

Appendix G: Driver Behaviour Analysis

Lower Lansdown and The Circus ETRO Trials

(Winifred's Lane through-traffic restriction)

Bath & North East Somerset Council
October 2025

Introduction

This report is an appendix of the Single Member Decision (SMD) report published in December 2025 on the [Lower Lansdown and The Circus ETRO trials](#) which were installed in November 2024 for a minimum of 6 months. The trials included through-traffic restrictions on Winifred's Lane, Gay Street and Catharine Place.

This report looks specifically at the outcomes of traffic monitoring conducted on driver behaviour in the Winifred's Lane and Sion Road area.

Background

Following the introduction of the Lower Lansdown and The Circus ETRO trials in November 2024, the council received feedback (including reports and videos) from residents evidencing poor driving and non-compliance with the new restrictions.

The videos and reports concerned:

- Drivers ignoring the no right turn from Gay Street (north) into Gay Street (south)
- Drivers ignoring the no right turn from Cavendish Road onto Sion Hill (east)
- Drivers travelling south on the northern end of Winifred's Lane
- Cyclists travelling south on the northern end of Winifred's Lane
- Drivers mounting the pavement on Sion Road.

We watched the videos and shared them with the decision-makers; and to help us better understand the issues, we conducted several site visits.

During these site visits, incidents of poor driving behaviour were low, but we instructed contractors to install temporary cameras to record the incidents.

Counts of vehicles ignoring the no right turn requirement for southbound motorists on Gay Street north (into Gay Street south) and the no-right-turn requirement from Cavendish Road into Sion Hill East is covered in **Appendix D** to the SMD report (Traffic Monitoring Analysis).

To fully understand the issue on Sion Road and on Winifred's Lane, we commissioned separate independent monitoring data to be collected via camera surveys, and the analysis of this monitoring is presented in this report.

It should be noted that poor driver behaviour on Sion Road was also reported to the Liveable Neighbourhood team before the start of the trial i.e. it was an existing problem. Residents felt that poor driver behaviour would be made worse because of the likely displacement of vehicles from Winifred's Lane onto Sion Road.

Sion Road

Methodology

A temporary camera survey was conducted on Sion Road to observe motor vehicles mounting pavements on this road near the junction with The Gardens (the exit of Kingswood School which connects to Sion Road from the west).

A temporary camera was mounted on a lighting column at the southerly junction of Sion Hill Place with Sion Road with (Figure 2).

Video data from cameras was independently analysed by the contractor and pavement mounting reported via manual enumeration. Council officers reviewed the footage and findings upon receipt.

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Table 1 below shows the date, time and type of vehicle that mounted the pavement captured during the monitoring period.

Incident number	Date	Time	Vehicle Classification
1	Friday 7 March	08:15:15	Car
2	Saturday 8 March	17:27:27	LGV
3	Monday 10 March	07:52:40	Car
4	Monday 10 March	08:22:25	Car
5	Monday 10 March	08:23:14	Car
6	Tuesday 11 March	08:14:48	Car
7	Wednesday 12 March	08:22:30	LGV
8	Wednesday 12 March	08:22:46	Car
9	Wednesday 12 March	08:25:21	Car

10	Wednesday 12 March	08:30:00	Car
11	Wednesday 12 March	08:34:17	Car
12	Wednesday 12 March	08:59:41	Car
13	Wednesday 12 March	16:01:06	Car

During the traffic monitoring period, the motor vehicle traffic surveys recorded cars and large goods vehicles (LGVs) mounting pavements on this road. Table 2 below shows the number of incidents captured for each vehicle classification.

Table 2: Incidence of pavement mounting by vehicle classification

Vehicle classification	Pavement mounting frequency
Cars	11
Large goods vehicles	2

Cars were most frequently observed mounting the pavement on Sion Road and were captured mounting the pavement on 11 occasions over the 7 days. Large goods vehicles were captured mounting the pavement on 2 occasions over the 7-day monitoring period.

Daily pavement mounting frequency

During the monitoring period, there were 13 instances of vehicles mounting the pavement. Table 3 summarizes the daily frequency of pavement mounting across the monitoring period.

Table 3: Incidence of pavement mounting by date

Date	Frequency of pavement mounting
Friday 7 March	1
Saturday 8 March	1
Sunday 9 March	0
Monday 10 March	3
Tuesday 11 March	1
Wednesday 12 March	7
Thursday 13 March	0

Pavement mounting by motor vehicles was observed twice per day, on average, during the monitoring period ranging from 0 to 7 incidents per day. The most incidents of pavement mounting were observed on Wednesday 12 March when 7 incidents were recorded. This represents 4 to 7 more incidents per day than on other days in the monitoring period.

Time of pavement mounting

Table 4 below shows the frequency of pavement mounting observed during different periods of the day during the monitoring period.

