

Bath and North East Somerset Council  
Catharine Place  
Experimental Traffic Regulation Order  
(ETRO) Consultation  
Final Report

August 2025

## Quality information

Prepared by	Checked by	Verified by	Approved by
GB	TS	NR	HH

## Revision History

Revision	Revision date	Details	Authorized	Name	Position

## Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

Bath and North East Somerset Council

Prepared by:

AECOM Limited  
100 Embankment  
Cathedral Approach  
Manchester M3 7FB  
United Kingdom

T: +44 161 601 1700  
[aecom.com](http://aecom.com)

© 2025 AECOM Limited. All Rights Reserved.

AECOM Limited ("AECOM") has prepared this **report** for the sole use of **Bath and North East Somerset Council** in accordance with the terms and conditions of appointment.

AECOM shall have no duty, responsibility and/or liability to any party in connection with this report howsoever arising other than that arising to the Client under the Appointment. Save as provided in the Appointment, no warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by AECOM.

This report should not be reproduced in whole or in part or disclosed to any third parties for any use whatsoever without the express written authority of AECOM. To the extent this report is reproduced in whole or in part or disclosed to any third parties (whether by AECOM or another party) for any use whatsoever, and whether such disclosure occurs with or without the express written authority of AECOM, AECOM does not accept that the third party is entitled to rely upon this report and does not accept any responsibility or liability to the third party. To the extent any liability does arise to a third party, such liability shall be subject to any limitations included within the Appointment, a copy of which is available on request to AECOM.

Where any conclusions and recommendations contained in this report are based upon information provided by the Client and/or third parties, it has been assumed that all relevant information has been provided by the Client and/or third parties and that such information is accurate. Any such information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in this report. AECOM accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to AECOM from the Client and/or third parties.

## Table of Contents

1. Introduction .....	5
1.1 The proposals .....	5
1.2 Overview of the trial .....	6
1.3 Report structure .....	7
2. Methodology .....	8
2.1 Receiving responses.....	8
2.2 Analysis and reporting .....	8
2.3 Response overview.....	9
2.4 Response profile.....	9
2.4.1 Response based on location.....	10
2.4.2 Responses from those who had school children living at home .....	10
3. Findings .....	11
3.1 Levels of support or objection for the trial scheme .....	11
3.2 Main mode used and frequency of travel .....	12
3.2.1 Frequency of travel on Catharine's Place.....	12
3.2.2 Main mode used in the trial area.....	12
3.3 Impact: the environment in the trial area .....	13
3.4 Impact: journey times.....	14
3.5 Impact: travel behaviours.....	16
3.6 Impact: specific roads in the area.....	17
3.7 Impact: Parking in the area .....	18
3.8 Coded themes from open ended comments .....	19
3.8.1 Comments explaining reasons for their position on the trial <b>Error! Bookmark not defined.</b>	
3.8.2 Comments explaining reasons for supporting the trial.....	20
3.8.3 Comments explaining reasons for opposing the trial .....	21
3.8.4 Effects on specific roads in the area.....	22
4. Summary: Effectiveness of the trial.....	25
4.1 Effectiveness of the bollards .....	25
Appendix A Questionnaire .....	27
Appendix B Full list of coded themes .....	41
Appendix C Impact of the trial on the area .....	43
Appendix D Impact of the trial on the area .....	47

## 1. Introduction

Catharine Place 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 Catharine Place through-traffic restriction trial was installed under an Experimental Traffic Regulation Order (ETRO) in effect from 1 November 2024 for a minimum of six months. It remains in place until a decision is reached on the outcome of the trial in early 2026.

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 using the main roads in the area, and 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 Friday 1 November 2024 to Wednesday 30 April 2025. Residents and the wider 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/catharine-place-through-traffic-restriction-trial> with more background material on all three trials available at [www.bathnes.gov.uk/lansdownetro](https://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 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 Catharine Place was introduced under the B&NES [Liveable Neighbourhood \(LN\) programme](#). In line with the broader objectives of the LN programme, the restrictions aimed to:

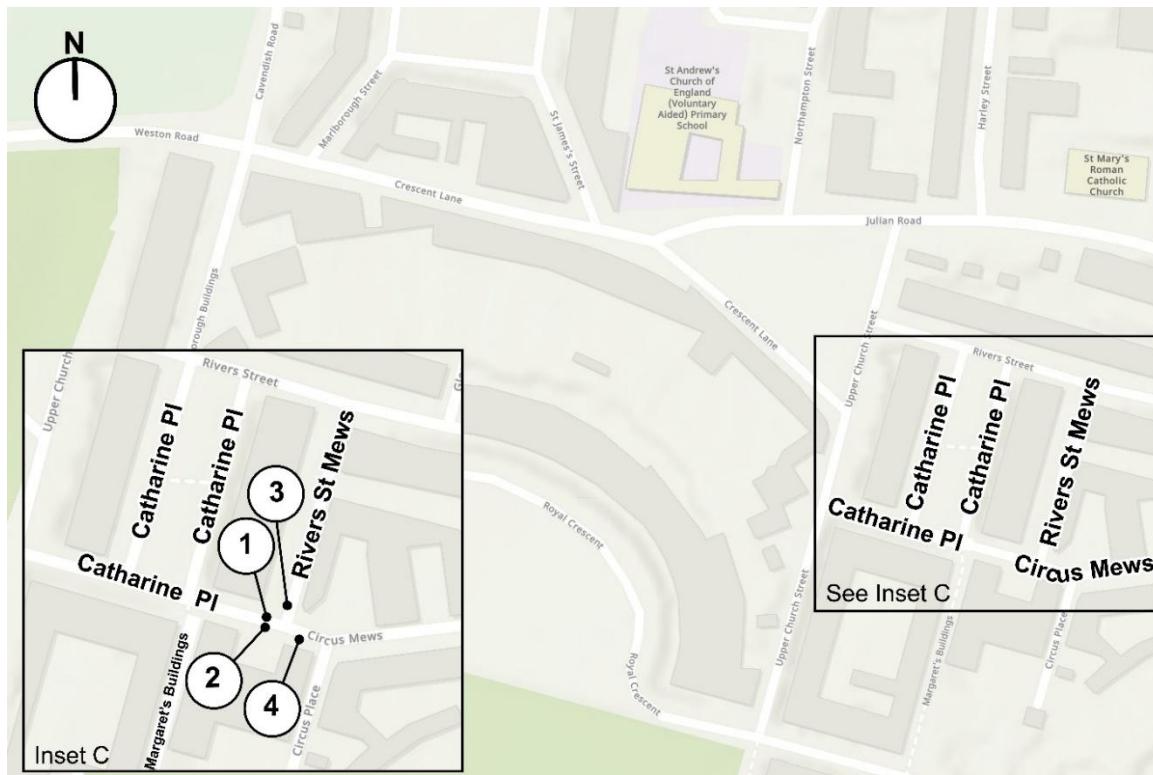
- Reduce traffic in residential areas;
- Keep through-traffic on main roads and disperse local traffic across a wider area; and
- Create safer routes for walking and cycling through the area.

