



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

August 2025

Delivering a better world

Quality information

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1. Introduction

Gay Street 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 Gay Street 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. The trial 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 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 running from Friday 1 November 2024 to Wednesday 30 April 2025. The Gay Street trial was installed on 4 and 5th November and residents 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/gay-street-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.

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 Gay Street 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.

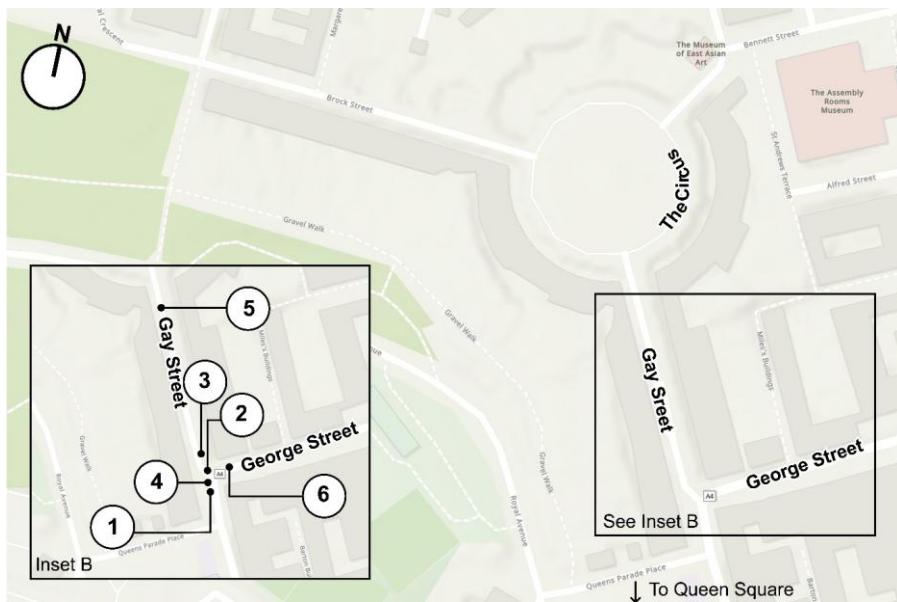
The trials are an outcome of earlier public engagement with the community, outlined on the [Lower Lansdown and The Circus Liveable neighbourhood web page](#).

1.2 Overview of the trial

Under the trial, northbound motorists could no longer enter Gay Street at its junction with George Street. Two-way traffic was still permitted on Gay Street, but with entry via The Circus only.

Motorists can leave Gay Street via The Circus or by turning left into George Street, but they are not permitted to travel south towards Queen Square. These new restrictions do not apply to cyclists. **Figure 1** shows the restrictions in place during the trial.

Figure 1: Gay Street ETRO Trial Details



Source: <https://www.bathnes.gov.uk/gay-street-traffic-restriction-trial>

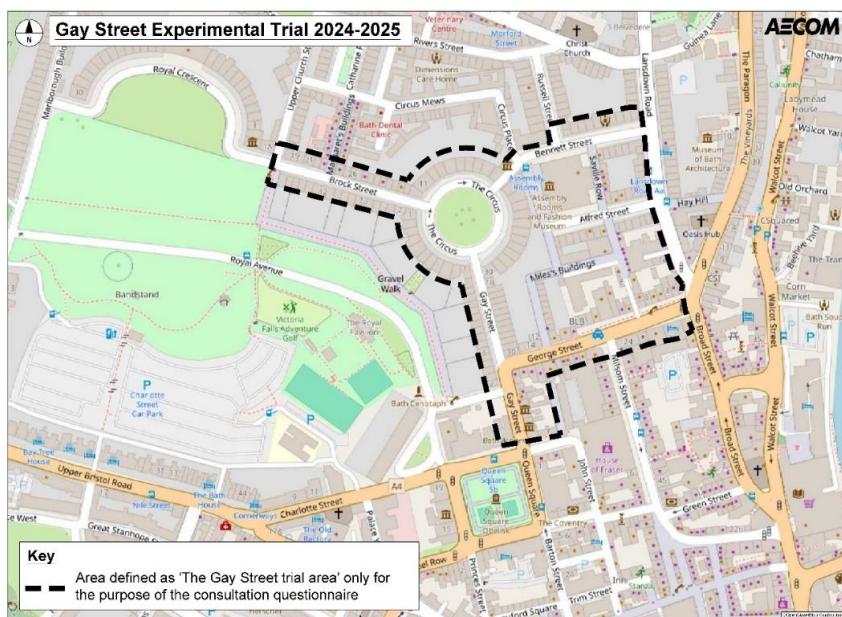
The following annotations correspond to the numbered map above:

1. A south-facing 'no entry except cycles' sign was installed at the junction of Gay Street with George Street to prevent northbound motorists from entering Gay Street
2. A north-facing 'no right turn except cycles' sign was installed on Gay Street at the junction with George Street to prevent southbound vehicles from travelling straight ahead to Queen Square.
3. One parking space was removed, south of the disabled bay on Gay Street, to provide access for larger vehicles and space to turn.
4. A temporary island build-out narrows the junction at the foot of Gay Street, creating a short stretch of cycle lane and an informal crossing point (with dropped kerbs and tactile paving).

5. Gay Street remains two-way with access to all homes and businesses from The Circus. Alternatively, motorists can exit the area by turning left into George Street.
6. The existing 'no right turn' sign on George Street warns westbound motorists that it is not possible to turn right into Gay Street.

Figure 2 shows how the trial area was defined for the purposes of the public consultation survey.

Figure 2: Map of the area defined as the Gay Street ETRO trial area



Source: <https://www.bathnes.gov.uk/Gay-Street-traffic-restricton-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/Gay-Street-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 159 responses to the ETRO Trial on Gay Street, received as follows:

- 157 responses using the consultation questionnaire; and
- 2 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/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 relating more specifically to the Winifred's Lane element of the trial. 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 a third of responses were provided (n=47). Of the 47 responses provided, just over half were from those aged 55-years-old or over (n=26). There was a higher number of males (n=28) than females (n=19). The age and gender of the 47 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	47	100
Under 25	0	0
25 to 34	3	6
35 to 44	7	15
45 to 54	11	23
55 or over	26	55

Table 2: Gender

Gender	Number	Percent
Base: All who responded to the equality monitoring questions	47	100
Male	28	60
Female	19	40

Eleven of the 47 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 from respondents living within the area and those living outside the area.

