

# **Lower Lansdown and The Circus Liveable Neighbourhood**

## **Traffic Monitoring**

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# Lower Lansdown and The Circus Liveable Neighbourhood

## Traffic Monitoring

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# Glossary

Term	Definition
Active Travel	Walking, cycling and wheeling (wheelchair, mobility scooter, buggy etc.).
Automatic Number Plate Recognition (ANPR)	Cameras which can record the registration plates of individual vehicles passing a camera location and record the length of time it takes a vehicle to travel between cameras in two locations.
Automatic Traffic Counter (ATC)	A temporary counter that is laid in the road, made up of two rubber tubes and a control unit. It records the number of vehicles; the types of vehicles; and the speeds of vehicles.
Baseline Traffic Data	Traffic and active travel flows, vehicle turning counts, and vehicle speed data collected by a third party on behalf of the Council before the installation of the through-traffic restriction trial. It allows a comparison to be made with the same traffic flow and speed data collected during the trial (post-installation).
Experimental Traffic Regulation Order (ETRO)	A temporary legal arrangement used to trial changes to the road network, such as through-traffic restrictions.
Link	A road, or a section of a road between junctions, for example Lansdown Road (Belmont) between Bennett Street and Alfred Street.
Link Count	The observed or recorded volume of motor vehicles on a roadway connecting two nodes (e.g. intersections, junctions or other points of interest). Expressed as the number of vehicles recorded during the stated time-period. Including OGVs, LGVs, car, bus, and motorcycle.
Liveable Neighbourhood	An area identified under the Council's Liveable Neighbourhood programme where plans are in place for improved residential streets which encourage safe, active and more sustainable forms of travel, such as walking, wheeling and cycling.
Max (Maximum)	The largest value recorded during a particular survey or set of surveys.
Mean	The average of a set of numbers, calculated by adding up all the numbers and dividing this value by the quantity of numbers. It is the most used type of average but can be skewed by unusually small or unusually large numbers in the dataset.
Median	The average of a set of numbers, calculated by taking the middle value of the set of numbers. It is a less commonly used type of average however it is less susceptible to be skewed by unusual values in a limited dataset.
Passenger Car Units (PCUs)	A common unit of traffic with different vehicle types expressed as a factor of one car, for example a heavy goods vehicle is considered to comprise 2.3 PCUs for analytical purposes.

Term	Definition
Permanent Traffic Counter	A counter that is installed on a long-term basis to record monthly or annual trends in traffic flows and speeds, typically formed of magnetic loops in the ground with an associated counting device.
Post-Installation (In-trial) Traffic Data	Traffic flow and speed data collected after the installation of the through-traffic restriction/during the trial that enables comparison with traffic flow and speed data collected before the trial was installed (baseline data).
Temporary camera survey	A temporary traffic count which can record different users, such as pedestrians, cyclists and vehicles, via video survey.
Temporary radar survey	A temporary traffic count undertaken using a radar device which can detect the quantity of vehicles and the speeds at which they are travelling.