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 a set of bollards between the junctions of Margaret's Buildings and River Street Mews on Catharine Place to prevent motorists from using residential streets in the area as a short cut. Pedestrians, cyclists and people with mobility aids were still able to pass through. 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: Catharine Place ETRO Trial Details**



Source: <https://www.bathnes.gov.uk/Gay-Street-traffic-restricton-trial>

The following annotations correspond to the numbered map above:

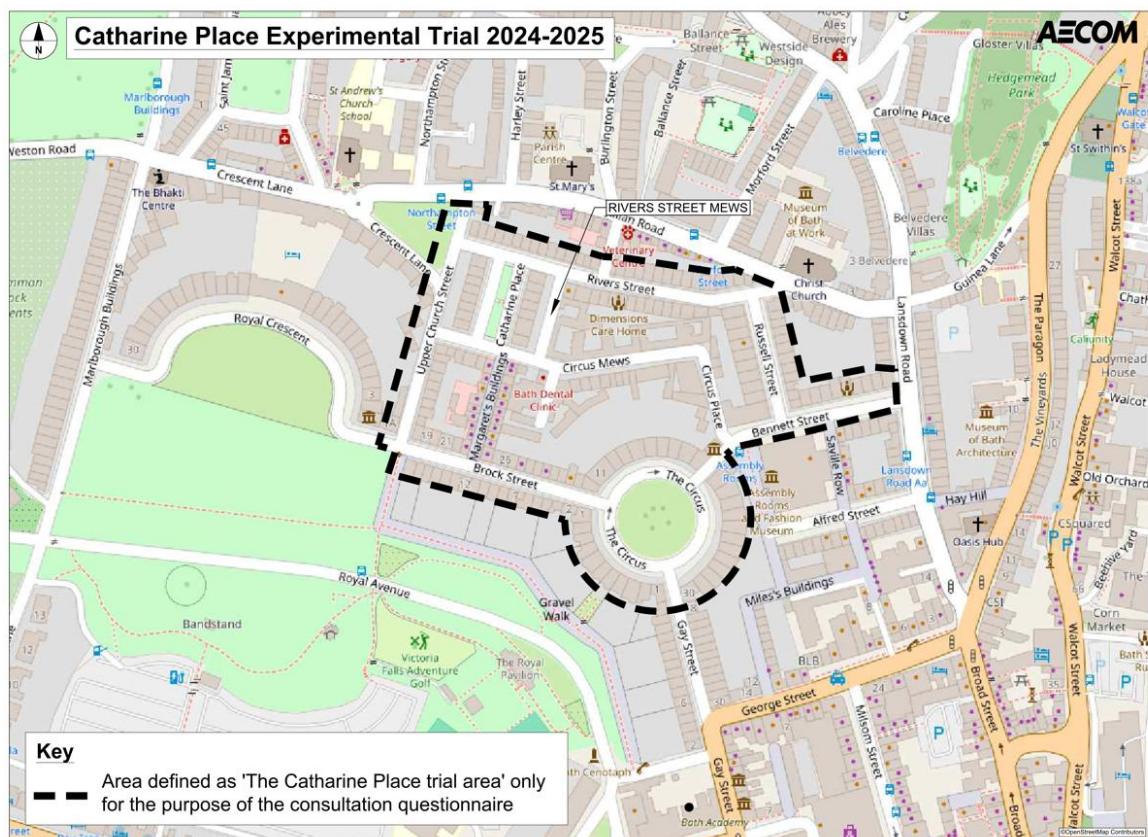
1. A set of bollards across Catharine Place between Margaret's Buildings and just before the junction with Rivers Street Mews. Space to turn vehicles was provided on either side of the bollards.
2. A secure cycle parking facility for residents (known as a 'cycle hangar') was retained to the south side of the bollards.
3. One dual-use parking bay was removed opposite 2 Rivers Street Mews to improve visibility and enable turning; and
4. Two to three 'permit-holder-only' parking bays were removed outside Catharine Cottage/4 Circus Mews to provide a turning space.

Additionally, 1.8 metres of parking bay was removed at the north end of Rivers Street Mews to improve visibility.

**Figure 2** shows how the trial area was defined.

**Figure 2: Map of the area defined as the Catharine Place ETRO trial area**

Source: <https://www.bathnes.gov.uk/catharine-place-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/catharine-place-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 50 responses to the ETRO Trial on Catharine Place, received as follows:

- 49 responses using the consultation questionnaire; and
- 1 response by email.

The email response is 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/interest groups (outside of the official survey) relating more specifically to the Winifred's Lane element of the ETRO trial. The council considered and responded to these at the time, including a legal challenge, and they are discussed in the council's own stakeholder and engagement report to 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 just under one third of the total responses provided an answer (n=15). Of the 15 responses, ten were aged 55-years-old or over. There was a similar number of females (n=8) and males (n=7). The age and gender is shown in **Tables 1 and 2**.