Table 4: Time periods of pavement mounting

Time of arrival	Number of vehicles mounting the pavement
07:00 – 07:59	1
08:00 – 08:59	10
15:30 – 17:30	2

The data in table 4 shows that pavement mounting was most frequently observed in the morning, with the greatest number of incidents observed between 08:00 and 09:00. 10 incidents of pavement mounting were observed during this time across the 7-day monitoring period. 9 more incidents of pavement mounting were observed between 07:00 and 09:00 than in any other 2-hour period during the monitoring. The earliest incident of pavement mounting occurred in the morning at 07:52 and the latest incident was observed at 17:27.

Circumstances of pavement mounting

Table 5 below shows descriptions of the circumstances around the pavement mounting incidents captured in the monitoring period.

Date	Time	Circumstances of pavement mounting incident
Friday 7 March	08:15:15	Vehicle travels southbound on Sion Road and then mounts the eastern footway north of The Gardens. The vehicle waits to allow northbound traffic to pass before moving on southbound on Sion Road.
Saturday 8 March	17:27:27	A supermarket delivery van travelling southbound on Sion Road, mounts the eastern footway on the corner by the camera monitoring point and continues to travel a short distance on the footway, before moving over to the western side of the carriageway and parking in a bay. The manoeuvre does not seem linked to passing a vehicle travelling northbound.
Monday 10 March	07:52:40	Vehicle leaving The Gardens (Kingswood School exit that joins Sion Road from the west) and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Monday 10 March	08:22:25	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the

		northbound vehicle to pass. It then continues southbound down Sion Road.
Monday 10 March	08:23:14	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Tuesday 11 March	08:14:48	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:22:30	Vehicle is travelling southbound on Sion Road. It pulls into the entrance to Bath Spa University car park to give way to a vehicle passing northbound and appears to mount the footway as it pulls away to approach the junction with Sion Hill.
Wednesday 12 March	08:22:46	Vehicle is travelling southbound on Sion Road. It pulls into the entrance to Bath Spa University car park to give way to a vehicle passing northbound and appears to mount the footway as it pulls away to approach the junction with Sion Hill.
Wednesday 12 March	08:25:21	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:30:00	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:34:17	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.
Wednesday 12 March	08:59:41	Vehicle leaving The Gardens and turning southbound onto Sion Road. It meets a vehicle travelling northbound and mounts the eastern footway and waits to allow the northbound vehicle to pass. It then continues southbound down Sion Road.

Wednesday 12 March	16:01:06	Vehicle leaving The Gardens and turning northbound onto Sion Road. On turning left, the front driver-side wheel mounts the kerb of the footway as the vehicle continues northbound on Sion Road.
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Table 5 shows that 9 out of 13 incidents of pavement mounting captured during the monitoring period occurred immediately following the vehicle exiting from The Gardens on the west side of Sion Road.

Of these 9 incidents, 8 vehicles appear to mount the pavement to allow northbound traffic to pass.

All remaining incidents occurred when vehicles were travelling southbound on Sion Road. Of the remaining 4 incidents captured, 1 incident occurred by the monitoring location and immediately before the vehicle parked in a bay on the west side of Sion Road. 1 incident occurred north of The Gardens when a vehicle mounts the eastern pavement to allow northbound vehicles to pass. The final 2 incidents occurred after vehicles have pulled into the entrance to Bath Spa University to allow northbound traffic to pass. Both vehicles appear to mount the pavement as they leave the entrance and rejoin Sion Road.

Of the 11 incidents of pavement mounting recorded between 07:00 and 09:00, 8 occurred as vehicles exited The Gardens, turning southbound onto join Sion Road. The single incident of pavement mounting of a vehicle that exits The Gardens and turns northbound occurs at 16:01.

Conclusions

Following reports of poor driver behaviour on Sion Road, 7 days of monitoring was conducted to understand the frequency of this behaviour and road circumstances proceeding the incidents.

During the 7-day monitoring period in early March 2025, 13 incidents of pavement mounting occurred. On an average day, 2 incidents of pavement mounting was observed, but on Wednesday 12th March, 7 incidents were recorded. Incidents were recorded between 07:52 and 17:27, with most incidents occurring between 07:00 and 09:00 on weekdays.

In 8 out of 13 incidents, pavement mounting occurred after vehicles left The Gardens and turned southbound onto Sion Road. Following this manoeuvre the vehicles mounted the pavement to give way to oncoming/northbound traffic. 1 other incident was observed following its exit from The Gardens and turning northbound, but this did not appear to be linked to allowing oncoming traffic to pass.

3 of the remaining incidents occurred as southbound traffic mounted the pavement to allow northbound traffic to pass, whilst the remaining incidents occurred prior to the vehicle parking on the west side of Sion Road and was not linked to allowing oncoming traffic to pass.