# 1 Introduction

## 1.1 Overview

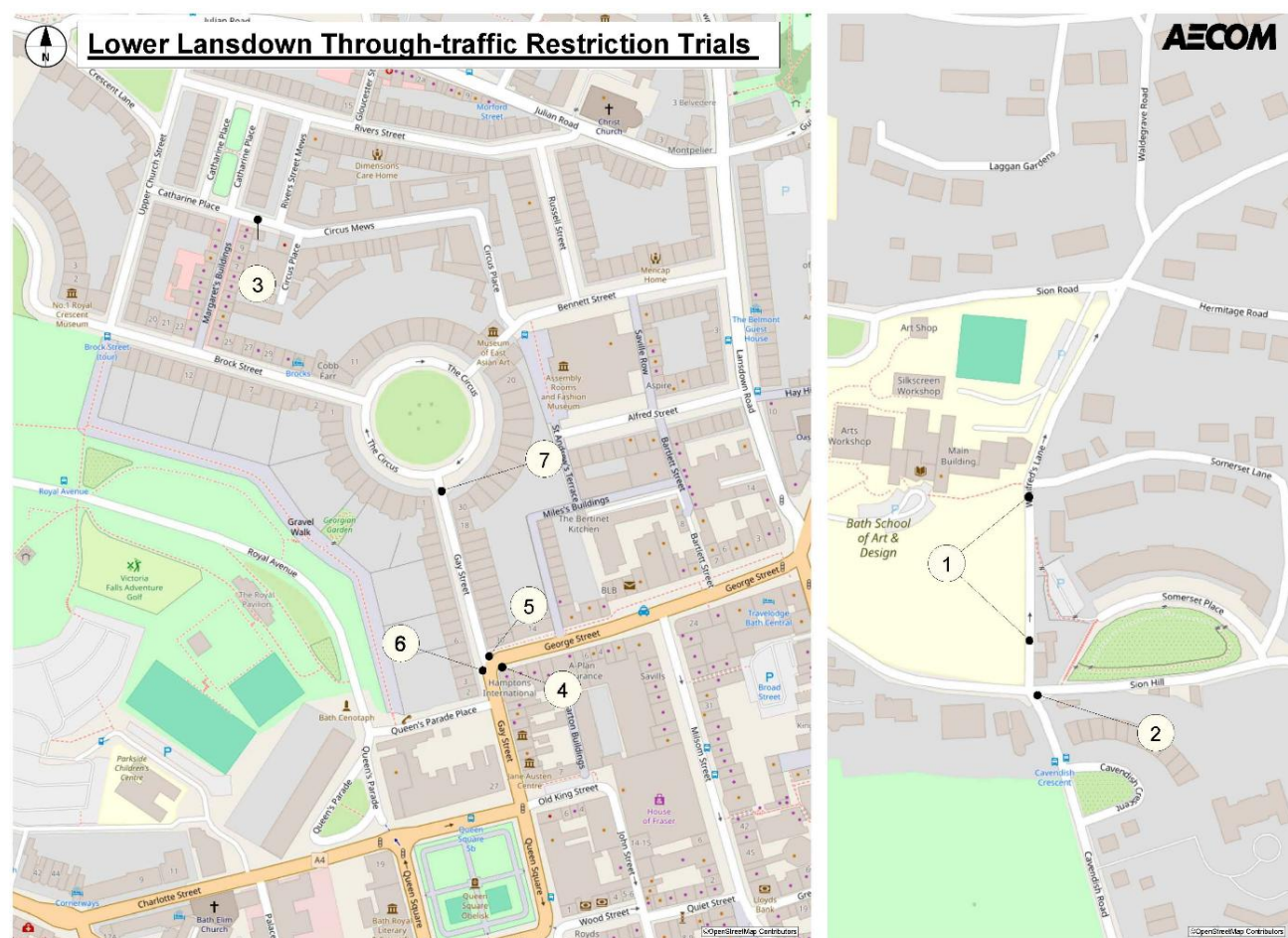
- 1.1.1 This report has been prepared by Arcadis on behalf of Bath & North East Somerset Council (B&NES). It presents a comparison of traffic data collected before and after three, linked through-traffic restriction trials were installed on Catharine Place, Gay Street and Winifred's Lane in November 2024 as part of the Lower Lansdown and The Circus Liveable Neighbourhood (LN).
- 1.1.2 The purpose of the report is to understand how traffic and active travel flows changed following the introduction of the trial.