**Table 1: Age group**

Age Group	Number
<b>Base:</b> All who responded to the equality monitoring questions	<b>15</b>
Under 25	0
25 to 34	2
35 to 44	2
45 to 54	1
55 or over	10
Prefer not to say	0

**Table 2: Gender**

Gender	Number
<b>Base:</b> All who responded to the equality monitoring questions	<b>15</b>
Male	7
Female	8

Four responses made to the equality monitoring questions were from those who had a physical or mental health condition or illness expected to last 12 months or more.

## 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, responses have been split into those living within the area and those living outside the area. Around one-third (n=17) of responses were from those who lived in the trial area and two-thirds (n=32) were from those who lived outside the trial area and either travelled through the area or visited the area. The responses to this are shown in **Table 3**.

**Table 3: Response by location**

Location	Number
Base: All responses provided	49
I live in the trial area	17
I travel through the trial area	24
I am a visitor to the trial area	8

*The one email has not been included in this table*

## 2.4.2 Responses from those who had school children living at home

Of the responses from those within the trial area, one had a school aged child who lived 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

Almost two-thirds (n=31) of responses were from those who either wholly or mainly objected to making the ETRO permanent, while just over one third (n=17) either wholly or mainly supported it being made permanent.

**Table 4: Extent of support or objection to making the trial permanent (Number)**

Level of support	Number
<b>Base: All responses (number)</b>	<b>49</b>
I wholly support making this trial permanent	14
I support the trial but would like you to consider making improvements	3
I neither support nor object to the trial	1
I object to part of the trial because there are elements which you have not considered	2
I wholly object to making this trial permanent	29

*Due to a low base size, data is shown in numbers and should be treated as indicative*

**Table 5** shows that the proportion of people who supported the trial (either wholly or with suggested improvements) was similar whether they lived inside the trial area (6 out of 17) or outside it (11 out of 32). This was also the case for those who wholly or partly objected to the trial being made permanent. 11 out of 17 lived in the trial area, and 20 out of 32 lived outside it.

**Table 5: Number of responses supporting or objecting to making the trial permanent: by area lived in (Number)**

	Total	Lived in the trial area	Lived outside the trial area
<b>Base: All responses (number)</b>	<b>49</b>	<b>17</b>	<b>32</b>
I wholly support making this trial permanent	14	5	9
I support the trial but would like you to consider making improvements	3	1	2
I neither support nor object to the trial	1	0	1
I object to part of the trial because there are elements which you have not considered	2	1	1
I wholly object to making this trial permanent	29	10	19

*Due to a low base size, data is shown in numbers and should be treated as indicative*

## 3.2 Main mode used and frequency of travel

### 3.2.1 Frequency of travel on Catharine's Place

As shown in **Table 6**, most responses (n=40 out of 49) were from those who travelled along Catharine Place at least once a week before the trial. Of those who travelled through the trial area at least once a week, 13 supported the trial being made permanent, 26 objected to it.

**Table 6: Frequency of travelling on Catharine's Place before the trial (Number)**

	Number
<b>Base: All responses (number)</b>	<b>49</b>
Every day	15
3 to 5 days per week	12
1 to 2 days per week	13
Once a fortnight	5
About once a month	2
Less than every 2 to 3 months	2

*Due to a low base size, data is shown in numbers and should be treated as indicative*

### 3.2.2 Main mode used in the trial area

**Table 7** shows that over half of the responses came from those who mainly travelled on foot in the trial area (n=26) before the trial, with a third (n=16) using personal motorised vehicles. *The responses indicated no notable change in mode use since the trial.*

**Table 7: Main mode of travel in Catharine's Place, before and during the trial period (Number)**

	Before the trial	During the trial
<b>Base:</b> <b>All responses (number)</b>	<b>49</b>	<b>49</b>
On foot	26	26
By bicycle	3	3
Personal motorised vehicle	16	17
Passenger vehicle	2	1
Delivery van/ car	2	2

*Due to a low base size, data is shown in N and should be treated as indicative*

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

Of the 17 responses provided by those who supported the trial being made permanent, 13 had mainly walked and three had mainly cycled in the area since the introduction of the trial, just one travelled as a vehicle passenger.

Of the 31 who objected to the trial being made permanent, half (n=16) had used a personal motorised vehicle since the introduction of the trial and 12 walked in the area. The remaining three used other modes of transport.

### 3.3 Impact: the environment in the trial area

A series of questions were asked about the impact of the trial both for Catharine Place and the trial area.

A third (n=17) of the responses agreed with each of the four statements; that the trial had provided a safer environment for walking and cycling in the trial area as well as in Catharine Place specifically, and that the trial area as well as Catharine Place specifically had become a quieter and more pleasant place to live or visit.

Close to two thirds of the responses disagreed with each of the four statements. The strongest level of disagreement was related to the trial providing a safer environment for walking and cycling in the trial area (n=32 disagreed).

The outcomes are shown in **Table 8**.

**Table 8: Level of agreement about the impact of the trial environment (Number)**

For each statement, the level of agreement is shown for all 49 responses received.

	Strongly agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
The trial has provided a safer environment for walking and cycling in the trial area	13	4	0	5	27
The trial means that the trial area is a quieter, more pleasant place to live or visit	13	4	3	4	25
The trial has provided a safer environment for walking and cycling in Catharine Place specifically	13	4	2	5	25
The trial means that Catharine Place specifically is a quieter, more pleasant place to live or visit*	13	4	3	4	24

*Base: 49 responses.*

*Due to a low base size, data is shown in numbers and should be treated as indicative*

*\*One respondent who selected 'I do not know' has been removed from this table*

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

Of the 17 who lived in the trial area, six agreed the trial made the area safer for those walking and cycling and the area was quieter and more pleasant to live in, with two-thirds disagreeing (n=11 and n=10 respectively). The view of the impact on Catharine Place specifically was the same. Six agreed it was safer for walking and cycling (n=10 disagreed) and six agreed it was a quieter, more pleasant place to live (n=10 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 D1, D2, D3 and D4**.

Nearly all responses from those who supported the trial area being made permanent agreed with the four statements about the environment and only one response received that objected to making the trial permanent agreed.