There were 24 (15%) of the responses from those who lived in the trial area with the remaining 133 (85%) 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**.

Table 3: Response by location

Location	Number	Percent
Base: All responses provided	157	100
I live in the trial area	24	15
I travel through the trial area	83	53
I am a visitor to the trial area	15	10
Other*	35	22

* 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.

The location of the eight responses sent by email were unknown therefore they have not been included.

2.4.2 Responses from those who had school children living at home

Of the responses from those who lived in the trial area, five had school aged children who lived at home.

3. Findings

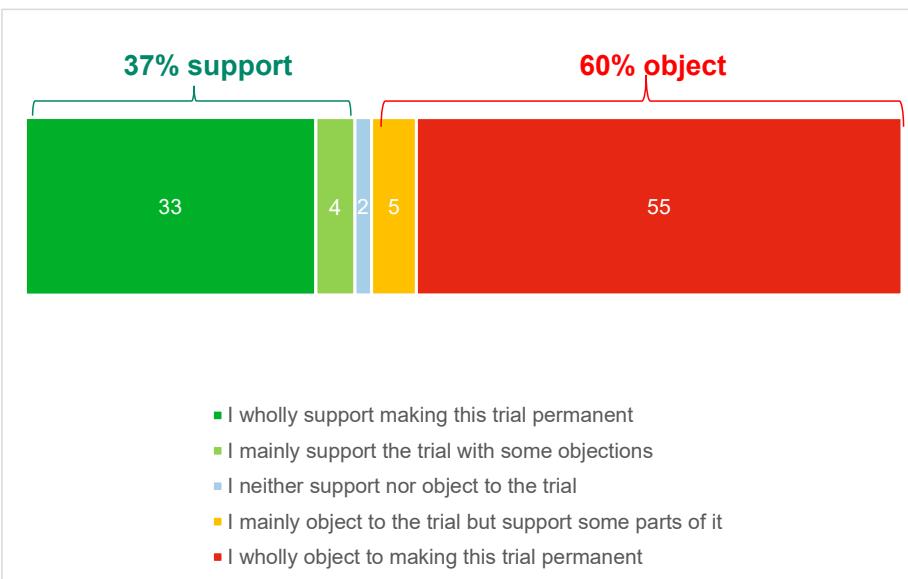
This section shows the findings from the consultation, specifically:

- 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 (60%) of the responses received either wholly or mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent, with a third (37%) who 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=157

Table 4 shows 71% of responses from those who lived in the trial area supported the scheme being made permanent, with or without suggested improvements, more than those who lived outside the trial area (31%). Two-thirds (67%) of responses from those who lived outside the trial area objected to making the trial permanent, either wholly or because elements had not been considered.

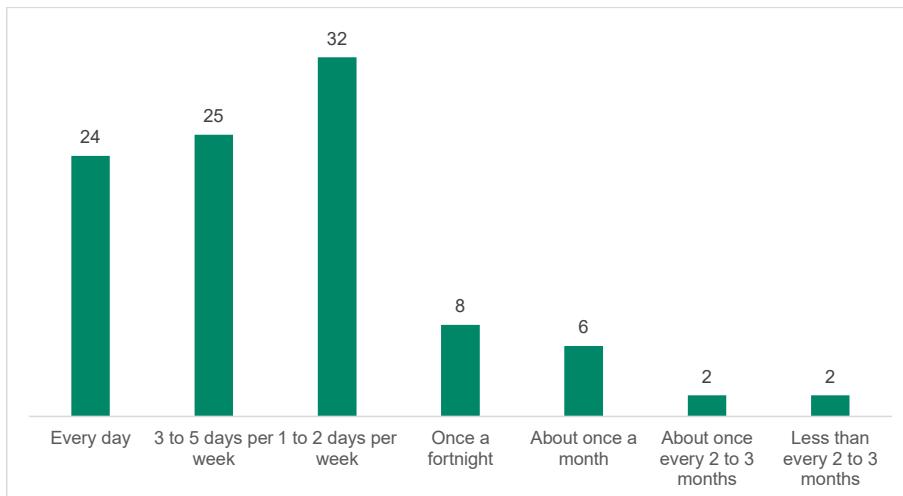
Table 4: Extent of supporting or objecting to making the trial permanent: area lived in (%)

	Total	Lived in the trial area	Lived outside the trial area
Base: All responses (number)	157	24	133
I wholly support making this trial permanent	33	71	26
I support the trial but would like you to consider making improvements	4	0	5
I neither support nor object to the trial	2	0	2
I object to part of the trial because there are elements which you have not considered	5	8	5
I wholly object to making this trial permanent	55	21	62

3.2 Main mode use and frequency of travel

3.2.1 Frequency of travel on Gay Street

As shown in **Figure 4**, 81% (n=128) travelled along Gay Street at least once a week before the trial. Of those who travelled along Gay Street at least weekly, 31% (n=40) supported the trial being made permanent and 66% (n=85) objected.

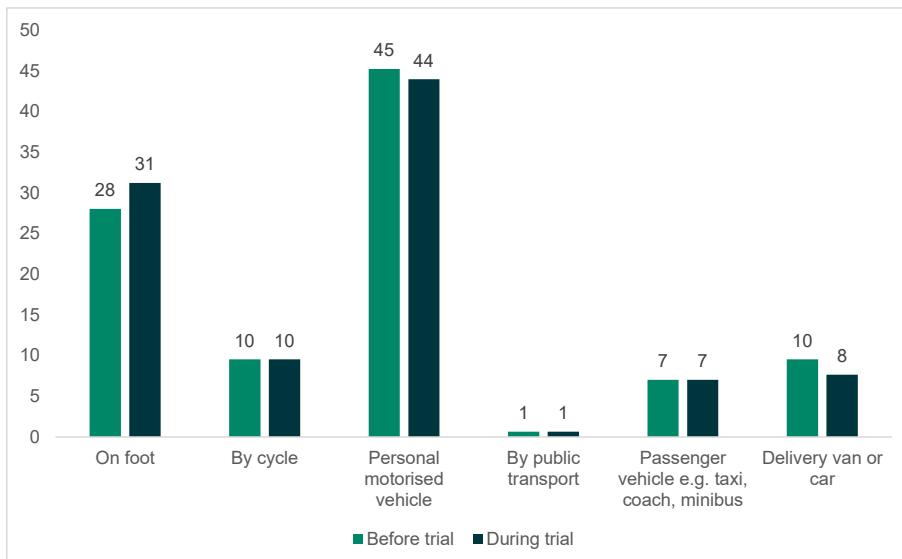
Figure 4: Frequency of travelling on Gay Street before the trial (%)

Base: All responses: n=157

3.2.2 Main mode used in the trial area

As shown in **Figure 5**, before the trial, 45% of responses provided were from those who mainly used a car or van to travel in the area, almost the same as since the trial had been implemented (44%). A quarter (28%) walked before the trial, increasing to 31% since the trial had been implemented, this data can only be seen as indicative due to the low number of responses and the potential for the same respondent to complete the engagement more than once (which was allowed over the six month trial period).