## 1.2 The Trial

- 1.2.1 The three, linked through-traffic restrictions were installed under a single Experimental Traffic Regulation Order (ETRO) in November 2024 for an initial period of six months. The measures listed and numbered below relate to the numbers on the map illustrated in Figure 1:
  - 1. A through-traffic restriction on Winifred's Lane comprising one set of bollards placed just north of Holywell House and one set of bollards placed just south of Somerset Lane
  - 2. A no right turn into Sion Hill (east) from the top of Cavendish Road applying to motor vehicles but not cyclists
  - 3. A through-traffic restriction on Catharine Place comprising of a set of bollards between the junctions of Margaret's Buildings and River Street Mews
  - 4. A no-entry into Gay Street (north) from the George Street (A4) junction applying to all northbound vehicles but not cyclists
  - 5. A left-turn-only into George Street for vehicles exiting this upper stretch of Gay Street. Additionally, a contraflow bike lane and pedestrian island crossing was installed at the foot of Gay Street (north).
  - 6. Vehicles prohibited from travelling south towards Queen Square when exiting the upper stretch of Gay Street
  - 7. Two-way traffic is maintained but with entry only via The Circus



Figure 1 Lower Lansdown Through-Traffic Restriction Trials



1.2.2 The trials in Winifred's Lane, Catharine Place and Gay Street have been introduced under the Council's **LN programme**. In line with the broader objectives of the LN programme, the restrictions aim to:

- Reduce excessive traffic in this central, residential area,
- Discourage commuter traffic using residential streets in the area as a short cut to and from the A46/M4,
- Keep through-traffic on the main road and disperse local traffic across a wider area, and
- Create safer routes for walking and cycling through the area.

1.2.3 Before the trial was installed at the beginning of November, and until 16th December 2023, the Council placed temporary variable message signs at the junction of Weston Road and Cavendish Road for motorists approaching from the west, south and east. These informed motorists of the no-through-route to Lansdown using Cavendish Road/Winifred's Lane.

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

1.2.5 The trial does not restrict vehicular access to homes or businesses, but it may require drivers to take alternative routes.

## 1.3 Description of Trials

- 1.3.1 Under the trial, through-traffic restrictions (two rows of bollards across the road) were installed on Winifred's Lane, placed just south of Somerset Lane and just north of Sion Hill. The aim of this trial was to sever a popular short cut taken by motorists along Cavendish Road and Winifred's Lane to avoid the main roads including Lansdown Road and/or Julian Road. Along with a through-traffic restriction (row of bollards) the council introduced a no right turn into Sion Hill (east) that also feeds into Lansdown Road, (albeit further south) to reduce northbound short-cuts via Cavendish Road.
- 1.3.2 The area has several private schools and a Bath Spa University campus to the north of Cavendish Road and Winifred's Lane, drawing pupils, students and visitors from around the city. Traffic and active travel were monitored in the private-school holiday and all-school holidays during the first two weeks in April, respectively, to measure the impact of the school-run.
- 1.3.3 A row of bollards was also placed on Catharine Place in Lower Lansdown between the junction of Rivers Street Mews and Margaret's Buildings.
- 1.3.4 Additionally, traffic restrictions were applied to Gay Street (north) at its junction with George Street. This included no access to Gay Street (north) from the A4 Gay Street (south) and no-exit from Gay Street (north) to A4 Gay Street (south). Under the restrictions, motor vehicles can enter and exit Gay Street (north) via The Circus and exit by turning left onto the A4 George Street.
- 1.3.5 During the trial, a contraflow bike lane and pedestrian island crossing were also installed at the foot of Gay Street (north) where the junction was narrowed. The aim is to sever a direct north-south short cut for motor vehicles through the historic centre of Bath and improve access for cyclists and pedestrians through the area.



## 2 Traffic Monitoring

### 2.1 Overview

- 2.1.1 This chapter sets out the purpose of the traffic monitoring; details of the traffic data collected before and after the implementation of restrictions; and the method that has been used to analyse the traffic data.

### 2.2 Purpose of Traffic Monitoring

- 2.2.1 The purpose of the baseline (pre-installation) and in-trial surveys is to understand how traffic flows in the local area have changed since the implementation of the trials on Winifred's Lane, Gay Street and Catharine Place, as described above in Section 1.2.

