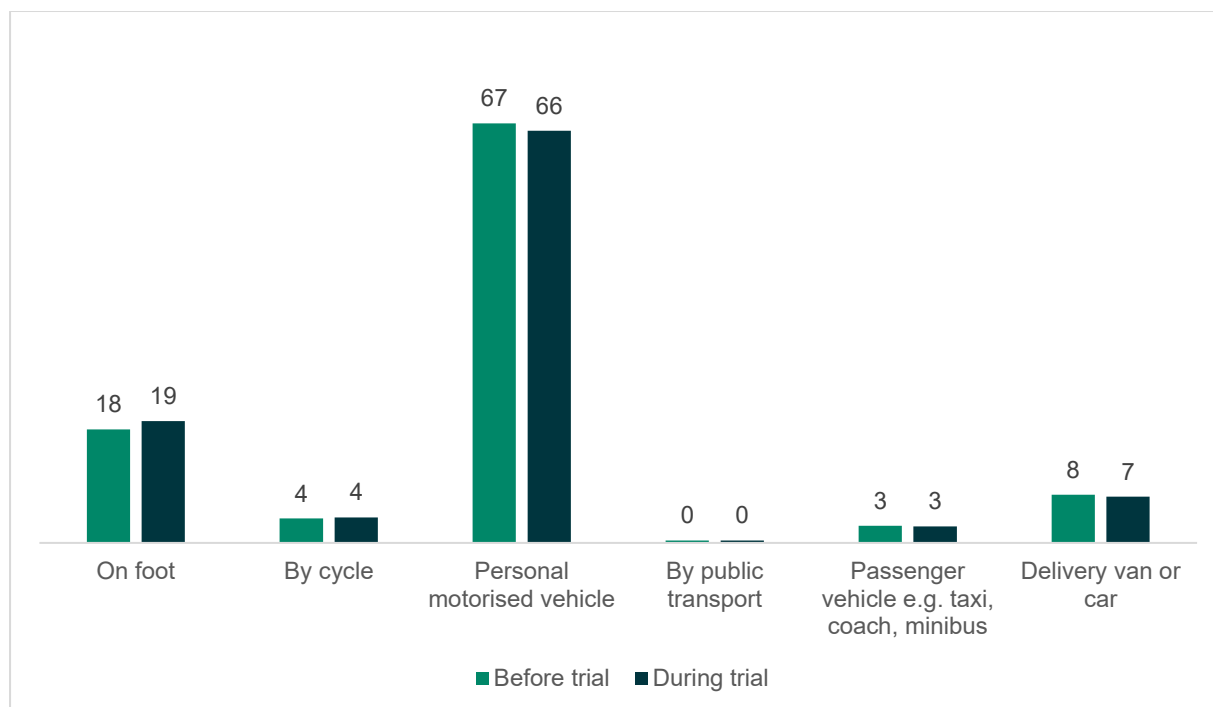
Figure 4: Frequency of travelling on Winifred's Lane before the trial (%)

Base: All responses: n=1,289

3.2.2 Main mode used in the trial area

Figure 5 shows that more than two thirds of responses were from those who mainly used a car or van to travel in the trial area (67%) before the trial with almost a quarter (22%) using active modes of transport (on foot or cycling). The responses indicated no notable change in mode use since the trial.

Figure 5: Main mode of travel in the trial area, before and during the trial period (%)



Base: All responses: n=1,289

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

Of the 200 responses from those who supported the trial being made permanent, half (56%) mainly walked or cycled in the area since the introduction of the trial, and 39% (n=78) used a personal motorised vehicle. The remaining 5% used a different mode of transport.

Of the 1,080 who objected to the trial being made permanent, most (72%) used a personal motorised vehicle since the introduction of the trial and 15% mainly walked or cycled in the area. The remaining 13% used a different mode of transport.

Mode used by weekly travellers through the trial area

Of the 935 responses from those who travelled through the trial area weekly, almost three quarters (70%, n=655) mainly used a personal motorised vehicle in the area since the introduction of the trial, and 19% used an active mode of travel (16% walking, 3% cycling).

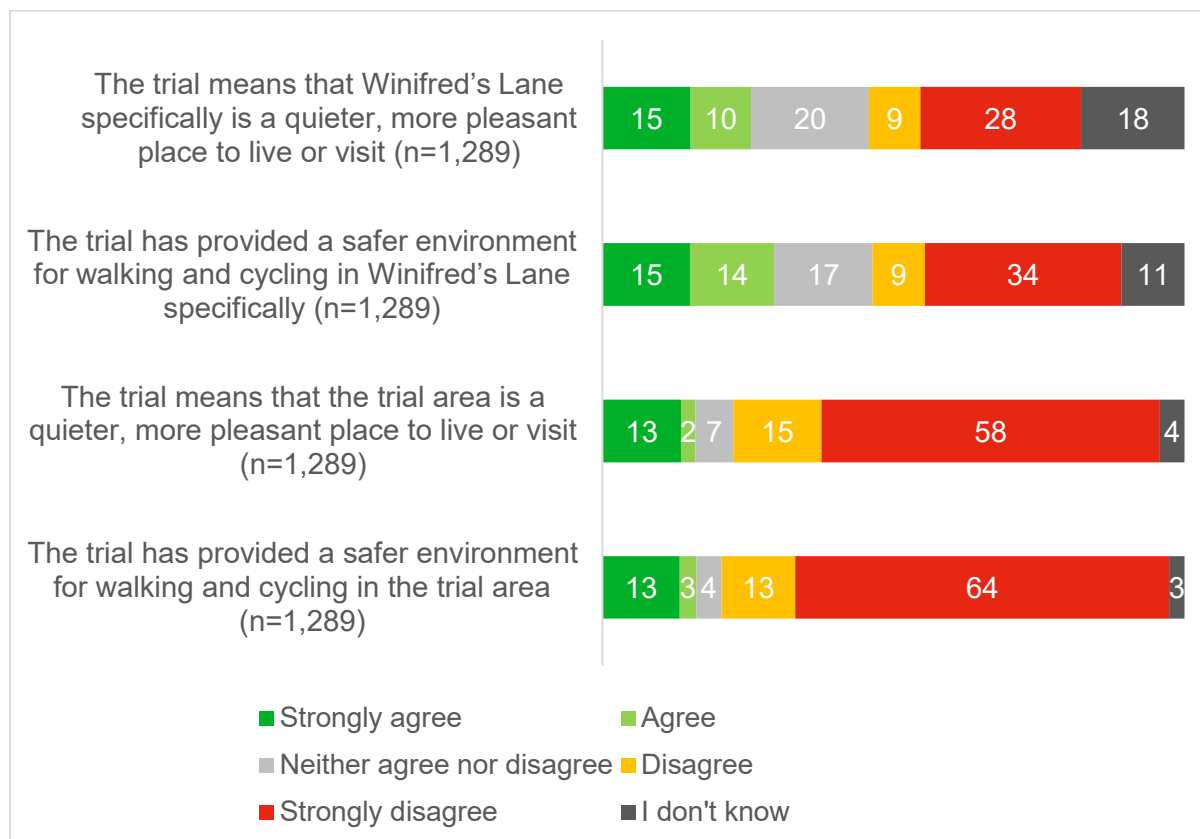
3.3 Impact: the environment in the trial area

A series of questions were asked about the impact of the trial both for Winifred's Lane and the trial area. The outcomes are shown in **Figure 6**.

A quarter (25%) of the responses provided were in agreement that Winifred's Lane was quieter (37% disagreed), and 29% agreed it was a safe environment for walking and cycling in Winifred's Lane (43% disagreed).

For the trial area, 15% of the responses provided were in agreement that the trial area was a more pleasant place to live or visit (73% disagreed), and 16% agreed that the trial area was safer for walking and cycling (67% disagreed).