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



Base: All responses: n=157

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

Of the 59 responses from those who supported the trial being made permanent, the majority (86%) mainly walked or cycled in the area since the introduction of the trial, all others used a personal motorised vehicle or other passenger vehicle.

Of the 95 responses from those who objected to the trial being made permanent, two thirds (65%) used a personal motorised vehicle since the introduction of the trial and 13% mainly walked or cycled in the area. The remaining 22% used a different mode of transport, such as a delivery van or car (12%), passenger vehicle (9%) or public transport (1%).

Mode used by those who travelled through the trial area at least weekly

Of the 128 responses from those who travelled through the area weekly, almost half (46%) mainly used a personal motorised vehicle in the area since the introduction of the trial, and 36% used an active mode of travel (28% walking, 8% cycle).

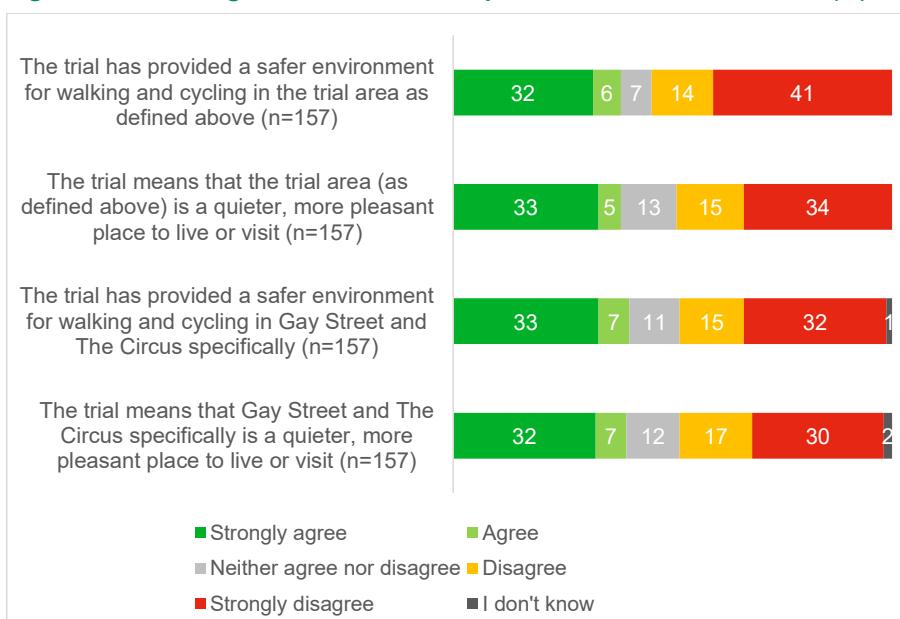
3.3 Impact: the environment in the trial area

A series of questions were asked about the impact of the trial both for Gay Street and the Circus specifically, and the trial area as defined in Figure 2. The outcomes are shown in **Figure 6**.

Two fifths (39%) of the responses agreed Gay Street and The Circus was quieter (47% disagreed), and 40% agreed it was a safe environment for walking and cycling in Gay Street (47% disagreed).

For the wider trial area, 38% of the responses agreed it was quieter (49% disagreed), and 38% agreed it the area was safer for walking and cycling (55% 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:

- **Gay Street impact:** Almost three quarters (71% each) agreed it was safer for walking and cycling and that it was quieter more pleasant place to live. A quarter disagreed (25% each).
- **Trial area impact:** Three quarters (75%) agreed the trial made the area safer for walking and cycling, while a quarter (25%) disagreed. Almost three quarters (71%) agreed the area was quieter and more pleasant to live however just over a quarter disagreed with this (28%).

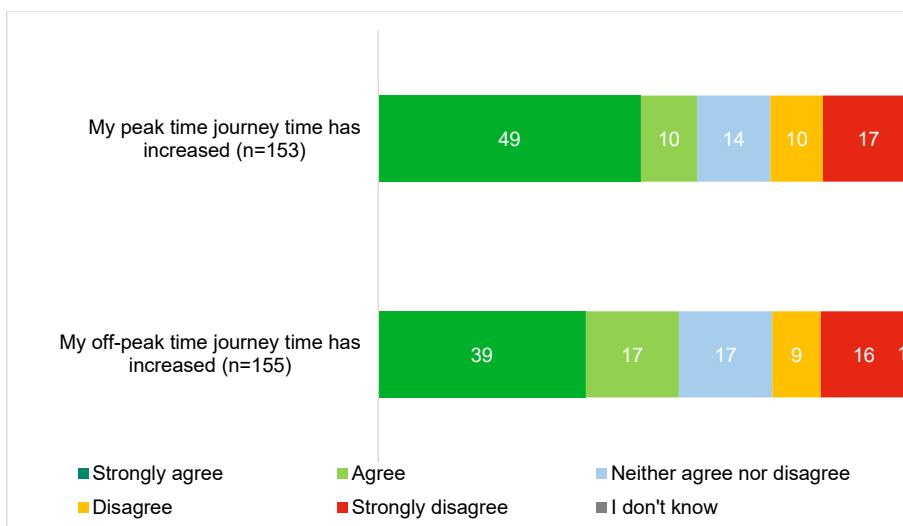
The level of agreement with these statements also varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D Tables D1, D2, D3 and D4**.

Nearly all (c.95%) of those who supported the trial area being made permanent agreed with the four statements illustrated in Figure 6, compared to those who objected to making the trial permanent (this ranged from 2% to 5% 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 (59% felt it had increased at peak time, and 56% 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.