Nearly all responses from those who objected to making the trial permanent disagreed with the statements about the trial making the area safer to walk or cycle or to make it a quieter more pleasant area to live or visit.

### 3.4 Impact: journey times

It was felt that journey times through the trial area had increased during the trial period (n=21 felt it had increased at peak time, and n=20 felt it had increased during off-peak time). This applied to all of the types of transport used. These results should be treated with caution due to low base sizes.

### Table 9: Changes to journey times through the trial area (Number)

The level of agreement is shown for 46 and 47 responses. Those who stated 'not applicable' are not shown.

	Strongly agree	Agree	Neither agree / disagree	Disagree	Strongly disagree
My peak journey time has increased (n=46)	17	3	15	3	8
My off-peak journey time has increased (n=47)	18	3	14	3	9

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

*Due to a low base size, data is shown in numbers and should be treated as indicative*

### Peak time journeys

**Table 10** shows that the extent of agreement that off-peak journey times had increased was similar whether they lived in the trial area (7 out of 17 responses) or lived outside the trial area (13 of 32 responses).

### Table 10: Level of agreement that peak journey time has increased (Number)

	Lived in trial area	Lived outside the trial area
<b>Base:</b>		
<b>All responses (number)</b>	<b>17</b>	<b>32</b>
Strongly agree	5	12
Agree	2	1
Neither agree nor disagree	6	9
Disagreed	2	1
Strongly disagreed	1	7
Don't know/ Not applicable	1	2

*Due to a low base size, data is shown in numbers and should be treated as indicative.*

### Off-peak time journeys

**Table 11** shows that the extent of agreement that off-peak journey times had increased was similar whether they lived in the trial area (8 out of 17 responses) or lived outside the trial area (13 of 32 responses). The response provided was almost identical for peak and off-peak journeys.

**Table 11: Level of agreement that off-peak journey time has increased (Number)**

	Lived in trial area	Lived outside the trial area
<b>Base:</b>	<b>17</b>	<b>32</b>
<b>All responses (number)</b>		
Strongly agree	6	12
Agree	2	1
Neither agree nor disagree	5	9
Disagreed	2	1
Strongly disagreed	1	8
Don't know/ Not applicable	1	1

*Due to a low base size, data is shown in numbers and should be treated as indicative.*

### 3.5 Impact: travel behaviours

A series of questions were asked about the impact on travel behaviour.

Around half of the responses (n=19) agreed that they were inclined to continue to visit businesses/ organisations in the trial area with the trial in place, with a smaller proportion disagreeing (n=13).

Three of the 19 responses agreed that they would be more inclined to let children walk or cycle to nearby schools (n=13 disagreed) and 13 agreed that they would be more inclined to walk or cycle (n=27 disagreed).

Among those that visit the area from outside the trial area, three agreed that they were less inclined to travel through the area (n=19 disagreed).

The outcomes are shown in **Table 12**.

**Table 12: Level of agreement about the impact of the trial on travel behaviours (Number)**

	Strongly agree	Agree	Neither agree / disagree	Disagree / strongly disagree	Strongly disagree
I'm less inclined to travel through the trial area <b>(24 responses provided)</b>	2	1	2	7	12
I'm more inclined to walk or cycle to and from my destination in the trial area <b>(48 responses provided)</b>	9	4	6	5	22
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 <b>(19 responses provided)</b>	3	0	3	3	10
I am inclined to continue to visit businesses/organisations in the trial area with the trial in place <b>(41 responses provided)</b>	11	8	9	2	11

Base (number stated in the chart): Includes all responses except those selecting 'not applicable'.

*Due to a low base size, data is shown in numbers and should be treated as indicative .*

The level of agreement with statements about walking or cycling did not vary depending on whether they lived inside or outside the trial area. Respondents who lived inside the area were not asked about being inclined to travel through the trial area. The data tables are provided in **Appendix C Tables C1, C2, C3 and C4**.

Responses from those who supported the trial generally agreed that they were more inclined to walk or cycle (13 out of 17 responses). Nearly all responses from those who objected to the trial disagreed that they were more inclined to walk or cycle (26 out of 28 responses). The data tables are provided in **Appendix D Tables D1, D2, D3 and D4**.

### 3.6 Impact: specific roads in the area

Respondents were asked which roads, both inside and outside of the area as defined in **Figure 2**, had been impacted either positively or negatively. **Table 13** shows the breakdown of roads by the type of impact noticed. These results should be treated with caution due to low base sizes.

The roads most often mentioned as being positively impacted were Catharine Place East to West (n=17) and Catharine Place North to South (n=17). In turn, the roads mentioned the most for being negatively affected were Julian Road/ Brunswick Place (n=23), River Street Mews (n=19) and Catharine Place East to West (n=18), which is almost the same number as those who thought it had been positively impacted.

**Table 13: 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
<b>Base:</b>	<b>46</b>	<b>44</b>
<b>All responses (number)</b>		
Catharine Place (east-west)	17	18
Catharine Place (north-south)	17	15
Circus Mews	14	14
Circus Place	13	10
The Circus	12	11
Bennett Street	10	10
Brock Street	9	14
River Street Mews	7	19
River Street	7	17
Margaret's Buildings	7	13
Russell Street	7	10
Upper Church Street	6	12
Julian Road/ Brunswick Place	4	23
Lansdown (Belmont)	2	13
Lansdown (Belvedere)	2	13
Lansdown Road	2	16
Morford Street	2	11
None of these	22	7

*Due to a low base size, data is shown in numbers and should be treated as indicative . Respondents who selected don't know or not applicable have not been included.*

Respondents were later given the opportunity to comment about roads that have been impacted. The main themes of these comments can be seen in section 3.8.3.

### 3.7 Impact: Parking in the area

Of the 49 responses received, 27 parked in Catharine Place and River Street Mews before the introduction of the trial, 22 did not. Of the 27 who did, 13 used permit holder bays with a permit, five used their own driveway or garage and five parked outside of the residents parking zone, as shown in **Table 14**.