Figure 6: Level of agreement about the impact of the trial - environment (%)



Base (number stated in the chart): All responses, with those who selected not applicable removed from the data before analysis.

The level of agreement with these statements varied depending on whether responses came from those who lived inside or outside the trial area. The data tables are provided in **Appendix C Tables C1, C2, C3 and C4**.

Of those who lived in the trial area:

- **Winifred's Lane impact:** Around a third of responses were in agreement that the trial had provided a more pleasant place to live and was safer for walking and cycling for Winifred's Lane (35% and 38% respectively), with similar percentages in disagreeing.
- **Trial area impact:** Fewer responses (approximately a quarter) were in agreement that the trial had provided a more pleasant place to live and was safer for walking and cycling for the trial area (both 27%), with around two-thirds disagreeing.

Of those who lived outside the trial area, the impact of Winifred's Lane and the trial area were similar, in all cases there was slightly lower agreement and higher disagreement.

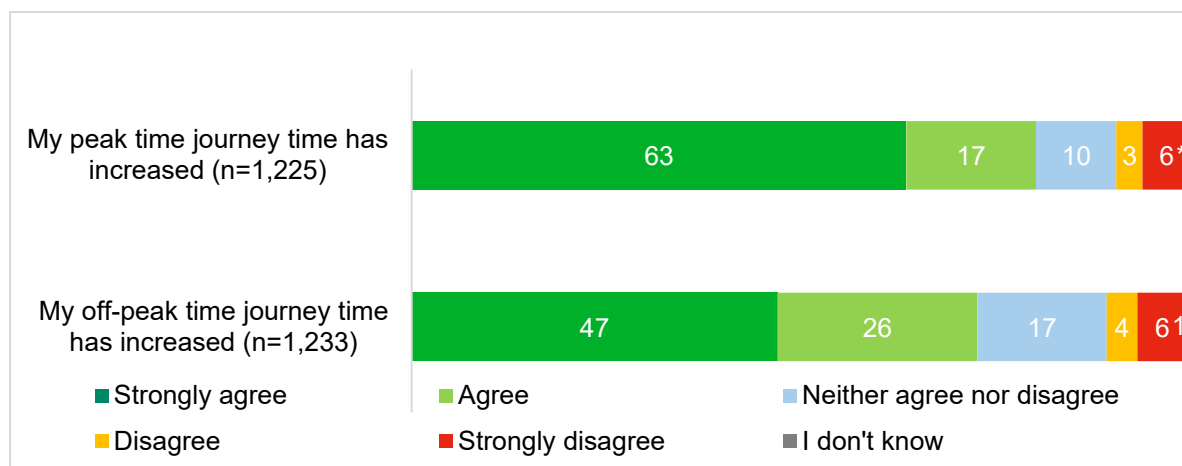
The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D1, D2, D3 and D4**.

Nearly all (c. 95%) of those who supported the trial being made permanent agreed with the four statements about the environment compared to those who objected to making the trial permanent (from 2% to 17% agreed, depending on the statement).

3.4 Impact: journey times

Figure 7 shows it was felt journey times through the trial area had increased during the trial period (80% felt it had increased at peak time, and 73% felt it had increased during off-peak time). This applied to all types of transport used.

Figure 7: Changes to journey times through trial area (%)



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

Peak time journeys

Table 5 shows differences in views about peak journey times increasing depending on whether the response was provided by those who lived in the trial area or otherwise. The responses provided from outside the trial area were more likely to agree or strongly agree that peak journey times had increased (85%) than those who lived in the trial area (71%).

Table 5: Level of agreement that peak journey time has increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	434	791
Strongly agreed	54	68
Agreed	17	17
Neither agreed nor disagreed	13	9
Disagreed	5	2
Strongly disagreed	10	4
Don't know	0	1

Off-peak time journeys

Table 6 shows differences in views about off-peak journey times increasing depending on whether the response was provided by those who lived in the trial area or otherwise. The responses provided from outside the trial area were more likely to agree that off-peak journey times had increased (78%) than those who lived in the trial area (62%).

Table 6: Level of agreement that off-peak journey time has increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	436	797
Strongly agreed	40	51
Agree	22	27
Neither agreed nor disagreed	22	13
Disagreed	5	3
Strongly disagreed	10	4
Don't know	0	1

Most responses (66%, n=846) were from those who used a car or van to travel in the area before the trial, as shown in section 3.2. Of these, 93% felt journey times had increased during peak time journeys, and 83% also felt this during off-peak journeys.

Those who cycled or walked in the trial area were less likely to feel that travel times had increased (38% peak, 34% off-peak), with a third who disagreed that travel times had increased (33% for both peak and off-peak).

3.5 Impact: travel behaviours

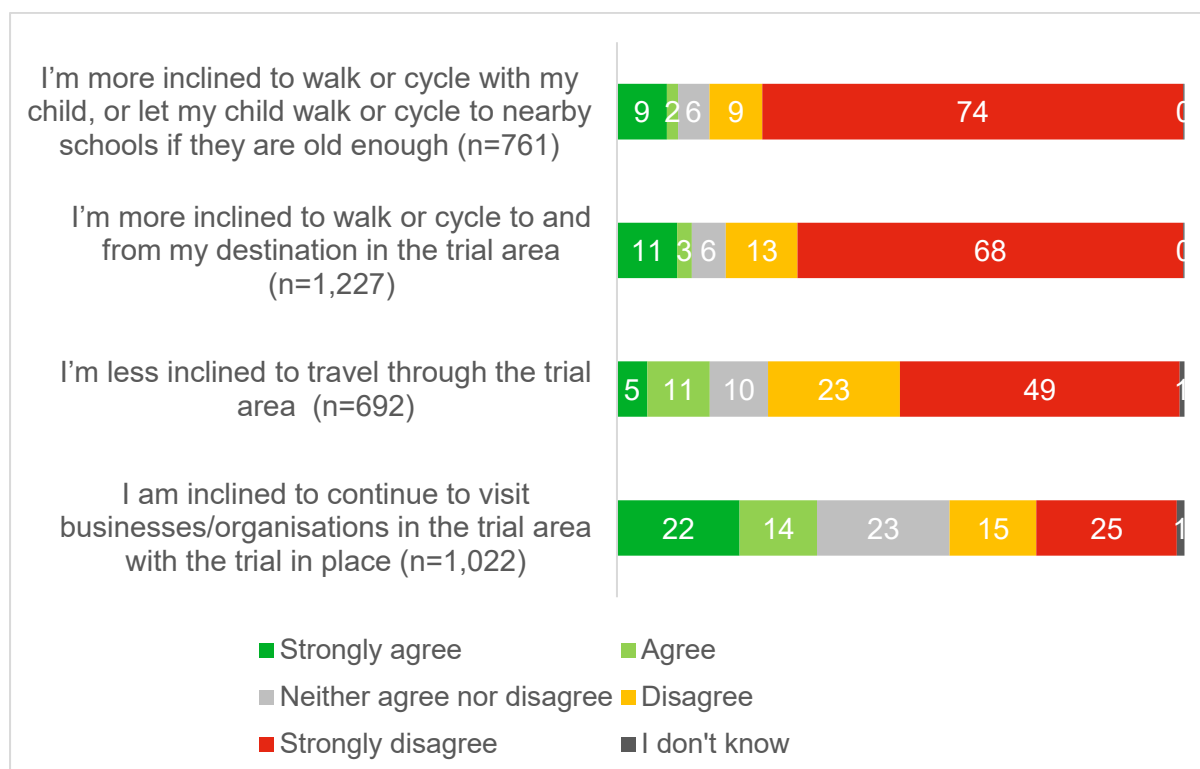
A series of questions were asked about the impact on travel behaviour. The outcomes are shown in **Figure 8**.