Winifred's Lane

Methodology

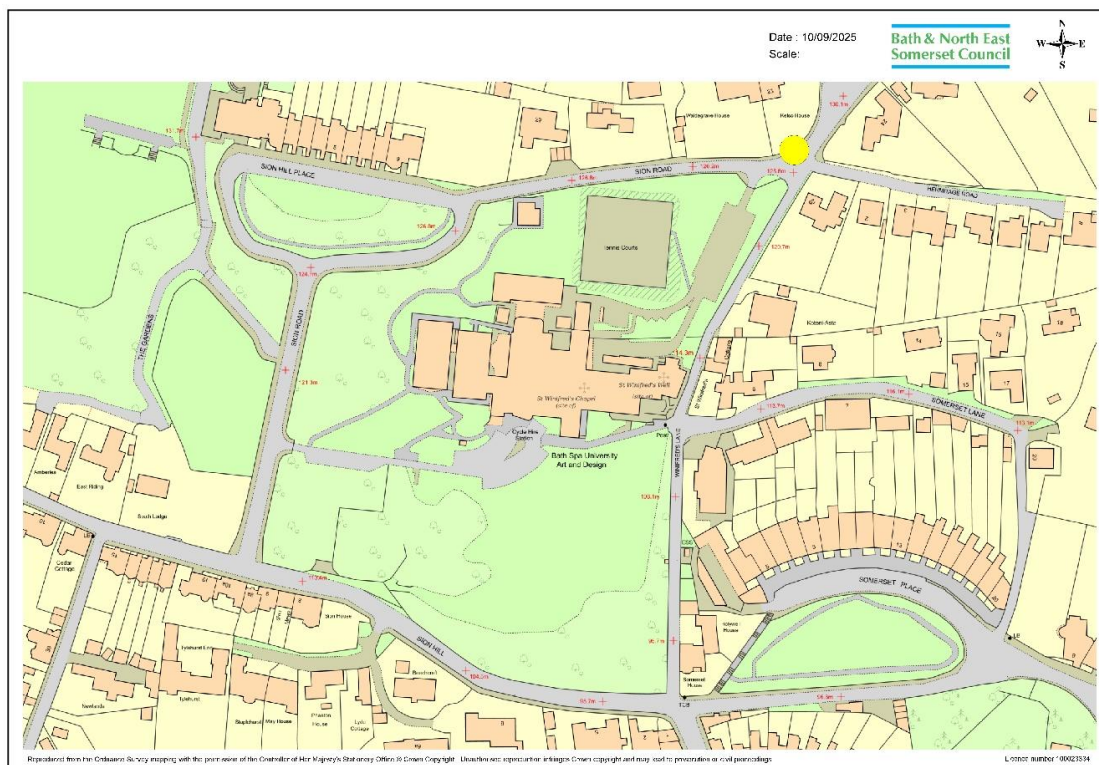
A survey was conducted on Sion Road using a temporary camera to observe incidents of road users travelling south on Winifred's Lane from the junction with Sion Road in contravention of the no-entry at this location and the one-way

requirement north of the junction with Somerset Lane. A temporary camera was mounted on a lighting column on Sion Road opposite the junction with Winifred's Lane and Hermitage Road (Figure 3).

Data was collected from **31 January to 6 February 2025** (inclusive), between 06:00 and 22:00.

Video data from cameras was independently analysed by the contractor and contraventions of the one-way requirement were reported via manual enumeration. Council officers reviewed the footage and findings upon receipt.

Figure 3 - Location of temporary camera on Sion Road opposite the junction with Winifred's Lane and Hermitage Road



Data presentation

Vehicle Classification

Table 6 overleaf shows the date, time and type of vehicles contravening the one-way requirement captured during the monitoring period.

Table 6: Incidence of one-way contravention by vehicle classification

Incident number	Date	Time	Vehicle Classification
1	31/01/2025	07:50	Cycle
2	31/01/2025	08:07	Cycle
3	31/01/2025	09:05	Cycle
4	31/01/2025	13:28	Cycle
5	31/01/2025	16:40	Cycle
6	31/01/2025	17:19	LGV
7	31/01/2025	18:20	Cycle
8	01/02/2025	10:53	Cycle
9	01/02/2025	14:54	Car
10	01/02/2025	15:39	Cycle
11	01/02/2025	15:09	LGV
12	02/02/2025	13:34	Cycle
13	02/02/2025	14:51	Cycle
14	02/02/2025	19:37	Cycle
15	03/02/2025	07:52	Cycle
16	03/02/2025	07:52	Cycle
17	03/02/2025	07:59	Cycle
18	03/02/2025	08:19	Cycle
19	03/02/2025	08:52	Cycle
20	03/02/2025	09:45	Cycle
21	03/02/2025	19:55	LGV
22	04/02/2025	07:47	Cycle
23	04/02/2025	07:53	Cycle
24	04/02/2025	10:24	Cycle
25	04/02/2025	10:33	Cycle
26	04/02/2025	11:12	Cycle
27	04/02/2025	12:26	Cycle
28	04/02/2025	16:10	Cycle
29	04/02/2025	16:48	Cycle
30	04/02/2025	17:37	LGV
31	05/02/2025	07:14	Cycle
32	05/02/2025	08:14	Cycle
33	05/02/2025	08:15	Cycle
34	05/02/2025	09:53	Cycle