**Table 14: Type of parking typically used in Catharine Place and River Street Mews before the introduction of the trial**

<b>Base:</b> <b>All responses (number)</b>	<b>49</b>
Permit holder bays using a permit	13
Dual use bays using a permit	5
Own driveway or garage	5
Dual use bays without a permit	3
Outside of the residents parking zone	3
Disabled bay	1
Permit holder bays without permit outside of operational hours	0
School car park	0
Not applicable	22

As shown in **Table 15**, 16 out of 27 agreed that before the trial they could usually find on-street parking in Catharine Place and River Street Mews. Fewer agreed that they could usually find spaces after the trial was installed (8 out of 28 responses). In terms of agreeing with the statement, 5 responses were from those who switched from 'strongly agree' before the trial to 'strongly disagree' during the trial.

**Table 15: I can usually find on-street parking in Catharine Place and River Street Mews**

	<b>Before the trial</b>	<b>Since the trial</b>
<b>Base:</b> <b>All responses (number)</b>	<b>49</b>	<b>49</b>
Strongly agree	8	1
Agree	8	7
Neither agree nor disagree	7	9
Disagree	3	2
Strongly disagree	1	9
Not applicable	22	21

### 3.8 Coded themes from open ended comments

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

In total, there were 46 responses which included a comment explaining reasons for their position on the trial. These comments were grouped into topic areas.

- General support and positive impact on safety (14 responses as shown in Table 16);
- Negative impacts on traffic and safety (34 responses as shown in Table 17);
- Impacts on specific roads in the area (30 responses as shown in Table 18).

### 3.8.1 Comments explaining reasons for supporting the trial

In total 14 comments were received explaining reasons the trial should be made permanent and the positive impacts of the trial. The main themes are shown in **Table 16**.

**Table 16: Themes from comments which identified positive impacts of the trial**

Theme	Number
<b>Total comments received about positive impacts</b>	<b>14</b>
Traffic has reduced/calmed down	11
Restrictions have made the neighbourhood feel more pleasant	9
It is safer to walk	6
It is safer to cycle	5

*Due to a low base size, data is shown in numbers and should be treated as indicative*

#### Traffic has reduced/calmed down

The most frequently occurring positive response (n=11) relates to reduction in traffic in the area. Some noted a positive change in environmental conditions.

*“The traffic has now been greatly reduced since the trial came into operation which has resulted in noticeably reduced pollution and also reduced noise levels, so much so, that you can hear the birdsong now!”*

#### Restrictions have made the neighbourhood feel more pleasant

Nine responses mentioned that the restrictions had made the neighbourhood feel more pleasant.

*“It is much more pleasant in Catharine Place with the bollards.”*

One response compared the trial to previous schemes in the area, noting it's positive environmental impact.

*“We already have an LTN in our locality. It's been there for years and I've never heard anyone criticise it i.e. The Royal Crescent. The new LTN's have only improved the environment even more. I think it's great.”*

#### Positive impacts on safety

Six responses mentioned that safety has improved in some way, stating they felt it was safer to walk and five felt it was safer to cycle. Along with comments on safety for those travelling actively, several responses commented on general safety

improving with respect to all three trial areas, with one mentioning that traffic is now being redirected to roads that can handle it more easily.

*"The three trials have transformed the trial areas and are having a positive impact, making it considerably safer for pedestrians and cyclists in the area. They are also making the general areas quieter and safer for local residents in all these areas. The rat run traffic is being diverted to the more major roads such as Lansdown Road and George Street which are better able to cope with heavy traffic."*

### 3.8.2 Comments explaining reasons for opposing the trial

In total, 34 comments were received explaining why they felt the trial should not be made permanent. The main themes are shown in **Table 17**.

**Table 17: Themes from comments which identified negative impacts of the trial**

Theme	Number
<b>Total comments received about negative impacts</b>	<b>34</b>
Traffic/congestion has increased elsewhere	29
Restrictions should be removed/ are not wanted/ needed	16
Restrictions have increased journey times	12
Restrictions have failed to achieve their desired effects	11
Restrictions have affected ability to park vehicles	11
Air pollution has increased on other roads which cars are using more	9
Restrictions have made the surrounding area more dangerous/unsafe	8
Restrictions have made walking/cycling less safe on surrounding roads	8
Restrictions will only benefit a few people but inconvenience many	6
Some people are reliant on their cars/ alternative options aren't suitable	5
Proposals are a waste of time/money/resources	5
Other reason for opposing/disagreeing with the trial becoming permanent	9

*Due to a low base size, data is shown in number and should be treated as indicative*

#### Traffic/congestion has increased elsewhere

Almost all responses mentioned the fact that traffic is now worse on surrounding roads (n=29), with various roads mentioned namely; Marlborough Lane, George Street and Julian Road.

*"Traffic through Marlborough Lane has intensified."*

*“My experience is that these road blocks limit access to residents and result in longer routes to access our homes and find parking. Julian Road is noticeably busier as is George Street. The traffic has been pushed elsewhere.”*

Eight comments mentioned that due to displaced traffic the surrounding roads were becoming more dangerous.

*“As it is, the traffic volume has just moved from Catharine Place to River Street Mews, making that street more dangerous.”*

### **Restrictions should be removed/ are not wanted/ needed**

Sixteen responses commented that the trial is not wanted or needed, and had a negative impact on the area.

*“There is no positive impact... they have made the roads more dangerous and were never needed. They have adversely affected the area and the lives of inhabitants.”*

*“I walk through here twice a week, the traffic hold ups in Catharine Place seem more disrupted now than before as traffic has to reverse by the new bollards and frequently blocks the entrance to Circus Mews.”*

### **Restrictions have increased journey times**

Twelve responses also mentioned that journey times have increased as a result of the restrictions.

*“This trial has made traffic heavier and journeys longer by forcing cars onto fewer, more congested routes.”*

*“Creating extra journey length as there are many private garages in that area linked to royal crescent.”*

### **Restrictions have failed to achieve their desired effects**

Eleven responses commented that the trial was not achieving what it set out to achieve.