Fewer agreed they would be more inclined to walk or cycle than disagreed (14% and 81% respectively), and of the 761 responses who responded about children, 11% agreed they would be more inclined to let children walk or cycle to nearby schools (83% disagreed).

There was an even split of those who agreed and disagreed that they would continue to visit businesses in the area (36% agreed, 40% disagreed).

Of the 692 responses from those who travelled through the area, 72% disagreed they would be less inclined to travel through the area (16% agreed).

Figure 8: Level of agreement about the impact of the trial – travel behaviours (%)



Base (number stated in the chart): All responses, with those who selected not applicable removed from the data before analysis.

The level of agreement with these statements varied depending on whether responses came from those who lived inside or outside the trial area. The data tables are provided in **Appendix C Tables C7, C8, C9 and C10**.

Of those who lived in the trial area, 22% agreed they were more likely to walk or cycle in the trial area (68% disagreed) and 21% agreed they would be more inclined to cycle with their child (72% disagreed).

The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D7, D8, D9 and D10**.

Of those who supported making the trial permanent, 77% agreed that they would be more inclined to walk in the trial area and 8% disagreed. Levels of agreement were lower among those who objected to making the scheme permanent (1% agreed and 95% disagreed). Of those who supported making the trial permanent, 83% also agreed they would be more inclined to walk or cycle with their child to nearby schools (6% disagreed). Again, levels of agreement were lower among those who objected to the scheme (1% agreed, 94% disagreed).

Of those who supported making the trial permanent, 89% agreed they would continue to visit businesses in the area (nobody disagreed). Levels of agreement were lower among those that objected to the scheme, (24% agreed, 48% disagreed).

Of those who supported making the trial permanent, 19% agreed they would be less inclined to travel through the area, (49% disagreed). This is similar among those who objected to the scheme (16% agreed, 75% disagreed). To note, this was only asked to those who travelled through the area, not those who lived in the trial area or visited it.

3.6 Impact: specific roads in the area

Respondents were asked which roads in the area, both inside and outside of the area as defined in Figure 2, had been impacted either positively or negatively. **Table 7** shows the breakdown of roads by the type of impact noticed.

The roads most often mentioned as being positively impacted were Winifred's Lane (n=439) and Lansdown Crescent/Lansdown Place East & West (n=257). The most mentioned roads for negative impacts were Sion Hill (West of Cavendish Road junction) (n=807), Sion Road (n=799) and Julian Road/Brunswick Place (n=732)

Table 7: Which of these roads both inside and outside of the trial area do you feel have had impacts since we installed the trial? (Number)

	Roads impacted positively	Roads impacted negatively
Base:		
All responses (number)	1,164	1,160
Winifred's Lane	439	260
Lansdown Crescent/Lansdown Place East & West	257	341
Cavendish Road	181	392
Sion Hill (East of Cavendish Road junction)	152	529
Somerset Lane	117	270
Marlborough Buildings	83	383
Sion Road	79	799
Sion Hill (West of Cavendish Road junction)	56	807
Julian Road/Brunswick Place	53	732
Sion Hill Place	53	637
Hermitage Road	52	206
Lansdown Road	52	625
Morford Street	34	604
None of these roads	629	179

Respondents who selected don't know or not applicable have not been included.

Respondents were later given the opportunity to talk about roads that have been impacted. The main themes of these comments can be seen in section 3.8.5.

3.7 Coded themes from open ended comments

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

In total, 1,295 responses were received which gave a comment explaining reasons for feeling the trial should or should not be made permanent and its effect on the area. These comments were grouped into topic areas.

- General support and positive impact on safety (289 comments received, as shown in Table 8);
- Negative impacts on traffic and safety (1,084 comments received as shown in Table 9);
- Impacts on specific roads in the area (642 comments as shown in Table 10).

3.7.1 Comments explaining positive impacts of the trial

In total, 289 comments were received outlining positive impacts of the trial on Winifred's Lane and the trial area. The main themes are shown in **Table 8**.

Table 8: Themes from comments which identified positive impacts of the trial

Theme	Number (n)
Total comments received about positive impacts	289
Traffic will/has reduced/calmed down	94
It is safer to walk	79
Traffic noise will/has reduced	70
Safety has improved (general comment)	43
Restrictions will/has meant more people will walk/cycle/use active travel	41
Restrictions have had a positive impact (general comment)	33
It is safer to cycle	30

Traffic will/has reduced/calmed down

The most frequently occurring positive response (n=94) relates to reduction in traffic, specifically on Winifred's Lane.

"At last we can walk down/up Winifred's Lane safely without fear of being mowed down by speeding cars and vans. I no longer have to trespass through Bath Spa College site to avoid this danger."

Seventy comments provided suggested that noise in the area had reduced, or that the roads were quieter in the area.

"Immediate reduction in noise, danger and nuisance."

Similar to the comments about the reduction in traffic in the area, many of the comments that suggest Winifred's Lane is quieter also suggest that other areas have been made worse as a result.

"Obviously Winifred's Lane is quieter....Sion Hill and Sion Road are definitely not quieter."

Restriction has meant more people will walk/cycle/use active travel

Forty-one comments provided suggested that the trial has allowed more people to walk or cycle on Winifred's Lane with some suggesting that the road is now quieter without the through-traffic.

"Walking up and down Winifred's Lane is more pleasant, and definitely safer. I no longer feel I am battling all the fast traffic and feel much more confident taking my grandchildren up and down the road. It encourages me to walk or use the bus more. Winifred's Lane is just a narrow lane designed for horses and people rather than fast cars in a hurry. It is now a nicer place to be in or near"

"It is much safer to use Winifred's Lane and there is no danger now from speeding traffic. I am running and cycling on the lane now which wouldn't have been possible before the changes. I used to dread going out onto the road because I thought I'd get hit by speeding motorists and there were lots of vans and small lorries driving dangerously. The noise was horrible and the road totally unsuitable for the level of traffic."

Positive impacts on safety

There were 116 comments which suggested that safety has improved in some way, the majority of these (n=79) suggested that the trial had made walking safer.

"I always considered Winifred's Lane as unsafe for drivers and pedestrians. It's now much safer."

Along with comments on safety for pedestrians, there were comments on general safety improving, and safety improving for cyclists

"Fewer vehicles less hazardous."

"These roads are quieter with less vehicles thus making them safer for walkers and cyclists."

3.7.2 Comments explaining reasons for opposing the trial

In total 1,084 comments were received explaining reasons the trial should not be made permanent. The main themes are shown in **Table 9**.

Table 9: Themes from comments which identified negative impacts of the trial

Theme	Number (n)
Total comments received about negative impacts	1,084
Traffic/congestion has increased elsewhere	774
Restrictions have increased traffic flow past schools	443
Restrictions have made walking/cycling less safe on surrounding roads	403
Restrictions have made the surrounding area more dangerous/unsafe (general comment)	345
Air pollution has increased on other roads which cars are using more	293
Drivers are not obeying the restrictions/driving dangerously	278
Restrictions have made driving less safe on other roads	255
Restrictions will only benefit a few people but inconvenience many	243
Restrictions have increased journey times	239

Traffic/congestion has increased elsewhere

There were 774 comments with the view that traffic was worse on surrounding roads. On many occasions, a combination of Sion Road and Sion Hill were considered worse, as were Julian Road and Morford Street.

“Morford Street and Julian Road have become very congested, with awkward junctions onto Lansdown Road. Sion Road, Sion Hill Place initially quiet, but as access to Lansdown Road is known, getting busier.”

Those who commented on traffic being worse in surrounding areas suggested that there were more bottlenecks on Sion Road due to it being a very narrow two-way road. It was felt the bottlenecks were a result of vehicles travelling in one direction but would have previously taken Winifred's Lane, and cars travelling in the other would have taken Sion Road, but they were now choosing to use Sion Road for both directions.