Responses provided by those who travelled by personalised motorised transport were most likely to have agreed that journey times had increased (93% during peak, 84% off-peak).

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 that peak journey times had increased (64%) than those who lived in the trial area (37%).

Table 5: Peak time journeys had generally felt to have increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base: All responses (number)	24	129
Strongly agreed	29	53
Agreed	8	11
Neither agreed nor disagreed	21	12
Disagreed	4	11
Strongly disagreed	38	13

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 (62%) than those who lived in the trial area (25%).

Table 6: Off-peak time journeys had generally felt to have increased (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base: All responses (number)	24	131
Strongly agreed	17	43
Agree	8	19
Neither agreed nor disagreed	29	15
Disagreed	8	9
Strongly disagreed	38	12
Don't know	0	2

Nearly all (93%) of those who used a car or van to travel through the trial area at peak times before the trial felt their journey times had increased, and 85% felt they had increased for off-peak.

Those who cycled or walked in the trial area were less likely to feel that travel times had increased, 65% disagreed for journeys made during peak-time and 57% for off-peak.

3.5 Impact: travel behaviours

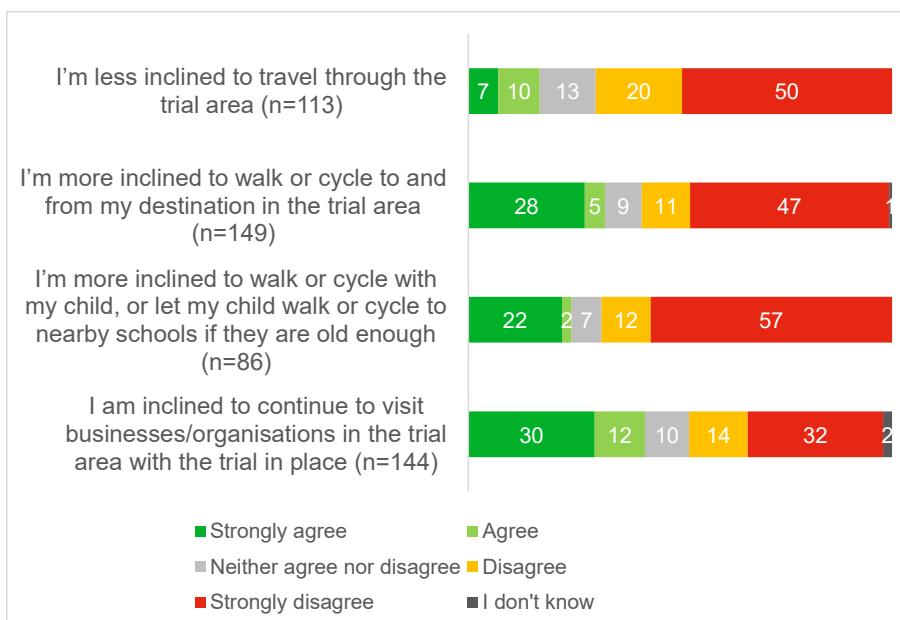
A series of questions were asked about the impact on travel behaviour. The outcomes are shown in **Figure 8**.

Of the 149 responses, 33% agreed they would be more inclined to walk or cycle to and from their destination in the trial area (58% disagreed) and of the 113 responses provided, 17% agreed they were less inclined to travel through the area (70% disagreed).

There were 24% of the 86 responses received which agreed they would be inclined to let children walk or cycle to nearby schools (69% disagreed).

Just under half (42%) of the 144 responses provided agreed they would continue to visit businesses in the area which was similar to those who disagreed (46%).

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, 60% agreed they were more inclined to walk or cycle in the trial area (23% disagreed) and 70% agreed they would be more inclined to cycle with their child (30% 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 83% agreed they would be more inclined to walk in the trial area and 4% disagreed. Almost all, 95% agreed they would be more inclined to walk or cycle with their child to nearby schools (nobody disagreed). A similar proportion (91%) agreed they would continue to visit businesses in the area and 4% disagreed.

Of those who objected to making the trial permanent, just 2% agreed they would be more inclined to walk in the trial area (93% disagreed) and only 5% agreed they would be more inclined to walk or cycle with their child to nearby school (89% disagreed). Around a tenth (13%) agreed they would continue to visit businesses in the area (71% disagree).

Only 6% of those who supported making the trial permanent agreed they would be less inclined to travel through the area while 86% disagreed. Of those who opposed the trial being made permanent, almost a quarter (23%) agreed they would be less inclined to travel through the area, (61% 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 as defined in Figure 2, had been impacted either positively or negatively. **Table 7** shows the breakdown of roads by the type of impact that has been noticed.

The roads mentioned most often, as being positively impacted, were Gay Street (north of George Street junction) (n=75) and George Street itself (n=23). The most mentioned roads, for negative impacts, were George (n=87) and Julian Road (n=76).

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)	139	141
Gay Street (north of George St Junction)	75	47
Brock Street	43	41
Bennet Street	40	41
Gay Street (south of George St Junction)	29	73
George Street	23	87
Alfred Street	21	36
Bartlett Street	16	33
Upper Church Street	15	34
Edgar Mews	15	28
Julian Road	11	76
Marlborough Lane / Buildings	11	58
Queens Square	10	68
Lansdown (Belmont)	8	67
The Paragon	8	53
Lansdown (Belvedere)	7	64
Lansdown Road	6	70
Morford Street	6	46
None of these roads	34	59

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 3.7.3.

3.7 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 20 responses are not shown in the main body of the report but are provided in **Appendix B**.

In total, 139 responses were received explaining reasons for supporting and/or objecting the trial and its effect on the area. These comments were grouped into the following topic areas, please note some responses could include both positive and negative themes:

- General support and positive impact on safety (53 comments received as shown in Table 8);
- Negative impacts on traffic and safety (111 comments received as shown in Table 9);

- Impacts on specific roads in the area (66 comments as shown in Table 10).

3.7.1 Comments explaining reasons for supporting the trial

In total 53 comments were made regarding positive impacts of the trial. The main themes are shown in **Table 8**, a full list of all codes can be found in **Appendix B**.