### 2.3 About the Monitoring

- 2.3.1 The legal order for the scheme came into effect on 1<sup>st</sup> November 2024 and the consultation for the through-traffic restriction trial was in effect from 1 November 2024 to 30 April 2025. Construction of all trials was complete by 6 November 2024.
- 2.3.2 Baseline data was collected in 2023 in and around the area in anticipation of the trials. The data was collected during:
- 6<sup>th</sup> November to 13<sup>th</sup> November 2023
  - 15<sup>th</sup> November to 21<sup>st</sup> November 2023
  - 30<sup>th</sup> November to 1<sup>st</sup> December 2023.
- 2.3.3 The baseline data gathered average daily counts over the course of seven consecutive days.
- 2.3.4 Additionally, baseline data was collected for Somerset Lane in the Winifred's Lane area on seven consecutive days from 4<sup>th</sup> June 2024 to 10<sup>th</sup> June 2024.
- 2.3.5 In-trial traffic data was collected over the course of seven consecutive days during the following dates:
- 8<sup>th</sup> November – 14<sup>th</sup> November 2024
  - 31<sup>st</sup> January – 6<sup>th</sup> February 2025
  - 7<sup>th</sup> March – 13<sup>th</sup> March 2025
  - 28<sup>th</sup> March – 3<sup>rd</sup> April 2025
  - 8<sup>th</sup> April – 14<sup>th</sup> April 2025.
- 2.3.6 By comparing in-trial average daily counts with baseline data, the impacts of the trial can be considered.
- 2.3.7 Monitoring was conducted outside of school holidays as per usual practice, except for 28<sup>th</sup> March – 3<sup>rd</sup> April 2025 (private school holidays) and 8<sup>th</sup> – 14<sup>th</sup> April 2025 (private and state school holidays) for the purpose of analysing the impact of private and state school traffic local to the area.

## 2.4 Method

- 2.4.1 A range of data was collected during baseline and in-trial periods, as summarised in Table 1 and with locations presented later on maps in Figure 2, Figure 3 and Figure 4. The table includes the acronyms 'ATC' for Automatic Traffic Count, and 'ANPR', for Automatic Number Plate Recognition, which are types of data collection explained in more detail in the paragraphs following the table.
- 2.4.2 Table 1 shows variance in baseline dates between sites and some slight variance in in-trial dates for November 2024. This is due to a range of factors including roadworks, contractor and equipment availability.

Table 1 Baseline and In-trial Data Collection Methodology

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Motor Vehicle Counts						
Bennett Street, between Circus Place and Russell Street	L10	ATC8	Link Count	ATC	15/11/2023 - 21/11/2023	08/11/2024 - 14/11/2024 10/02/2025 - 16/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 13/04/2025
Brock Street, between Upper Church Street and Margaret's Buildings	L12	ATC7	Link Count	ATC	15/11/2023 - 21/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	ATC2	Link Count	ATC	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Crescent Lane, between Julian Road and Upper Church Street	L14	ATC4 / ATC5	ATC	ATC	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Gloucester Street, between Julian Road and Rivers Street	L6	ATC11	Link Count	ATC	15/11/2023 - 21/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Julian Road, between Crescent Lane and Northampton Street	L16		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Lansdown Crescent / Lansdown Place East	L3a		Radar Survey		07/12/2023 - 13/12/2023	