“I use the road going to and coming from a property in Sion Road. Sion Rd is very unsuitable for this level of 2 way traffic. Winifred's Lane pretty much made the whole area as a one way circuit. now it's extremely dangerous.”

“The traffic has increased so much on Sion Road coming up towards Lansdown Road that it is no longer safe to drive there but I have no other choice. There are many bottlenecks on Sion Road as it is narrow and winding and there are frequent traffic holdups especially during peak travel times.”

Restrictions have increased traffic flow past schools

There were 443 comments which highlighted that the trial restrictions either redirects traffic past schools, or that they have seen an increase in the traffic around schools, nurseries or universities in the area. There were 341 comments specifically about children being in danger due to traffic.

“Massive increase in traffic idling by St Andrews, huge danger to the children that walk to school on side roads around Royal High and Kingswood and very inconvenient to those who have to drop their children by car”

“The exit to Kingswood Prep (school) necessitates me using Sion Road, it has been dangerous and busier than ever after funnelling all the traffic that way. The allowance of parked cars along Sion Road and the closure of Winifred's Lane together has made it more dangerous for cyclists and pedestrians.”

Air pollution has increased on other roads which cars are using more

There were 293 comments which mentioned that the trial had most likely made air pollution worse on surrounding roads due to congestion, with 144 of these mentioning that traffic has increased past a school in their response or expressed a specific concern that this is bad for the health of the school children.

“I still drive through the area but now travel further around more residential roads causing more noise and pollution.”

“I have to walk through this area but also neighbouring roads. They have become much more polluted.”

Drivers are not obeying the restrictions/driving dangerously

There were 278 responses which commented about drivers who either did not obey the restrictions set out in the trial or were driving dangerously. The restrictions refer to the ban on the right turn into Lansdown Crescent. Dangerous driving included speeding on roads, performing three-point turns, or U-turns to enter Lansdown Crescent, mounting the kerb, or other general forms of dangerous driving.

“Winifred's Lane is closed to through traffic! Fewer vehicles now enter Sion Hill (East), though a considerable number now do 3-point turns at the junction of Sion Hill (West) and Sion Road & then enter Sion Hill (East) legally.”

“The roads are more dangerous and unsafe. It is not safe to walk from the P & R [Park and Ride] bus stop on Lansdown Road to my home, for fear of vehicles coming on the pavement, plus speeding vehicles taking the new bend at the top of Cavendish Road.”

“This has made most of the roads more dangerous to cross especially bottom of Winifred's Lane and Sion road where cars are now mounting pavement to pass on blind bend.”

Restrictions will only benefit a few people but inconvenience many

There were 243 comments which mentioned there are not many people that benefit from the changes made by the trial and it was raised that the Council may be showing favouritism to wealthier residents.

“It is now impossible to get to Lansdown Crescent from Julian Road without an extended journey. Great for those residents but not for anyone else.”

“A very small lane has benefitted while the wider area has been considerably made worse.”

“I live in Lansdown Place West, but I don't agree with it. It's basically the rich people who are getting a good deal and pushing the traffic to the poorer residential areas.”

Restrictions have increased journey times

Increased journey times, delays or longer routes were mentioned 239 times. They attribute these longer routes to no longer being able to travel up Winifred's Lane, or along Lansdown Crescent, and to the increased traffic along the roads they would normally travel on. Some also highlight the fact that it uses more fuel and causes more pollution.

"It's the shortest most economical way to get to the area of Bath I need to get to. Any other way would take longer, is busier with traffic causing delays."

"Journey time has increased. More pollution. More congestion outside the trial area. Dangerous blind junctions to navigate. School children at risk."

"More distance to travel, more traffic, more pollution."

Negative impacts regarding safety

In total, 669 comments received mentioned that safety had decreased, either in the area, or in the surrounding area. Out of this total, some indicated that safety has been made worse for active travel users, some that it was worse for drivers, and some that it has generally worsened the safety in the area.

"There has been absolutely no positive impact from this trial, and it has only made the area more unsafe and unpleasant."

Restrictions have made walking/cycling less safe on surrounding roads

There were 403 comments which included concerns over safety for walkers or cyclists, many suggesting that this reduction in safety is due to the increase in traffic.

"Traffic jams. Traffic congestion. Vehicles reversing. Angry and confused drivers. Pedestrians at risk from congested traffic."

Some comments also suggest that pedestrians and cyclists are less safe on Winifred's Lane, as vehicles were now travelling faster past its entry points due to changes made by the scheme, and due to how steep the road is. Cyclists now travel at speed down the road into oncoming traffic.

"Winifred's lane is now super dangerous as it has traffic reversing blind onto a hazardous bend. It has cyclists travelling at speed into oncoming traffic. Morford Street and Sion hill road have taken massive increases in displaced traffic and St Andrews school area is even more hazardous. Dangerous overloading of Morford street junction onto Lansdown Road."

Restrictions have made driving less safe on other roads

There were 255 comments received about how the restrictions had made driving less safe on other roads. This is often because of increased congestion and frustrated drivers. Many who suggest that safety has decreased attribute this decrease to more vehicles needing to travel on narrow roads with blind bends.

"All are busier, more congested and more dangerous for cyclists and motorists"

"Dangerous blind bends on Sion Road. Waste of fuel travelling further."

Restrictions have made the surrounding area more dangerous/unsafe

345 comments mention safety generally without specifically identifying whether it has decreased for drivers, pedestrians or cyclists.

"I have used Winifred's Lane every day for 40 years without concerns for my safety however in the last few weeks of HAVING to use Sion Road I have seen dozens of near misses of cars traveling in opposite directions especially at the entrance to the college and also the sharp turns - I have come close to an accident myself and I am a qualified driving instructor. In short the Winifred's Lane closure has increased the danger not reduced it."

3.7.3 Effects on specific roads in the area

In total 146 comments were received about a positive impacts on specific roads and 496 were received about negative impacts. The roads mentioned most often are shown in **Table 10**.

Table 10: Comments regarding impacts on specific roads (Number)

Road named in comment	Positive impact	Negative impact
Total comments received about impact on specific roads	146	496
Winifred's Lane	110	46
Lansdown Crescent/Lansdown Place East & West	31	44
Cavendish Road	23	78
Julian Road/Brunswick Place	2	180
Lansdown Road	2	100
Morford Street	1	119
Sion Hill (East of Cavendish Road junction)	6	161
Sion Hill (West of Cavendish Road junction)	4	205
Sion Road	2	239

Winifred's Lane

There were 110 comments that mentioned positive impacts on Winifred's Lane. Most comments were about feeling safer, that Winifred's Lane was quieter, and that it encouraged people to be more active.

"At last we can walk down/up Winifred's Lane safely without fear of being mowed down by speeding cars and vans. I no longer have to trespass through Bath Spa College site to avoid this danger."

"Now I can walk down to Golf course /park via a blissfully quiet and safe Winifred's Road."

Even though most of the comments that mention Winifred's Lane mentioned positive impacts, there were also 46 comments that it had a negative impact, with a view that residents on Winifred's Lane is so steep, it is not a suitable place for cycling and walking anyway, so cyclists do not want to travel up it, and those that travel down do so at speeds that are very high into oncoming traffic at the bottom of the road.

"Winifred's Lane has a very steep gradient and has never been a pleasant place to walk or cycle up and down. When walking I walk through the Uni Campus, because it is not so steep"

"Winifred's Lane is incredibly steep. Walking or cycling on it is very difficult especially for older residents and visitors"

Lansdown Crescent

There was a mix of comments about Lansdown Crescent 31 mentioned a positive impact and 44 that it had been affected negatively.

"The no right turn at Lansdown Crescent has made the crescent far safer, Cavendish Road is quieter."