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

Theme	Number
Total comments received about positive impacts	53
Traffic has reduced or calmed down	29
Restrictions have made the neighbourhood feel more pleasant	27
It is safer to walk	20
It is safer to cycle	19
Supports further traffic calming measures in the surrounding area	13
Restrictions have had a positive impact (general comment)	9
Traffic noise has reduced	8

Traffic has reduced or calmed down

Most of the positive responses (n=29) related to a reduction in traffic, specifically on Gay Street and The Circus.

“It is much quieter now that there is reduced traffic and less pollution! It is also easier and safer to cross the road! The Circus is also much improved too which must make it more pleasant for residents and tourists alike!”

“My daily observation is the removal of northerly traffic in Gay Street has led to an immediate cessation of rat run traffic that used The Circus and Bennett Street. The southerly traffic has seen some reduction although, due to the lack of proper signage, many drivers still cross George Street into Gay Street south.”

The neighbourhood feels more pleasant

Twenty-seven comments suggested that restrictions had made the neighbourhood feel more pleasant with some emphasis on it being quieter.

“It is peaceful and safe. A haven for safe cycling going to and from town from Weston.”

“I often cycle/walk through this area to go to/from the city centre. The area is noticeably quieter and more pleasant without the through traffic.”

It is safer to walk/cycle

Twenty comments provided felt it was safer to walk in the area, especially around Gay Street itself and The Circus.

“I walk to and from my home every day and as a pedestrian the changes are very beneficial (safer, efficient, nicer).”

“In particular travelling north on Gay Street to The Circus it is safer for pedestrians. Most drivers wouldn’t indicate left to travel on to Gay Street which made it a lottery when trying to cross.”

A similar number (n=19) stated that it now feels safer to cycle due to the reduction in traffic.

“Less cars moving through the Circus area which is great when I am cycling, I feel it’s safer”

3.7.2 Comments explaining reasons for objecting to the trial

In total 111 comments were received outlining why they objected to the trial being made permanent. The main themes are shown in **Table 9**. A full list of all code themes can be found in **Appendix B**.

Table 9: Themes from comments identifying the negative impacts

Theme	Number
Total comments received about negative impacts	111
Traffic/congestion has increased elsewhere	82
Air pollution has increased on other roads due to displacement	41
Restrictions have increased journey times	39
Restrictions should be removed/are not wanted/it was fine the way it was	24
Restrictions have failed to achieve the desired effects of the proposals	21
Drivers are not obeying the restrictions/driving dangerously	15
Restrictions have made walking/cycling less safe on surrounding roads	15
Restrictions will only benefit a few people but inconvenience many	14
No right turn is too restricting for residents in the area	14

Traffic/congestion has increased elsewhere

Almost all responses that mentioned a negative impact (n=82) commented that traffic has increased on surrounding roads.

“Since the start of the trial there seems to be more road traffic using Marlborough Buildings/Lane and at faster more dangerous speeds.”

“You are pushing traffic onto other roads, not reducing it, thereby making residents not on Upper Gay Street and The Circus suffer increased pollution and traffic congestion.”

George Street, in particular, was mentioned (n=18) as having heavier traffic now.

“Very significant increase in traffic along George Street turning left to go up Lansdown. The profile at the junction makes it risky for those turning left because it’s quite common for a vehicle going straight on to cut into the path of the left lane.”

“Traffic is now heavier on George Street due to local traffic not being able to use local roads and being forced to sit in through traffic.”

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

Forty-one comments mentioned that air pollution had increased as a result of increased traffic on other roads and longer driving distances.

“I used the roads as my business is in George Street and the extra miles I have to travel forces me to pollute areas that I never polluted before.”

“Traffic pollution is worse near my house due to increased traffic congestion in the area as traffic is being prevented moving freely north through the city.”

Again, George Street was mentioned most often as having worsened air pollution due to the perceived increase in congestion.

"The traffic and pollution has definitely increased along George Street and all routes around the restricted areas. This is detrimental to people living, working or walking along these routes to say nothing of how off-putting it is to people trying to visit Bath for shopping etc."

Restrictions have increased journey times

Thirty-nine responses provided noted the ETRO had increased journey times, including for local residents who use their cars as part of their daily routine.

"It added 15 mins more time for driving to town and back [from where I live]."

"It has created a rat run through the quieter streets and has added 10 minutes to my journey to and from school as we are now locked into an area and traffic has increased on the periphery roads causing more pollution."

Taxi and public transport users also commented on longer journey times.

"This trial has not taken into account the ability for taxi drivers to navigate the city centre and get back to waiting customers at ranks. If a customer needs to go to the Circus the customer may not get there as quick and also the driver will then not be able to use Milsom St via John St. This is a vital route for the driver who needs to get around traffic to provide a good service"

"My son waited 45 minutes for a bus, only to be stuck on George Street for more than 15 minutes. What used to be a journey of less than 30 minutes has now turned into an ordeal of over an hour."

Restrictions should be removed/are not wanted/it was fine the way it was

Twenty-four responses said that the restrictions should be removed because they weren't needed in the first place or that the money is better spent elsewhere.

"Once again there was no need to introduce this scheme! A waste of money! Traffic flow is like water flow - if you block one route the traffic doesn't simply disappear it just makes other routes more congested!"

Restrictions will only benefit a few people but inconvenience many

In their comments, 14 respondents said that not many people were benefiting from the changes made by the trial. Some said that the Council may be showing favouritism to wealthier residents.

"It makes a few streets nice at the detriment of loads of others."

"You have simply made already quiet streets even quieter for the benefit of some of the richest and most privileged residents of Bath."

Restrictions have made walking/cycling less safe on surrounding roads

There were 15 comments that included concerns over safety for walkers or cyclists, and many suggesting that reduced safety is due to the increase in traffic.

"Traffic is pushed onto already congested & polluted roads, causing traffic delays, driver aggression, higher levels of pollution, & making it more unsafe to cycle in the area."

Some comments suggested that pedestrians and cyclists are less safe due to driver behaviour attempting to get around the restrictions.

"Cars routinely ignore the left only sign at the bottom of Gay Street with George St. There are obviously fewer cars on the Circus, Brock St etc BUT it actually feels less safe walking and crossing the roads because the traffic is travelling faster in order to get around the restricted areas. Alfred St and Bennett St are a nightmare to cross on foot."

3.7.3 Effects on specific roads in the area

In total 25 comments were received about a positive impact on specific roads and 41 were received about negative impacts. The main themes are shown in Table 10.