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Lansdown Lane, between Beresford Gardens and Leighton Road	L17		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Lansdown Road, between Lansdown Park and Fonthill Road	L18		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Lansdown Road (Belmont), between Bennett Street and Alfred Street	L11		Link Count	Link Count	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Morford Street, between Lansdown Road and Julian Road	L7	ATC12	Link Count	ATC	30/10/2023 - 12/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Rivers Street, between Gloucester Street and Russell Street	L8	ATC5 / ATC6	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Russell Street between Rivers Street and Bennett Street	L9	ATC8 / ATC9	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Sion Hill (East), between Cavendish Road and Somerset Place	L3	ATC3	ATC	ATC	N/A	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Sion Road, between Sion Hill (West) and The Gardens (Bath Spa University Campus)	L5	ATC1	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Somerset Lane, between Winifred's Lane and Somerset Place	L2	ATC1 / ATC4	ATC	ATC	04/06/2024 - 10/06/2024	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Upper Church Street, between Julian Road and Rivers Street	L15	ATC9 / ATC10	ATC	ATC	07/11/2023 - 13/11/2023	07/11/2024 - 15/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 14/04/2025
Winifred's Lane (North), between Somerset Lane and Sion Road	L1a		N/A	Link Count inc. active travel	N/A	31/01/2025 - 06/02/2025
Winifred's Lane (South), between Sion Hill and Somerset Lane	L1		Link Count inc. active travel	Link Count inc. active travel	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
<b>Travel Times on Roads</b>						
A4 Gay Street, between George Street and Queen Square	TTL8		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
A4 George Street, between Gay Street and Lansdown Road	TTL7		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Bennett Street, between Lansdown Road and The Circus	TTL10		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Brock Street, between The Circus and Upper Church Street	TTL11		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Cavendish Road, between Sion Hill and Weston Road	TTL17		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Crescent Lane, between Julian Road and Upper Church Street	TTL13		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Gay Street, between The Circus and George Street	TTL9		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Julian Road, between Crescent Lane and Morford Street	TTL14		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Julian Road, between Morford Street and Lansdown Road	TTL15		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025

Location	Reference	ATC No.	Baseline Method	In-trial Method	Baseline Dates	In-Trial Dates
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	TTL19		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Bennett Street and George Street	TTL6		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between College Road and Sion Road	TTL1		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Julian Road and Bennett Street	TTL5		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Morford Street and Julian Road	TTL4		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Morford Street and Lansdown Place East	TTL3		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Lansdown Road, between Sion Road and Lansdown Place East	TTL2		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Morford Street, between Lansdown Road and Julian Road	TTL16		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Hill, between Sion Road and Winifred's Lane	TTL21		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Hill, between Winifred's Lane and Somerset Place	TTL18		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Road, between Lansdown Road and Winifred's Lane	TTL23		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Sion Road, between Sion Hill and Winifred's Lane	TTL22		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Upper Church Street, between Brock Street and Crescent Lane	TTL12		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
Winifred's Lane, between Sion Hill and Sion Road	TTL20		GPS Tracking Data	GPS Tracking Data	01/03/2024 - 31/03/2024	01/03/2025 - 31/03/2025
<b>Active Travel Counts</b>						
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13		Link Count inc. Active Travel	Link Count inc. Active Travel	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025
Winifred's Lane (South), between Sion Hill and Somerset Lane	L1		Link Count inc. active travel	Link Count inc. active travel	07/11/2023 - 13/11/2023	08/11/2024 - 14/11/2024 31/01/2025 - 06/02/2025 07/03/2025 - 13/03/2025 28/03/2025 - 03/04/2025 08/04/2025 - 14/04/2025

Note: Some ATC Nos. vary due to re-siting of survey equipment and changes in survey methodologies between monitoring periods.

## Baseline

2.4.3 Baseline data was collected across the Lansdown area, including on the three linked trial streets and on surrounding residential streets and main roads that might also benefit from the trials or carry potential displacement traffic during the trials. The baseline monitoring was conducted during the periods of:

- 7<sup>th</sup> November 2023 to 13<sup>th</sup> November 2023
- 15<sup>th</sup> November 2023 to 21<sup>st</sup> November 2023
- 30<sup>th</sup> November 2023 to 1<sup>st</sup> December 2023
- 7<sup>th</sup> December 2023 to 13<sup>th</sup> December 2023
- 3<sup>rd</sup> June 2024 to 11<sup>th</sup> June 2024