"I'm only guessing that as Winifred's Lane and Lansdown Crescent are closed to traffic it will inevitably be quieter on those roads."

Negative comments on Lansdown Crescent highlight a perceived reduction in safety, and complain that the ban on the right turn into it is causing them to detour, which increases their travel time

"Traffic continues to turn right from Cavendish into Sion Hill (E) despite the no right turn road signs, often on the wrong side of the road, making it hazardous for traffic approaching that junction from Lansdown Crescent."

Sion Hill and Sion Road

In many cases, Sion Hill and Sion Road were mentioned in the same response. There were 239 responses received that suggested Sion Road has been negatively impacted and 216 comments for Sion Hill (East, West, or both).

"Sion Hill, Sion Hill Place and Sion Road are far more dangerous as they are two-way streets. As a one-way street Winifred's Lane was far safer to use. The narrow roads are far busier."

Comments about these roads were often made about increased level of traffic that the roads cannot contain and cars parked on either side, the narrow width of the roads and the winding blind bends adds to these concerns.

"There are more vehicles using Sion Hill, Sion Road and Sion Hill Place with the closure of Winifred's Lane. Increased traffic in this area with parked cars and restricted sight lines by the junction of Sion Hill into Sion Road and along Sion Road, especially at the exit of Kingswood Prep School, have made this an unsafe area for drivers, cyclists and pedestrians."

Julian Road and Morford Street

Similar to the section on Sion Hill and Sion Road, often Julian Road and Morford Street are mentioned as a pair, 180 comments mentioned Julian Road was impacted negatively, and 119 were about Morford Street. Generally, the comments mentioned an increase in traffic which endangered road users.

"Re-routing traffic aiming to head up to Lansdown Crescent, which can no longer turn right at the top of Cavendish Road, has seen more traffic on Julian Road, Morford Street and Lansdown Road. Sion Hill West now presumably has to put up with many cars travelling up there to do a U-turn to then head up to the Lansdown Crescent."

“Traffic jams and heavier traffic at key times of the day, especially on Julian Road, Morford Street and Sion Hill. All of which are residential roads. What is significant is the increased safety risk especially on these roads to traffic users and in particular pedestrians.”

Cavendish Road

There were 78 comments that suggested Cavendish Road was now more dangerous as cars now travel a lot faster along it, and often drivers ignore the restriction on turning right.

“I use the roads by bus, on foot and by car. The Sion Hill to Cavendish Road section is now more dangerous. I don't see ANY positive impact.”

“The trial does not appear to deter cars driving up Cavendish Road. Most now drive up Sion Hill West, but many make the prohibited turn right into Sion Hill East, making this road busier than before.”

“Driving to work and walking the dog - increased traffic. More queuing and idling traffic as they queue. Traffic driving faster up Cavendish Road”

Lansdown Road

There were 100 comments about negative impacts to Lansdown Road, specifically about worse traffic, with some specifically mentioning junctions.

“Junctions into Lansdown Rd much busier, takes a long time to cross the road outside St Andrews school at pick up and drop off, dangerous!”

“This is my route home from the Weston area and is now longer, more dangerous and adds to the high volume of traffic on Lansdown Road.”

“Two-way traffic travelling along Sion Road has to negotiate difficult corners outside the entrance to Kingswood School. Morford Street is often at a standstill as the junction with Lansdown Road is difficult to negotiate.”

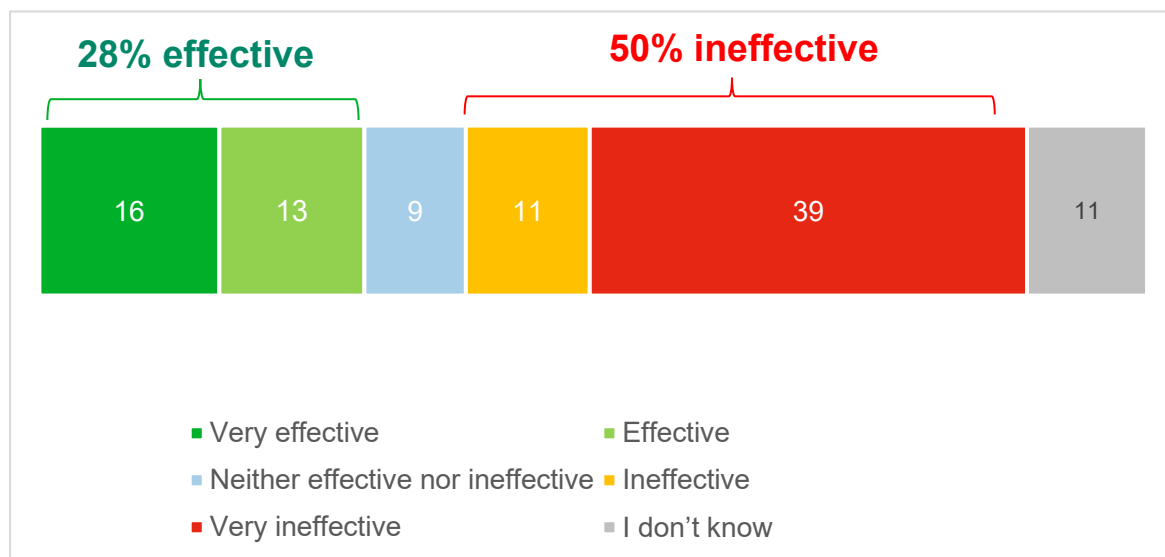
4. Summary: Effectiveness of the trial

All respondents were asked to give a final view on the effectiveness of the trial for Winifred's Lane.

4.1 Effectiveness of the bollards

A quarter (28%) felt the bollards were effective in achieving the aims of the trial, 50% felt they were ineffective.

Figure 9: Effective of the bollards on Winifred's Lane in achieving the aims of the trial (%)



Base: All responses received: n=1,244 (excludes all who answered 'not applicable')

Nearly all (94%) of those who supported the trial being made permanent felt the bollards were effective or very effective with most feeling they were effective. Nearly two-thirds of those who objected felt the bollards were ineffective or very ineffective with most feeling they were ineffective.

Table 11A: Support or object to making the trial permanent: Effectiveness of the bollards on Winifred's Lane in achieving the aims of the trial (%)

	Support (%)	Object (%)
Base:		
All responses (number)	200	1,053
Very effective	78	4
Effective	16	12
Neither effective nor ineffective	3	11
Ineffective	3	13
Very ineffective	0	47
I don't know	3	12

All those who selected not applicable for this question have not been included

Around one-third (37%) of those who lived in the trial area felt the bollards were effective or very effective (49% felt they were ineffective or very ineffective). Similarly, half (51%) of those who lived outside the trial area felt the bollards were ineffective.