*“I see no tangible improvements to traffic as there was basically no problem in the first place. I still don't understand the justification to block this junction.”*

*“The volume of traffic using Circus Mews as a 'rat-run' to the city centre has not changed at all. The traffic simply crosses the North side of Catherine Place, squeezes down River Street Mews and onto Circus Mews.”*

### **3.8.3 Effects on specific roads in the area**

Nine comments were received about positive impacts on specific roads and 19 were received about negative impacts. The roads mentioned most often are shown in **Table 18**.

**Table 18: Comments regarding impacts on specific roads**

Road name	Positive impact	Negative impact
<b>Total comments received about impact on specific roads</b>	<b>9</b>	<b>19</b>
Catharine Place	5	13
Circus Mews	3	7
River Street Mews	1	6
George Street	1	3
Crescent Lane	0	3

*Due to a low base size, data is shown in number and should be treated as indicative*

### Catharine Place

Five responses commented that the trial on Catharine Place has had a positive impact and mentioned that it felt safer, quieter and encouraged them to be more active.

*“It is safer in Catharine Place and easier to park. These more than make up for slight inconvenience.”*

*“Catharine Place was used as a significant rat run before. Much nicer to walk and cycle through since the change.”*

Thirteen responses commented that the trial has had a negative impact on Catharine Place – that it had become busier and more dangerous.

*“These bollards have made the area busy, polluted and dangerous to pedestrians. It has made walking and cycling significantly more dangerous.”*

*“Catharine Place has had to suffer from commercial vehicles negotiating the streets as they are now hemmed in by the bollards. This has resulted in risk to private vehicles, pedestrians and increased pollution.”*

### Circus Mews

Three responses reported that the trial had a positive impact on Circus Mews regarding traffic reduction and behaviour on the street.

*“Huge reduction in traffic using Circus Mews as a rat run. Less anti-social behaviour at night”*

Seven responses mentioned the knock-on effect on Circus Mews.

*“These restrictions have made getting around Bath quickly much harder. Made parking harder...made accessing the garages of Circus Mews harder.”*

### River Street Mews

There was one positive comment made about the trial’s effect on River Street Mews.

*“It appears only River Street Mews has been positively impacted as less traffic goes by that road.”*

There were 6 negative comments about the impact of the trial on River Street Mews implying that the trial had made the street more dangerous.

*[River Street Mews] is much more dangerous as cars come out of the top of the Mews quite fast and it's a blind corner."*

### **George Street and Crescent Lane**

Both these streets had more negative than positive comments focusing on increased pollution and the difficulty getting around the area.

*"Added congestion and pollution in Bath Centre especially George Street."*

*"Crescent Lane, has been negatively affected by increased and displaced traffic."*

*"I am directly affected every day. I now have to use Crescent Lane/ River Street Mews/ Upper Church Street....All these are now generally congested as only suitable for one way traffic which results in a lot of reversing."*

## 4. Summary: Effectiveness of the trial

All respondents were asked to give a final view on the effectiveness of the trial for Catharine Place.

### 4.1 Effectiveness of the bollards

There were fewer responses from those who considered the restriction was effective in achieving the aims of the trial (n=15) than those who considered it ineffective (n=29) as shown in **Table 19**.

**Table 19: Effective of the bollards on Catharine Place in achieving the aims of the trial (Number)**

Level of effectiveness	Total
<b>Base: All responses (number)</b>	<b>49</b>
Very effective	10
Effective	5
Neither effective nor ineffective	5
Ineffective	3
Very ineffective	26

*Due to a low base size, data is shown in N and should be treated as indicative*

Nearly all (n=15) of those who supported the trial being made permanent felt the bollards were effective or very effective, with most feeling that they were very effective. Nine tenths (n=28) of those who objected felt the bollards were ineffective or very ineffective with almost all feeling they were very ineffective.

**Table 20a: Support or object to making the trial permanent: Effectiveness of the bollards on Catharine Place in achieving the aims of the trial (Number)**

	Support	Object
<b>Base: All responses (number)</b>	<b>17</b>	<b>31</b>
Very effective	10	0
Effective	5	0
Neither effective nor ineffective	1	3
Ineffective	1	2
Very ineffective	0	26

*Due to a low base size, data is shown in numbers and should be treated as indicative*

Of the 17 responses from those who lived in the trial area, six felt the bollards were effective or very effective, and ten thought they were very ineffective. From those living outside the trial area, 9 out of 32 felt they were effective or ineffective, and 19 out of 32 responses felt the bollards were ineffective.

**Table 20b: Lived in or outside the trial area: Effectiveness of the bollards on Catharine Place in achieving the aims of the trial (Number)**

	Lived in trial area	Lived outside the trial area
<b>Base: All responses (number)</b>	<b>17</b>	<b>32</b>
Very effective	3	7
Effective	3	2
Neither effective nor ineffective	1	4
Ineffective	0	3
Very ineffective	10	16

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

*Due to a low base size, data is shown in number and should be treated as indicative*

## Appendix A Questionnaire

### Catharine Place through-traffic restriction trial

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

Please answer each of the question in turn. 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 Catharine Place trial

For the purposes of this questionnaire, '**the trial area**' includes the following streets: Bennett Street, Brock Street, Catharine Place, Circus Mews, Circus Place, Margaret's Buildings, Rivers Street, Rivers Street Mews, Russell Street, The Circus, Upper Church Street.

[View a map of the trial area](#)

### How would you describe your main interest in the trial?

[View a map of the trial area](#)

- 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) (section 3)
- Something else (such as you live in/visit a neighbouring area) (Section 4)

Please explain:

*<Text box>*

*Two to three tailored questions follow for each of the different cohorts (1-4) and then there are some standard questions that apply to all (in most cases).*

## **Section 1 questions (I live in the trial area)**

**Please tell us where you live in the area:**

### **View a map of the trial area**

- Bennett Street
- Brock Street
- Catharine Place (running east/west)
- Catharine Place (running north/south)
- Circus Mews
- Circus Place
- Margaret's Buildings
- Rivers Street
- River Street Mews
- Russell Street
- The Circus
- Upper Church Street
- Somewhere else

Name of road:

## **Do you have school-age children living with you?**

- Yes
- No

If yes, which schools do they go to:

## **About your frequency of use before the trial**

**Before the trial, how often would you travel along Catharine Place (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 before the trial

**Before we introduced 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

## About your main mode of transport since the trial

**Since the introduction of the trial, what is 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

## 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.**

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

**The trial means that the 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 Catharine Place specifically.**

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

I don't know

**The trial means that Catharine Place 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 parking in Catharine Place and River Street Mews**

**Before the introduction of the trial, what type of parking would you typically use in Catharine Place and River Street Mews?**

Permit holder bays using a permit

Permit holder bays without using a permit outside the operational hours

Dual use bays using a permit

Dual use bays can be used by those with a residents permit or by a visitor for a limited time.