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

Road named in comment	Positive impact	Negative impact
Base (number)	25	41
Gay Street	17	16
George Street	3	18
The Circus	15	5
Lansdown Road	3	6
Marlborough Buildings	1	6
Queen Square	2	5
Julian Road/Brunswick Place	0	5
Lansdown Crescent/Lansdown Place East & West	1	2
References other road/street/avenue	4	13

Gay Street

Gay Street was commented on most of all (n=17) as a street with a positive impact, however almost as many felt it had been negatively impacted (n=16). Positive comments included that the road was quieter, safer and encouraged active travel.

"I cycle to and from my home 5 days per week and I find the changes very beneficial for this (safer, efficient, nicer)."

"Prior to the trial, Gay Street (north) was subject to a constant stream of speeding traffic, travelling up towards The Circus and using Gay Street as a cut through. This has been completely stopped."

Negative comments about Gay Street mainly mentioned issues with crossing George Street near the Gay Street junction or that signage is not being adhered to, creating congestion.

"It's been noticeably more difficult to cross the road at the Gay Street/George Street junction due to the now constant flow of traffic. Before this trial there

would be gaps in the traffic....but now there is a steady flow around the corner."

"At least half of the vehicles that go down Gay Street do not turn left but continue to cross into lower Gay Street, despite the new signage. This means traffic continues to tail back in Upper Gay Street."

Some respondents said that Gay Street was the only road benefiting from the trial and that while they acknowledge an improvement on Gay Street, they do not necessarily support the scheme because of negative impacts on other roads.

"There has been no positive impact to any road, unless you happen to live on Gay Street and enjoy making everyone else's lives more difficult and forcing people to sit in longer traffic jams elsewhere."

Respondents also mentioned that drivers were ignoring the restrictions on Gay Street which reduced the impact of the trial.

"I notice that cars travelling south on Gay Street simply ignore the road signs and continue to cross over so as to get on to Queen Square."

The Circus

Fifteen comments were provided about positive impacts for The Circus such as safety and reduced traffic.

"Travelling north on Gay Street to The Circus is safer for pedestrians. Most drivers wouldn't indicate left to travel on to Gay Street which made it a lottery when trying to cross."

George Street

As mentioned previously, George Street was mentioned most often as having been negatively impacted by the restrictions (n=18). The main observation was the increase in traffic and therefore congestion and air pollution along the road.

"Going along George Street, waiting at traffic lights and going up Lansdown Road instead adds about 10 minutes to my journey (plus all the increased traffic emissions for those living, working and walking in these areas."

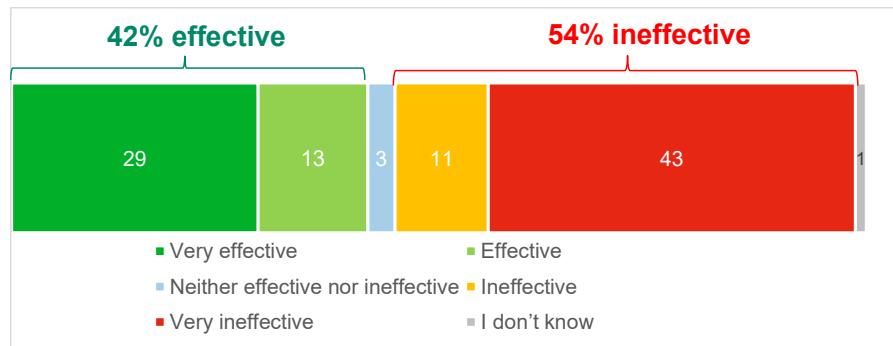
4. Summary: Effectiveness of the trial

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

4.1 Effectiveness of the restrictions

There was a mixed view of whether the new restrictions were effective in achieving the aims of the trial. 42% considered they were effective and 54% ineffective.

Figure 9: Effectiveness of the new restrictions in Gay Street in achieving the aims of the trial (%)



Base: All responses received: n=156 (excludes all who answered 'not applicable')

Nearly all (97%) of those who supported the trial becoming permanent felt that the restrictions were effective or very effective, with most feeling they were very effective (75%). Nearly all of those who objected (86%) felt the restrictions were ineffective or very ineffective, with most feeling they were very ineffective (69%).

Table 11A: Support or object to making the trial permanent: Effectiveness of the new restrictions in Gay Street in achieving the aims of the trial

	Support (%)	Object (%)
Base: All responses (number)	59	94
Very effective	75	1
Effective	22	5
Neither effective nor ineffective	0	5
Ineffective	2	17
Very ineffective	2	69
I don't know	0	2

All those who selected not applicable for this question have not been included
Low base size for those who lived in the trial area, data should be treated as indicative

Around three quarters (71%) of those who lived in the trial area felt the restrictions were effective or very effective (29% felt they were ineffective or very ineffective). Similarly, over half (58%) of those who lived outside the trial area felt the restrictions were ineffective.

Table 11B: Lived in or outside the trial area: Effectiveness of the new restrictions in Gay Street in achieving the aims of the trial (%)

	Lived in trial area (%)	Lived outside the trial area (%)
Base: All responses (number)	24	132
Very effective	58	23
Effective	13	13
Neither effective nor ineffective	0	4
Ineffective	4	12
Very ineffective	25	46
I don't know	0	2

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

Due to the low base size for those who lived in the trial area, the data should be treated as indicative

Appendix A Questionnaire

Gay Street 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. 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 equalities questions.

A description of how we will use and protect your data is provided in our [privacy notice](#).

About your interest in the Gay Street trial

For the purposes of this questionnaire, '**the trial area**' includes the following streets: Alfred Street, Bartlett Street, Bennett Street, Brock Street, Edgar Mews, Gay Street (north of the junction with George Street), Gay Street (south of the junction with George Street), George Street, Miles's Buildings, Saville Row, The Circus

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>

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

- Alfred Street
- Bartlett Street
- Bennet Street
- Brock Street
- Edgar Mews
- Gay Street (north of the George St junction)
- Gay Street (south of the George St junction)
- George Street
- Miles's Buildings
- Saville Row
- The Circus
- Other

Name of road:

Do you have school-age children living with you?

Yes

No

If yes, please tell us which school(s) they go to:

About your frequency of use before the trial

Before the trial, how often would you travel north along this stretch of Gay Street (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 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

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
- 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 Gay Street and The Circus (specifically).