Table 11B: Lived in or outside the trial area: Effectiveness of the bollards on Winifred's Lane in achieving the aims of the trial (%)

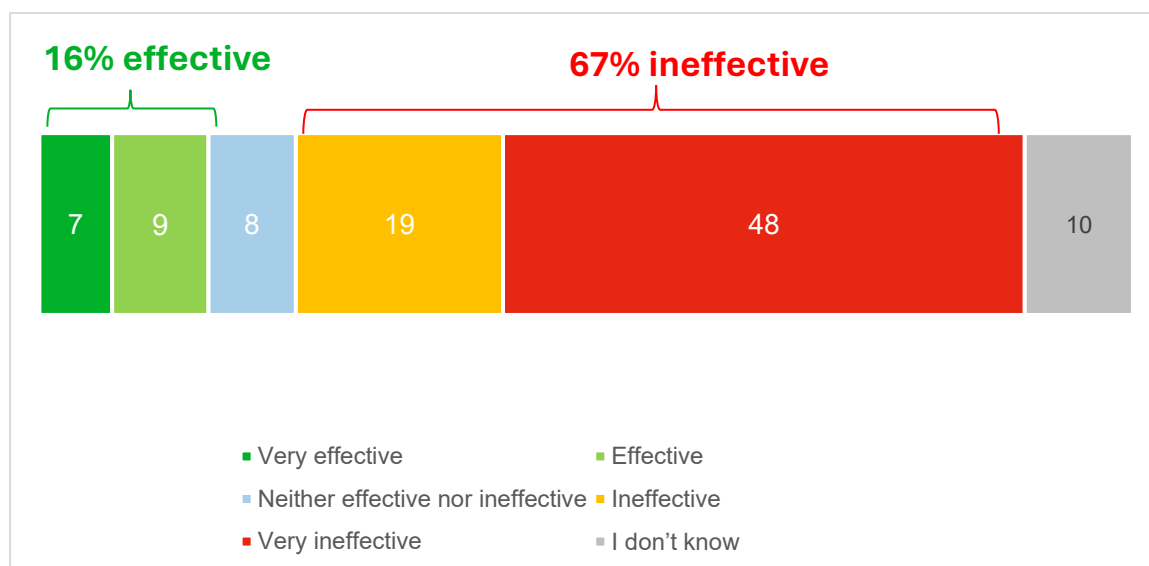
	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	441	803
Very effective	24	12
Effective	13	13
Neither effective nor ineffective	6	11
Ineffective	13	10
Very ineffective	36	41
I don't know	8	13

All those who selected not applicable for this question have not been included

4.2 Effectiveness of the no-right turn to Sion Hill (East)

Only 16% felt the no-right turn into Sion Hill (East) was effective in achieving the aims of the trial. 67% felt it was ineffective.

Figure 10: Effectiveness of the complementary no-right-turn into Sion Hill (East) in achieving the aims of the trial (%)



Base: All responses received: n=1,262 (excludes all who answered 'not applicable')

Two-thirds (69%) of those who supported the trial being made permanent felt the no-right turn was effective or very effective and 5% who objected felt it was effective. Three-quarters (76%) of those who objected felt the no-right turn was ineffective or very ineffective, as did 20% of those who supported the trial being made permanent.

Table 12A: Support or object to making the trial permanent: Effectiveness of the no-right-turn into Sion Hill (East) in achieving the aims of the trial (%)

	Support (%)	Object (%)
Base:		
All responses (number)	200	1,053
Very effective	37	1
Effective	32	4
Neither effective nor ineffective	5	8
Ineffective	13	20
Very ineffective	7	56
I don't know	8	10

All those who selected not applicable for this question have not been included

A quarter (24%) of those who lived in the trial area felt the no-right turn was effective or very effective, however two-thirds (65%) felt it was ineffective or very ineffective. This view was reflected in the comments earlier where 278 comments were received about the no-right turn not being respected/adhered to.

Table 12B: Lived in or outside the trial area: Effectiveness of the no-right-turn into Sion Hill (East) in achieving the aims of the trial (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base:		
All responses (number)	450	812
Very effective	11	4
Effective	13	6
Neither effective nor ineffective	5	10
Ineffective	23	17
Very ineffective	42	51
I don't know	5	13

All those who selected not applicable for this question have not been included

Appendix A Questionnaire

Winifred's Lane through-traffic restriction trial

Please read the [consultation support material](#) for background information before you answer the survey.

Please answer each of the questions in turn (you can choose non-applicable if it is not relevant to your situation). There is an opportunity at the end to add your own comments.

We will ask for your full name, address, email and postcode at the end of the survey to help us analyse feedback.

There are also optional equality monitoring questions.

A description of how we will use and protect your data is provided in our privacy notice.

About your interest in the Winifred's Lane trial

For the purposes of this questionnaire, '**the trial area**' includes the following streets surrounding the trial: All Saints Road, Cavendish Crescent, Cavendish Lodge, Cavendish Road, Dixon Gardens, Hermitage Road, Lansdown Crescent/Lansdown Place West/Lansdown Place East, Sion Hill (East), Sion Hill (West), Sion Hill Place, Sion Road, Somerset Lane, Somerset Place, Summerhill Road, Upper Lansdown Mews and Winifred's Lane.

How would you describe your main interest in the trial?

Please note that there are no schools within the immediate trial area defined above.

- ☐ I live in the trial area as defined above (section 1)
- ☐ I am a visitor to the trial area (by any mode of transport) (section 2)
- ☐ I travel through the trial area to get to other locations (by any mode of transport) including to schools in Lansdown and to the A46, A420 and M4 (section 3)
- ☐ Something else (such as you live in/visit a neighbouring area) (section 4)

Please tell us where you live in the area using the drop-down menu:

- ☐ All Saints Road
- ☐ Cavendish Crescent
- ☐ Cavendish Lodge
- ☐ Cavendish Road
- ☐ Dixon Gardens
- ☐ Hermitage Road
- ☐ Lansdown Crescent / Lansdown Place East & West
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Somerset Place
- ☐ Summerhill Road
- ☐ Upper Lansdown Mews
- ☐ Winifred's Lane
- ☐ Other

Name of road:

Do you have school-age children living with you?

- ☐ Yes
- ☐ No

If yes, which school(s) do they go to:

About your frequency of use before the trial

Before the trial, how often would you travel along Winifred's Lane (specifically) by any mode of transport?

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

About your main mode of transport in the area

Before the trial, what was your main mode of travel in the area?

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

Since the introduction of the trial, what is your main mode of travel in the area?

View a map of the area.

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

About the environment in the trial area

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

The trial has provided a safer environment for walking and cycling in the trial area as defined above.

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

The trial means that the trial area (as defined above) is a quieter, more pleasant place to live or visit.

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

The trial has provided a safer environment for walking and cycling in Winifred's Lane specifically.

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

The trial means that Winifred's Lane specifically is a quieter, more pleasant place to live or visit.

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

About journey times

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about journey times through the trial area? Peak journey times are defined as weekday 7-10am and 4-7pm.

During peak times my journey time through the area has increased

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

During off-peak times my journey time through the area has increased

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

About travel behaviours

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

I'm more inclined to walk or cycle to and from my destination in the trial area

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

I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough.

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

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

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

Other impacts

The next two questions ask for your perception of positive and then negative impacts on the key roads within the trial area and surrounding area.

**Which of these roads both inside and outside of the trial area do you feel have had positive impacts since we installed the trial?
Please tick all that apply.**

- ☐ Cavendish Road
- ☐ Hermitage Road
- ☐ Julian Road
- ☐ Lansdown Crescent/Lansdown Place East & West
- ☐ Lansdown Road
- ☐ Marlborough Buildings
- ☐ Morford Street
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Winifred's Lane
- ☐ Another road:

Name of road:

- ☐ None of these roads have been positively impacted
- ☐ I don't know
- ☐ Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the **positive** impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

Which of these roads both inside and outside of the trial area do you feel have had negative impacts since we installed the trial?
Please tick all that apply.

View a map of the trial area.

- ☐ Cavendish Road
- ☐ Hermitage Road
- ☐ Julian Road
- ☐ Lansdown Crescent/Lansdown Place East & West
- ☐ Lansdown Road
- ☐ Marlborough Buildings
- ☐ Morford Street
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Winifred's Lane
- ☐ Another road:

Name of road:

- ☐ None of these roads have been negatively impacted
- ☐ I don't know
- ☐ Not applicable

You can use the text box below to give a very short summary of how you use the road(s) and the **negative** impacts you notice. There is also an opportunity to leave your comments at the end of the survey.

Summary:

In your opinion, how effective are the bollards on Winifred's Lane in achieving the aims of the trial?

The aims of the trial are to improve the residential environment and create safer walking and cycling routes in the trial area by reducing through-traffic.

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

In your opinion, how effective is the complementary no-right-turn into Sion Hill (East) in achieving the aims of the trial?