Table 6 continued

Incident number	Date	Time	Vehicle Classification
35	05/02/2025	10:51	Cycle
36	05/02/2025	12:04	Cycle
37	05/02/2025	15:35	Cycle
38	05/02/2025	16:06	Cycle
39	05/02/2025	16:09	Cycle
40	06/02/2025	07:39	Cycle
41	06/02/2025	07:53	Cycle
42	06/02/2025	07:53	Cycle
43	06/02/2025	07:55	Cycle
44	06/02/2025	08:26	Cycle
45	06/02/2025	09:11	LGV
46	06/02/2025	15:27	Cycle
47	06/02/2025	15:27	Cycle
48	06/02/2025	16:12	Cycle
49	06/02/2025	16:57	Cycle

During the traffic monitoring period, the motor vehicle traffic surveys recorded cars, cyclists and large goods vehicles (LGV) contravening the one-way requirement.

Table 7 below shows the number of incidents captured for each vehicle classification.

Table 7: Incidence of one-way contravention by vehicle classification

Vehicle classification	No entry contravention frequency
Car	1
Cycle	43
Light goods vehicles	5

Cyclists were most frequently recorded not observing the one-way requirement on Winifred's Lane and were captured contravening the one-way on 43 occasions over the 7-day monitoring period. On 5 occasions LGVs were observed contravening the one-way, in addition to 1 car.

Daily one-way contraventions

Table 8 overleaf shows the number of incidents recorded by date.

Table 8: Incidence of one-way contravention by date

Date	No entry contravention frequency
Friday 31 January	7
Saturday 1 February	4
Sunday 2 February	3
Monday 3 February	7
Tuesday 4 February	9
Wednesday 5 February	9
Thursday 6 February	10

Contravention of the one-way requirement by vehicles was observed 7 times per average day during the monitoring period, ranging from 3 to 10 incidents per average day. The most incidents were observed on Thursday 6 February. This represents 1 to 7 more incidents than on other days in the monitoring period.

Table 9 below shows the frequency of one-way violations observed during different periods of the day during the monitoring period.

Table 9 Time periods of one-way contravention

Time of arrival	Number of vehicles violating the one-way requirement
07:00 – 07:59	11
08:00 – 08:59	5
09:00 – 9:59	4
10:00 – 10:59	4
11:00 – 11:59	1
12:00 – 12:59	2
13:00 – 13:59	2
14:00 – 14:59	2
15:00 - 15:59	5
16:00 - 16:59	7
17:00 – 17:59	2
18:00 – 18:59	1
19:00 – 19:59	2

The data in table 9 shows that one-way contraventions were most frequently observed in the morning, with the greatest number of incidents observed between 07:00 and 08:59. 11 incidents were captured between 07:00 and 07:59 and 5 between 08:00 and 08:59. 11 incidents per hour represents between 4 and 10 more incidents than any other hour during the monitoring period. Similarly, incidents rose between 15:00 and 15:59, and 16:00 and 16:59 with 5 and 7 incidents captured in these periods respectively. The earliest incident occurred in the morning at 07:14 and the latest incident was observed at 19:55.

Conclusions

In total there were 49 contraventions of the one-way on the northern end of Winifred's Lane during a 7-day monitoring period. This represents an average of 7 contraventions per day though 3-7 more contraventions occurred on Thursday 6th February than other days in the monitoring period. Cyclists most commonly contravened the one-way requirement and represented 88% of the incidents captured.

Most incidents in the morning were recorded between 07:00 and 08:59, and most afternoon incidents were captured between 15:00 and 16:59. Incidents over the rest of the day were between 1 and 4 per hour.

Conclusion

Incidents of motor vehicles mounting the pavement on Sion Road were reported to the council prior to the installation of the three linked trials though traffic monitoring was not conducted to record the frequency of such incidents at this time. Therefore, it is not possible to investigate the impact of the trial on the frequency of pavement mounting.

As on all roads, it remains the responsibility of the vehicle operator to act in accordance with the highway code. The data discussed in this report shows that there is evidence that some vehicle operators are not doing so in and around this trial area.

As part of the analysis of data collected during this trial, officers have considered potential mitigation measures to discourage the behaviour discussed in this report. This is reported in the Single Member Decision report available from www.bathnes.gov.uk/lansdownetro