Dual use bays without using a permit

Dual use bays can be used by those with a residents permit or by a visitor for a limited time.

Own driveway or garage

Outside of the residents parking zone (outside of the trial streets)

Disabled bay

School car park

Not applicable

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

**Before the trial, I could usually find on-street parking in Catharine Place and River Street Mews**

Using one of the following:

- Visitor bays
- Permit holder only bays
- Non-permit areas
- Disabled bays

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

**Since the trial, I usually find on-street parking in Catharine Place and River Street Mews**

- Visitor bays
- Permit holder only bays
- Non-permit areas
- Disabled bays

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

**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 negative impacts on the key roads within the trial area and surrounding area.

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

**View a map of the trial area.**

- Bennett Street
- Brock Street
- Catharine Place (running east/west)
- Catharine Place (running north/south)
- Circus Mews
- Circus Place
- Julian Road / Brunswick Place
- Lansdown (Belmont)
- Lansdown (Belvedere)
- Lansdown Road
- Margaret's Buildings
- Morford Street
- Rivers Street
- River Street Mews
- Russell Street
- The Circus
- Upper Church Street
- 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 do you feel have had negative impacts since we installed the trial? Please tick all that apply.**

**View a map of the trial area.**

- Bennett Street
- Brock Street
- Catharine Place (running east/west)
- Catharine Place (running north/south)
- Circus Mews
- Circus Place
- Julian Road / Brunswick Place
- Lansdown (Belmont)
- Lansdown (Belvedere)
- Lansdown Road
- Margaret's Buildings
- Morford Street
- Rivers Street
- River Street Mews
- Russell Street
- The Circus
- Upper Church Street
- 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 Catharine Place 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

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

**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 above into account, please tell us to what extent you support or object to making the Catharine Place 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.**

Thank you for submitting this survey. You may return to the website to complete surveys on Gay Street and Winifred's Lane (should you have experience of these trials and wish to comment on them specifically).

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

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

## **View a map of the trial area**

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

Name of business/organisation:

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

- Bennett Street
- Brock Street
- Catharine Place (running east/west)
- Catharine Place (running north/south)
- Circus Mews
- Circus Place
- Margaret's Buildings
- Rivers Street
- River Street Mews
- Russell Street
- The Circus
- Upper Church Street
- 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 area (using any mode of transport)?**

### **View a map of the trial area**

I drop off and collect from schools nearby

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

I work/volunteer at a school nearby

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

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

Something else.

Please explain:

## **About travel behaviours**

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

***ONLY FOR COHORT 3 (Travel through the area):***

**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**

***Standard questions.***

## Appendix B Full list of coded themes

The full list of coded themes shown here and split by those who lived in the trial area and those who lived outside of it.

Theme	Lived in the trial area*	Lived outside the trial area	Total
<b>Total comments received</b>	<b>18</b>	<b>28</b>	<b>46</b>
Traffic/congestion has increased elsewhere	11	18	29
Restrictions should be removed/are not wanted/it was fine the way it was	5	11	16
References Catharine Place	8	9	17
Restrictions have failed to achieve the desired effects of the proposals	4	7	11
Restrictions have increased journey times	6	6	12
Restrictions have affected ability to park vehicles	7	4	11
Traffic will/ has reduced/ calmed down	8	3	11
Air pollution has increased on other roads which cars are using more	3	6	9
Restrictions have made the surrounding area more dangerous/ unsafe	5	3	8
Other reason for opposing/ disagreeing with the trial becoming permanent	2	7	9
Restrictions will/ have made the neighbourhood feel more pleasant	5	4	9
References Circus Mews	5	4	9
References other road/ street/ avenue	3	6	9
Restrictions have made walking/ cycling less safe on surrounding roads	2	6	8
References River Street Mews	4	3	7
Restrictions will only benefit a few people but inconvenience many	0	6	6
Suggestion to improve the scheme	4	3	7
Some people are reliant on using their cars/driving/alternative options are not suitable	1	4	5
Proposals are a waste of time/money/resources	1	4	5
It will be/ it is safer to walk	3	3	6
It will be/ it is safer to cycle	2	3	5
Opposes the proposal (general comment)	1	3	4

Theme	Lived in the trial area*	Lived outside the trial area	Total
Restrictions have/will have a negative impact on businesses in the area	1	3	4
References Crescent Lane	1	3	4
References George Street	2	2	4
Seen no change	1	2	3
Restrictions have made driving less pleasant	2	1	3
Restrictions will/have reduced air pollution	3	1	4
References Julian Road	2	2	4
References Lansdown Road	2	2	4
Drivers are not obeying the restrictions/driving dangerously	0	2	2
Knock on effects have not been considered (general comment)	0	2	2
Restrictions have made driving less safe on other roads	1	1	2
Restrictions have made the surrounding area feel less pleasant	1	1	2
Restrictions have made the neighbourhood feel safer	2	1	3
References Winifred's Lane	0	2	2
Noise has increased elsewhere	0	2	1
Improved public transport is needed	0	1	1
Support the proposal	2	0	2
Restrictions have had a positive impact	2	0	2
References Gay Street	1	1	2
Restrictions will/has meant more people will walk/cycle/use active travel	1	0	1
Safety in the area has improved	1	0	1

\*The comments from the respondent who submitted an email is included as someone who lived in the trial area, as this was indicated in the response..