The aims of the trial are to improve the residential environment and create safer walking and cycling routes in the trial area by reducing through-traffic.

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

Winifred's Lane is one of three, linked trials in Lower Lansdown, also including through-traffic restrictions in Gay Street and Catharine Place.

Overall, how effective do you think the three linked trials are in achieving the aim of reducing the number of vehicles in the Lower Lansdown and The Circus area, improving the residential environment, and creating safer walking and cycling routes?

- ☐ Very effective
- ☐ Effective
- ☐ Neither effective nor ineffective
- ☐ Ineffective
- ☐ Very ineffective
- ☐ I don't know
- ☐ Not applicable

About your support

Taking your answers into account, please tell us to what extent you support or object to making the Winifred's Lane trial permanent. You will be able to provide comments on the next page.

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

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

SECTION 2 (I am a visitor to the trial area)

Please tell us your main reason for visiting the trial area (using any mode of transport).

Please note that there are no schools in the immediate trial area illustrated above. If you are typically travelling to a nearby school, please go back and select 'I travel through the area' in section 1.

- ☐ I deliver goods and services to businesses/homes, including providing care
- ☐ I shop
- ☐ I visit friends and family
- ☐ I work/volunteer

Name of business/organisation:

Please tell us where it is located using the drop-down menu:

- ☐ All Saints Road
- ☐ Cavendish Crescent
- ☐ Cavendish Lodge
- ☐ Cavendish Road
- ☐ Dixon Gardens
- ☐ Hermitage Road
- ☐ Lansdown Crescent / Lansdown Place East & West
- ☐ Sion Hill (East of Cavendish Road junction)
- ☐ Sion Hill (West of Cavendish Road junction)
- ☐ Sion Hill Place
- ☐ Sion Road
- ☐ Somerset Lane
- ☐ Somerset Place
- ☐ Summerhill Road
- ☐ Upper Lansdown Mews

☐ Winifred's Lane

☐ Other

Name of road:

☐ Something else.

Please explain:

Section 3 (I travel through the area)

Please tell us the main reason you travel through the trial area (using any mode of transport)?

☐ I drop off and collect from schools nearby

Please tell us the name of the school(s):

☐ I work/volunteer at schools nearby

Please tell us the name of the school:

☐ I travel through the area to get to other areas of Bath

☐ I travel to and from the A46/A420/M4 via the trial area

☐ Something else.

Please explain:

I'm less inclined to travel through the trial area (as illustrated above)

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

☐ I don't know

☐ Not applicable

Section 4 – Something else

Straight to the standard questions.

Appendix B Full list of coded themes

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

Theme	Lived in the trial area	Lived outside the trial area	Total
Total comments received	429	762	1,191
Traffic/congestion has increased elsewhere	235	533	768
Restrictions have increased traffic flow past schools	130	302	432
Restrictions have made walking/cycling less safe on surrounding roads	167	227	394
Restrictions have made the surrounding area more dangerous/unsafe (general comment)	111	231	342
Air pollution has increased on other roads which cars are using more	79	209	288
Drivers are not obeying the restrictions/driving dangerously	151	122	273
Restrictions have made driving less safe on other roads	91	159	250
Restrictions will only benefit a few people but inconvenience many	60	186	246
Restrictions have increased journey times	87	149	236
Walking/cycling usage will not increase/has decreased because of the restrictions	74	98	172
Restrictions should be removed/are not wanted/it was fine the way it was	27	107	134
Restrictions have failed to achieve the desired effects of the proposals	49	57	106
Traffic will/has reduced/calmed down	60	36	96
Other reason for opposing/disagreeing with the trial becoming permanent	36	58	94
Some people are reliant on using their cars/driving/alternative options are not suitable	30	60	90
It will be/it is safer to walk	43	38	81
Proposals are a waste of time/money/resources	21	59	80
Traffic noise will/has reduced	44	25	69
Restrictions have made the surrounding area feel less pleasant	30	34	64
Supports further traffic calming measures in the surrounding area	21	31	52

Theme	Lived in the trial area	Lived outside the trial area	Total
Enforcement of the no right turning needs strengthening	37	14	51
Opposes the proposal (general comment)	20	29	49
Noise has increased elsewhere	26	18	44
Safety in the area has improved (general comment)	28	15	43
No right turn is too restricting for residents of the area	21	22	43
Restrictions will/has meant more people will walk/cycle/use active travel	24	17	41
Consultation is biased/leading/unclear	13	27	40
Restrictions have made driving less pleasant	12	27	39
Support the proposal (general comment)	19	15	34
Restrictions have had a positive impact (general comment)	13	20	33
Restrictions should be elsewhere/ different to current ones	11	22	33
It will be/it is safer to cycle	12	18	30
Signage is confusing/roads are difficult to navigate	11	19	30
Restrictions will/have made the neighbourhood feel more pleasant	18	11	29
Knock on effects have not been considered (general comment)	5	23	28
Other traffic calming measures could have been used instead	12	16	28
Restrictions have/will have a negative impact on businesses in the area	6	10	16
Restrictions will/have reduced air pollution	12	3	15
Suggests restrictions on particular vehicle types	3	10	13
Restrictions have made the neighbourhood feel safer	11	1	12
I have seen no change	4	1	5
Drivers have adjusted to the measures already	3	1	4
Restrictions have affected ability to park vehicles	2	2	4

Appendix C Impact of the trial on the area

The tables below show the level of agreement for each statement about the impact of the trial on the area, for business use and walking and cycling. Data is shown based on the whether the respondent lived in the trial area or outside it.

Table C1: The trial has provided a safer environment for walking and cycling in the trial area

Level of agreement	Lived in trial area		Lived outside trial area		Total response	
	N	%	N	%	N	%
Strongly agree	103	23%	68	8%	171	13%
Agree	19	4%	18	2%	37	3%
Neither agree nor disagree	16	4%	40	5%	56	4%
Disagree	44	10%	119	14%	163	13%
Strongly disagree	268	59%	560	67%	828	64%
I don't know	4	1%	30	4%	34	3%
Total	454	100%	835	100%	1,289	100%

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

Table C2: The trial means that the trial area is a quieter, more pleasant place to live or visit

Level of agreement	Lived in trial area		Lived outside trial area		Total response	
	N	%	N	%	N	%
Strongly agree	107	24%	67	8%	174	13%
Agree	14	3%	18	2%	32	2%
Neither agree nor disagree	28	6%	56	7%	84	7%
Disagree	50	11%	145	17%	195	15%
Strongly disagree	254	56%	495	59%	749	58%
I don't know	1	0%	54	6%	55	4%
Total	454	100%	835	100%	1,289	100%

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

Table C3: The trial has provided a safer environment for walking and cycling in Winifred's Lane specifically

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	113	25%	81	10%	194	15%
Agree	61	13%	125	15%	186	14%
Neither agree nor disagree	64	14%	154	18%	218	17%
Disagree	43	9%	73	9%	116	9%
Strongly disagree	136	30%	299	36%	435	34%
I don't know	37	8%	103	12%	140	11%
Total	454	100%	835	100%	1,289	100%

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

Table C4: The trial means that Winifred's Lane specifically is a quieter, more pleasant place to live or visit

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	114	25%	81	10%	195	15%
Agree	45	10%	89	11%	134	10%
Neither agree nor disagree	91	20%	170	20%	261	20%
Disagree	32	7%	82	10%	114	9%
Strongly disagree	102	22%	254	30%	356	28%
I don't know	70	15%	159	19%	229	18%
Total	454	100%	835	100%	1,289	100%