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

I don't know

The trial means that Gay Street and The Circus 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 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 due to the trial? Please tick all that apply.

View a map of the trial area.

- Alfred Street
- Edgar Mews
- Bartlett Street
- Bennet Street
- Brock Street
- Gay Street (north of the George St junction)
- Gay Street (south of the George St junction)
- George Street
- Julian Road
- Lansdown (Belmont)
- Lansdown (Belvedere)
- Lansdown Road
- Marlborough Lane/Buildings
- Morford Street
- Queens Square
- The Paragon
- 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 both inside and outside of the trial area do you feel have had negative impacts due to the trial? Please tick all that apply.

View a map of the trial area.

- Alfred Street
- Edgar Mews
- Bartlett Street
- Bennet Street
- Brock Street
- Gay Street (north of the George St junction)
- Gay Street (south of the George St junction)
- George Street
- Julian Road
- Lansdown (Belmont)
- Lansdown (Belvedere)
- Lansdown Road
- Marlborough Lane/Buildings

- Morford Street
- Queens Square
- The Paragon
- 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.

In your opinion, how effective are the new restrictions in Gay Street (including the no entry into Gay Street and the left-only turn into George Street when exiting Gay Street) 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

Gay Street is one of three, linked trials in Lower Lansdown, also including through-traffic restrictions in Catharine Place 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 residential area 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 this 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 Catharine Place 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 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:

- Alfred Street
- Edgar Mews
- Bartlett Street
- Bennet Street
- Brock Street
- Gay Street (north of the George St junction)
- Gay Street (south of the George St junction)
- George Street
- Miles's Buildings
- Saville Row
- The Circus
- 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)?

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 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

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 (n)	Lived outside the trial area (n)	Total (n)
Total comments received	25	113	138
Traffic/congestion has increased elsewhere	7	75	82
Air pollution has increased on other roads which cars are using more	2	39	41
Restrictions have increased journey times	4	35	39
Traffic will/has reduced/calmed down	8	21	29
Restrictions will/have made the neighbourhood feel more pleasant	11	16	27
Restrictions should be removed/are not wanted/it was fine the way it was	2	22	24
Restrictions have failed to achieve the desired effects of the proposals	3	18	21
It will be/it is safer to walk	10	10	20
It will be/it is safer to cycle	7	12	19
Drivers are not obeying the restrictions/driving dangerously	5	10	15
Restrictions have made walking/cycling less safe on surrounding roads	2	13	15
Restrictions will only benefit a few people but inconvenience many	0	14	14
No right turn is too restricting for residents of the area	4	10	14
Supports further traffic calming measures in the surrounding area	7	6	13
Restrictions have made driving less safe on other roads	3	9	12
Knock on effects have not been considered (general comment)	0	10	10
Restrictions have/will have a negative impact on businesses in the area	0	10	10
Proposals are a waste of time/money/resources	0	10	10
Restrictions have had a positive impact (general comment)	6	3	9

Theme	Lived in the trial area (n)	Lived outside the trial area (n)	Total (n)
Some people are reliant on using their cars/driving/alternative options are not suitable	2	7	9
Traffic noise will/has reduced	5	3	8
Other traffic calming measures could have been used instead	1	7	8
Safety in the area has improved (general comment)	5	2	7
Restrictions will/have reduced air pollution	4	2	6
Restrictions have made the neighbourhood feel safer	6	0	6
Restrictions have made the surrounding area feel less pleasant	0	6	6
Signage is confusing/roads are difficult to navigate	1	5	6
Restrictions will/has meant more people will walk/cycle/use active travel	3	2	5
Restrictions have made driving less pleasant	1	4	5
Enforcement of the no right turning needs strengthening	0	4	4
Drivers have adjusted to the measures already	3	0	3
Opposes the proposal (general comment)	1	2	3
Restrictions should be elsewhere/ different to current ones	0	3	3
Walking/cycling usage will not increase/has decreased because of the restrictions	0	3	3
Noise has increased elsewhere	0	3	3
Restrictions have affected ability to park vehicles	2	1	3
Restrictions have made the surrounding area more dangerous/unsafe (general comment)	1	2	3
I have seen no change	1	2	3
Restrictions have increased traffic flow past schools	0	2	2
Improved public transport is needed	0	2	2
Support the proposal (general comment)	1	0	1
Consultation is biased/leading/unclear	0	1	1
Other reason for opposing/disagreeing with the trial becoming permanent	0	1	1

Appendix C Impact of the trial on the area by location

These tables 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 in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	17	71%	33	25%	50	32%
Agree	1	4%	9	7%	10	6%
Neither agree nor disagree	0	0%	11	8%	11	7%
Disagree	2	8%	20	15%	22	14%
Strongly disagree	4	17%	60	45%	64	41%
I don't know	0	0%	0	0%	0	0%
Total	24	100%	133	100%	157	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 in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	17	71%	35	26%	52	33%
Agree	0	0%	8	6%	8	5%
Neither agree nor disagree	0	0%	20	15%	20	13%
Disagree	3	13%	21	16%	24	15%
Strongly disagree	4	17%	49	37%	53	34%
I don't know	0	0%	0	0%	0	0%
Total	24	100%	133	100%	157	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 Gay Street 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	16	67%	36	27%	52	33%
Agree	1	4%	10	8%	11	7%
Neither agree nor disagree	1	4%	17	13%	18	11%
Disagree	2	8%	21	16%	23	15%
Strongly disagree	4	17%	47	35%	51	32%
I don't know	0	0%	2	2%	2	1%
Total	24	100%	133	100%	157	100%

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

Table C4: The trial means that Gay Street 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	17	71%	34	26%	51	32%
Agree	0	0%	11	8%	11	7%
Neither agree nor disagree	1	4%	18	14%	19	12%
Disagree	2	8%	24	18%	26	17%
Strongly disagree	4	17%	43	32%	47	30%
I don't know	0	0%	3	2%	3	2%
Total	24	100%	133	100%	157	100