## Appendix C Impact of the trial on the area

The tables below shows 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 response is from someone who lived in the trial area or outside it. Responses are only shown in 'N=' and not in percentages due to a low base size.

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

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	5	8	13
Agree	1	3	4
Neither agree nor disagree	0	0	0
Disagree	2	3	5
Strongly disagree	9	18	27
<b>Base</b>	<b>17</b>	<b>32</b>	<b>49</b>

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 (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	5	8	13
Agree	1	3	4
Neither agree nor disagree	1	2	3
Disagree	1	3	4
Strongly disagree	9	16	25
<b>Base</b>	<b>17</b>	<b>32</b>	<b>49</b>

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

**Table C3: The trial has provided a safer environment for walking and cycling in Catharine Place specifically (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	4	7	13
Agree	2	2	4
Neither agree nor disagree	1	1	2
Disagree	2	3	5
Strongly disagree	8	17	25
<b>Base</b>	<b>17</b>	<b>32</b>	<b>49</b>

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

**Table C4: The trial means that Catharine Place specifically is a quieter, more pleasant place to live or visit (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	4	7	13
Agree	2	2	4
Neither agree nor disagree	1	2	3
Disagree	2	2	4
Strongly disagree	8	16	24
I don't know	0	1	1
<b>Base</b>	<b>17</b>	<b>32</b>	<b>49</b>

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

**Table C5: During peak times my journey time through the area has increased (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	5	12	17
Agree	2	1	3
Neither agree nor disagree	6	9	15
Disagree	2	1	3
Strongly disagree	1	7	8
<b>Base</b>	<b>17</b>	<b>32</b>	<b>49</b>

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

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

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	6	12	18
Agree	2	1	3
Neither agree nor disagree	5	9	14
Disagree	2	1	3
Strongly disagree	1	8	9
<b>Base</b>	<b>17</b>	<b>32</b>	<b>49</b>

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

**Table C7: I'm less inclined to travel through the trial area (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	0	2	2
Agree	0	1	1
Neither agree nor disagree	0	2	2
Disagree	0	7	7
Strongly disagree	0	12	12
<b>Base</b>	<b>0</b>	<b>24</b>	<b>24</b>

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 (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	1	8	9
Agree	3	1	4
Neither agree nor disagree	3	3	6
Disagree	2	3	5
Strongly disagree	7	15	22
<b>Base</b>	<b>16</b>	<b>32</b>	<b>48</b>

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 (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	0	3	3
Agree	0	0	0
Neither agree nor disagree	1	2	3
Disagree	2	1	3
Strongly disagree	2	8	10
<b>Base</b>	<b>5</b>	<b>14</b>	<b>19</b>

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 (Number)**

Level of agreement	Lived in the trial area	Lived outside the trial area	Total
Strongly agree	2	9	11
Agree	4	4	8
Neither agree nor disagree	5	4	9
Disagree	0	2	2
Strongly disagree	2	9	11
<b>Base</b>	<b>13</b>	<b>28</b>	<b>41</b>

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

## Appendix D Impact of the trial on the area

The tables below shows 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. Responses are only shown in 'N=' and not in percentages due to a low base size.

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

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	3	1	0	4
Neither agree nor disagree	0	0	0	0
Disagree	1	0	4	5
Strongly disagree	0	0	27	27
<b>Base</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>49</b>

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 (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	3	1	0	4
Neither agree nor disagree	1	0	2	3
Disagree	0	0	4	4
Strongly disagree	0	0	25	25
<b>Base</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>49</b>

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

**Table D3: The trial has provided a safer environment for walking and cycling in Catharine Place specifically (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	3	1	0	4
Neither agree nor disagree	1	0	1	2
Disagree	0	0	5	5
Strongly disagree	0	0	25	25
<b>Base</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>49</b>

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

**Table D4: The trial means that Catharine Place specifically is a quieter, more pleasant place to live or visit (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	13	0	0	13
Agree	2	1	1	4
Neither agree nor disagree	1	0	2	3
Disagree	0	0	4	4
Strongly disagree	0	0	24	24
I don't know	1	0	0	1
<b>Base</b>	<b>17</b>	<b>1</b>	<b>31</b>	<b>49</b>

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

**Table D5: During peak times my journey time through the area has increased (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	2	0	15	17
Agree	0	0	3	3
Neither agree nor disagree	6	1	8	15
Disagree	3	0	0	3
Strongly disagree	5	0	3	8
<b>Base</b>	<b>16</b>	<b>1</b>	<b>29</b>	<b>46</b>

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

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

Level of agreement	Support	Neither	Object	Total
Strongly agree	2	0	16	18
Agree	0	0	3	3
Neither agree nor disagree	6	1	7	14
Disagree	3	0	0	3
Strongly disagree	6	0	3	9
<b>Base</b>	<b>17</b>	<b>1</b>	<b>29</b>	<b>47</b>

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

**Table D7: I'm less inclined to travel through the trial area (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	1	0	1	2
Agree	0	0	1	1
Neither agree nor disagree	1	0	1	2
Disagree	3	1	3	7
Strongly disagree	4	0	8	12
<b>Base</b>	<b>9</b>	<b>1</b>	<b>14</b>	<b>24</b>

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 (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	9	0	0	9
Agree	4	0	0	4
Neither agree nor disagree	3	1	2	6
Disagree	1	0	4	5
Strongly disagree	0	0	22	22
<b>Base</b>	<b>17</b>	<b>1</b>	<b>28</b>	<b>46</b>

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 (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	3	0	0	3
Agree	0	0	0	0
Neither agree nor disagree	2	1	0	3
Disagree	0	0	3	3
Strongly disagree	0	0	10	10
<b>Base</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>19</b>

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 (Number)**

Level of agreement	Support	Neither	Object	Total
Strongly agree	9	0	2	11
Agree	5	0	3	8
Neither agree nor disagree	1	1	7	9
Disagree	0	0	2	2
Strongly disagree	0	0	11	11
<b>Base</b>	<b>15</b>	<b>1</b>	<b>25</b>	<b>41</b>

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