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

Table C5: During peak times my journey time through the area has increased

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	236	54%	538	68%	774	63%
Agree	72	17%	131	17%	203	17%
Neither agree nor disagree	58	13%	68	9%	126	10%
Disagree	22	5%	19	2%	41	3%
Strongly disagree	45	10%	30	4%	75	6%
I don't know	1	0%	5	1%	6	0%
Total	434	100%	791	100%	1,225	100%

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

Table C6: During off-peak times my journey time through the area has increased

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	173	40%	403	51%	576	47%
Agree	97	22%	218	27%	315	26%
Neither agree nor disagree	98	22%	106	13%	204	17%
Disagree	23	5%	25	3%	48	4%
Strongly disagree	45	10%	34	4%	79	6%
I don't know	0	0%	11	1%	11	1%
Total	436	100%	797	100%	1,233	100%

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

Table C7: I'm less inclined to travel through the trial area

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	N/A	N/A	37	5%	37	5%
Agree	N/A	N/A	76	11%	76	11%
Neither agree nor disagree	N/A	N/A	70	10%	71	10%
Disagree	N/A	N/A	161	23%	161	23%
Strongly disagree	N/A	N/A	341	49%	341	49%
I don't know	N/A	N/A	6	1%	6	1%
Total	N/A	N/A	691	100%	692	100%

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

Table C8: I'm more inclined to walk or cycle to and from my destination in the trial area

Level of agreement	Lived in trial area	Lived in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	77	18%	53	7%	130	11%
Agree	19	4%	13	2%	32	3%
Neither agree nor disagree	43	10%	30	4%	73	6%
Disagree	62	14%	93	12%	155	13%
Strongly disagree	233	53%	601	76%	834	68%
I don't know	2	0%	1	0%	3	0%
Total	436	100%	791	100%	1,227	100%

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

Table C9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough

Level of agreement	Lived in trial area		Lived outside trial area		Total response	Total response
	N	%	N	%	N	%
Strongly agree	38	18%	29	5%	67	9%
Agree	8	4%	7	1%	15	2%
Neither agree nor disagree	13	6%	29	5%	42	6%
Disagree	24	11%	47	9%	71	9%
Strongly disagree	132	61%	432	79%	564	74%
I don't know	1	0%	1	0%	2	0%
Total	216	100%	545	100%	761	100%

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

Table C10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place

Level of agreement	Lived in trial area		Lived outside trial area		Total response	Total response
	N	%	N	%	N	%
Strongly agree	83	25%	138	20%	221	22%
Agree	53	16%	86	13%	139	14%
Neither agree nor disagree	83	25%	156	23%	239	23%
Disagree	44	13%	112	16%	156	15%
Strongly disagree	67	20%	186	27%	253	25%
I don't know	4	1%	10	1%	14	1%
Total	334	100%	688	100%	1,022	100%

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

Appendix D Impact of the trial on the area

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

Table D1: The trial has provided a safer environment for walking and cycling in the trial area

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	165	83%	0	0%	6	1%	171	13%
Agree	23	12%	3	33%	11	1%	37	3%
Neither agree nor disagree	5	3%	2	22%	49	5%	56	4%
Disagree	3	2%	0	0%	160	15%	163	13%
Strongly disagree	3	2%	2	22%	823	76%	828	64%
I don't know	1	1%	2	22%	31	3%	34	3%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D2: The trial means that the trial area is a quieter, more pleasant place to live or visit

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	168	84%	0	0%	6	1%	174	13%
Agree	22	11%	0	0%	10	1%	32	2%
Neither agree nor disagree	2	1%	3	33%	79	7%	84	7%
Disagree	3	2%	2	22%	190	18%	195	15%
Strongly disagree	4	2%	1	11%	744	69%	749	58%
I don't know	1	1%	3	33%	51	5%	55	4%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D3: The trial has provided a safer environment for walking and cycling in Winifred's Lane specifically

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	178	89%	0	0%	16	1%	194	15%
Agree	15	8%	3	33%	168	16%	186	14%
Neither agree nor disagree	2	1%	3	33%	213	20%	218	17%
Disagree	1	1%	0	0%	115	11%	116	9%
Strongly disagree	2	1%	0	0%	433	40%	435	34%
I don't know	2	1%	3	33%	135	13%	140	11%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D4: The trial means that Winifred's Lane specifically is a quieter, more pleasant place to live or visit

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	175	88%	0	0%	20	2%	195	15%
Agree	16	8%	3	33%	115	11%	134	10%
Neither agree nor disagree	3	2%	2	22%	256	24%	261	20%
Disagree	0	0%	0	0%	114	11%	114	9%
Strongly disagree	1	1%	0	0%	355	33%	356	28%
I don't know	5	3%	4	44%	220	20%	229	18%
Total	200	100%	9	100%	1,080	100%	1,289	100%

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

Table D5: During peak times my journey time through the area has increased

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	2	1%	0	0%	772	75%	774	63%
Agree	18	10%	3	43%	182	18%	203	17%
Neither agree nor disagree	69	37%	4	57%	53	5%	126	10%
Disagree	26	14%	0	0%	15	1%	41	3%
Strongly disagree	68	37%	0	0%	7	1%	75	6%
I don't know	2	1%	0	0%	4	0%	6	0%
Total	185	100%	7	100%	1,033	100%	1,225	100%

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

Table D6: During off-peak times my journey time through the area has increased

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	3	2%	0	0%	573	55%	576	47%
Agree	11	6%	1	14%	303	29%	315	26%
Neither agree nor disagree	71	38%	5	71%	128	12%	204	17%
Disagree	30	16%	1	14%	17	2%	48	4%
Strongly disagree	68	37%	0	0%	11	1%	79	6%
I don't know	2	1%	0	0%	9	1%	11	1%
Total	185	100%	7	100%	1,041	100%	1,233	100%

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

Table D7: I'm less inclined to travel through the trial area

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	6	12%	0	0%	31	5%	37	5%
Agree	4	8%	0	0%	72	11%	76	11%
Neither agree nor disagree	17	33%	2	50%	52	8%	71	10%
Disagree	6	12%	0	0%	155	24%	161	23%
Strongly disagree	19	37%	2	50%	320	50%	341	49%
I don't know	0	0%	0	0%	6	1%	6	1%
Total	52	100%	4	100%	636	100%	692	100%

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

Table D8: I'm more inclined to walk or cycle to and from my destination in the trial area

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	122	63%	0	0%	8	1%	130	11%
Agree	28	14%	0	0%	4	0%	32	3%
Neither agree nor disagree	28	14%	4	50%	41	4%	73	6%
Disagree	11	6%	2	25%	142	14%	155	13%
Strongly disagree	5	3%	2	25%	827	81%	834	68%
I don't know	0	0%	0	0%	3	0%	3	0%
Total	194	100%	8	100%	1,025	100%	1,227	100%

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

Table D9: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to nearby schools if they are old enough

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	62	70%	0	0%	5	1%	67	9%
Agree	11	13%	0	0%	4	1%	15	2%
Neither agree nor disagree	10	11%	1	33%	31	5%	42	6%
Disagree	3	3%	1	33%	67	10%	71	9%
Strongly disagree	2	2%	1	33%	561	84%	564	74%
I don't know	0	0%	0	0%	2	0%	2	0%
Total	88	100%	3	100%	670	100%	761	100%

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

Table D10: I am inclined to continue to visit businesses/organisations in the trial area with the trial in place

Level of agreement	Support N	%	Neither N	%	Object N	%	Total N	%
Strongly agree	117	68%	0	0%	104	12%	221	22%
Agree	36	21%	2	40%	101	12%	139	14%
Neither agree nor disagree	18	11%	3	60%	218	26%	239	23%
Disagree	0	0%	0	0%	156	18%	156	15%
Strongly disagree	0	0%	0	0%	253	30%	253	25%
I don't know	0	0%	0	0%	14	2%	14	1%
Total	171	100%	5	100%	846	100%	1,022	100%

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