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

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

Commented [OL1]: add space after colon

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	7	29%	68	53%	75	49%
Agree	2	8%	14	11%	16	10%
Neither agree nor disagree	5	21%	16	12%	21	14%
Disagree	1	4%	14	11%	15	10%
Strongly disagree	9	38%	17	13%	26	17%
I don't know	0	0%	0	0%	0	0%
Total	24	100%	129	100%	153	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	4	17%	56	43%	60	39%
Agree	2	8%	25	19%	27	17%
Neither agree nor disagree	7	29%	20	15%	27	17%
Disagree	2	8%	12	9%	14	9%
Strongly disagree	9	38%	16	12%	25	16%
I don't know	0	0%	2	2%	2	1%
Total	24	100%	131	100%	155	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	8	7%	8	7%
Agree	N/A	N/A	11	10%	11	10%
Neither agree nor disagree	N/A	N/A	15	13%	15	13%
Disagree	N/A	N/A	23	20%	23	20%
Strongly disagree	N/A	N/A	56	50%	56	50%
I don't know	N/A	N/A	0	0%	0	0%
Total	N/A	N/A	113	100%	113	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	12	55%	29	23%	41	28%
Agree	1	5%	6	5%	7	5%
Neither agree nor disagree	4	18%	9	7%	13	9%
Disagree	2	9%	15	12%	17	11%
Strongly disagree	3	14%	67	53%	70	47%
I don't know	0	0%	1	1%	1	1%
Total	22	100%	127	100%	149	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 in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	6	60%	13	17%	19	22%
Agree	1	10%	1	1%	2	2%
Neither agree nor disagree	0	0%	6	8%	6	7%
Disagree	2	20%	8	11%	10	12%
Strongly disagree	1	10%	48	63%	49	57%
I don't know	0	0%	0	0%	0	0%
Total	10	100%	76	100%	86	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 in trial area	Lived outside trial area	Lived outside trial area	Total response	Total response
	N	%	N	%	N	%
Strongly agree	14	67%	29	24%	43	30%
Agree	1	5%	16	13%	17	12%
Neither agree nor disagree	0	0%	15	12%	15	10%
Disagree	4	19%	16	13%	20	14%
Strongly disagree	1	5%	45	37%	46	32%
I don't know	1	5%	2	2%	3	2%
Total	21	100%	123	100%	144	100%

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

Appendix D Impact of the trial on the area by level of support

These tables 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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	49	83%	0	0%	1	1%	50	32%
Agree	7	12%	2	67%	1	1%	10	6%
Neither agree nor disagree	2	3%	0	0%	9	9%	11	7%
Disagree	1	2%	0	0%	21	22%	22	14%
Strongly disagree	0	0%	1	33%	63	66%	64	41%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	59	100%	3	100%	95	100%	157	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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	51	86%	0	0%	1	1%	52	33%
Agree	4	7%	2	67%	2	2%	8	5%
Neither agree nor disagree	3	5%	0	0%	17	18%	20	13%
Disagree	1	2%	0	0%	23	24%	24	15%
Strongly disagree	0	0%	1	33%	52	55%	53	34%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	59	100%	3	100%	95	100%	157	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 Gay Street specifically

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	50	85%	0	0%	2	2%	52	33%
Agree	6	10%	2	67%	3	3%	11	7%
Neither agree nor disagree	3	5%	0	0%	15	16%	18	11%
Disagree	0	0%	0	0%	23	24%	23	15%
Strongly disagree	0	0%	1	33%	50	53%	51	32%
I don't know	0	0%	0	0%	2	2%	2	1%
Base	59	100%	3	100%	95	100%	157	100%

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

Table D4: The trial means that Gay Street specifically is a quieter, more pleasant place to live or visit

Level of agreement	Support Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	50	85%	0	0%	1	1%	51	32%
Agree	7	12%	2	67%	2	2%	11	7%
Neither agree nor disagree	2	3%	0	0%	17	18%	19	12%
Disagree	0	0%	0	0%	26	27%	26	17%
Strongly disagree	0	0%	1	33%	46	48%	47	30%
I don't know	0	0%	0	0%	3	3%	3	2%
Base	59	100%	3	100%	95	100%	157	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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	0	0%	2	67%	73	77%	75	49%
Agree	3	5%	1	33%	12	13%	16	10%
Neither agree nor disagree	16	29%	0	0%	5	5%	21	14%
Disagree	12	22%	0	0%	3	3%	15	10%
Strongly disagree	24	44%	0	0%	2	2%	26	17%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	55	100%	3	100%	95	100%	153	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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	2	4%	2	67%	56	59%	60	39%
Agree	1	2%	1	33%	25	26%	27	17%
Neither agree nor disagree	19	33%	0	0%	8	8%	27	17%
Disagree	9	16%	0	0%	5	5%	14	9%
Strongly disagree	24	42%	0	0%	1	1%	25	16%
I don't know	2	4%	0	0%	0	0%	2	1%
Base	57	100%	3	100%	95	100%	155	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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	1	3%	0	0%	7	9%	8	7%
Agree	1	3%	0	0%	10	14%	11	10%
Neither agree nor disagree	3	8%	0	0%	12	16%	15	13%
Disagree	6	17%	0	0%	17	23%	23	20%
Strongly disagree	25	69%	3	100%	28	38%	56	50%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	36	100%	3	100%	74	100%	113	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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	39	70%	0	0%	2	2%	41	28%
Agree	7	13%	0	0%	0	0%	7	5%
Neither agree nor disagree	7	13%	1	33%	5	6%	13	9%
Disagree	2	4%	0	0%	15	17%	17	11%
Strongly disagree	0	0%	2	67%	68	76%	70	47%
I don't know	1	2%	0	0%	0	0%	1	1%
Base	56	100%	3	100%	90	100%	149	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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	17	89%	0	0%	2	3%	19	22%
Agree	1	5%	0	0%	1	2%	2	2%
Neither agree nor disagree	1	5%	1	50%	4	6%	6	7%
Disagree	0	0%	0	0%	10	15%	10	12%
Strongly disagree	0	0%	1	50%	48	74%	49	57%
I don't know	0	0%	0	0%	0	0%	0	0%
Base	19	100%	2	100%	65	100%	86	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 Number	%	Neither Number	%	Object Number	%	Total Number	%
Strongly agree	41	76%	0	0%	2	2%	43	30%
Agree	8	15%	0	0%	9	10%	17	12%
Neither agree nor disagree	3	6%	1	33%	11	13%	15	10%
Disagree	1	2%	0	0%	19	22%	20	14%
Strongly disagree	1	2%	2	67%	43	49%	46	32%
I don't know	0	0%	0	0%	3	3%	3	2%
Base	54	100%	3	100%	87	100%	144	100%

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