2.4.4 The following baseline data was collected:

- Motor vehicle traffic flow data from Automatic Traffic Counters (ATCs), permanent survey sites, and temporary radar surveys.
- Motor vehicle and active travel traffic flow data from temporary camera surveys.
- Motor vehicle turning count data (i.e. nos. of vehicles turning into a junction) using temporary camera surveys

2.4.5 In addition, baseline ATC data was also collected for the month of June 2024 for Somerset Lane.

2.4.6 The above surveys are described in more detail in the sections that follow.

## Motor Vehicle Traffic Flows

2.4.7 The position of monitors to measure traffic flow in the area, plus the methods used and the dates that the monitoring was conducted, are described in Table 1. The motor vehicle traffic surveys recorded the following vehicle types:

- Motorcycles
- Cars
- Light goods vehicles (vans)
- Heavy good vehicles (lorries)
- Buses and coaches

2.4.8 Most baseline counts were conducted using ATCs and Link Counts (video survey) except Sion Hill (East) (L3), which was conducted using junction turning counts.

2.4.9 All baseline counts were undertaken in November 2023 except for Somerset Lane which was undertaken in June 2024 which was added on request.

2.4.10 All baseline counts were undertaken for continuous 24-hour periods, apart from L1 and L13 (Winifred's Lane (South) and Catharine Place) which were conducted during 0600-2200. These counts were undertaken via temporary camera survey in order to capture active travel movements. The cameras did not record for 24 hours therefore the data was recorded for the hours 0600-2200 daily.

## Active Travel Flows

- 2.4.11 A baseline survey of active travel flows was conducted using temporary camera surveys on Catharine Place (between Margarets Buildings and Rivers Street Mews, and on Winifred's Lane (between Somerset Lane and Sion Hill) from 7<sup>th</sup> to the 13<sup>th</sup> of November 2023.
- 2.4.12 In addition, cyclist flows on Gay Street (North) have been derived from the turning count data recorded at the junction of the A4 Gay Street / A4 George Street / Gay Street.
- 2.4.13 Active travel flows were recorded from 0600 to 2200.
- 2.4.14 The active travel surveys recorded the following travel modes (except for on Gay Street (North), as set out above):
- Pedestrians (inclusive of wheelchair users or mobility scooters).
  - Cyclists.

## In Trial

- 2.4.15 In-trial data was collected during the periods of:
- 7<sup>th</sup> November – 15<sup>th</sup> November or 8<sup>th</sup> November – 14<sup>th</sup> November 2024
  - 31<sup>st</sup> January – 6<sup>th</sup> February 2025
  - 7<sup>th</sup> March – 13<sup>th</sup> March 2025
  - 28<sup>th</sup> March – 3<sup>rd</sup> April 2025
  - 8<sup>th</sup> April – 14<sup>th</sup> April 2025
- 2.4.16 The following monitoring data was collected:
- Motor vehicle traffic flow data from Automatic Traffic Counters (ATCs), permanent survey sites, and temporary radar surveys.
  - Motor vehicle and active travel traffic flow data from temporary camera surveys.
- 2.4.17 The in-trial data collection periods, methods and locations are set out in Table 1.
- 2.4.18 The in-trial traffic data was generally collected using the same methods as for the baseline, with differences in data collection methods highlighted below.

## Motor Vehicle Traffic Flows

- 2.4.19 During the in-trial data collection periods, data was collected mostly by ATC and by link counts for L1, L1a, L5, L11, L13, L16 and L17.
- 2.4.20 All motor vehicle in-trial counts were undertaken for continuous 24-hour periods, apart from L1 and L13 (Winifred's Lane (South) and Catharine Place) which were conducted during 0600-2200. These counts were undertaken via temporary camera survey in order to capture active travel movements. The cameras did not record for 24 hours therefore the data was recorded for the hours 0600-2200 daily.



## **Active Travel Flows**

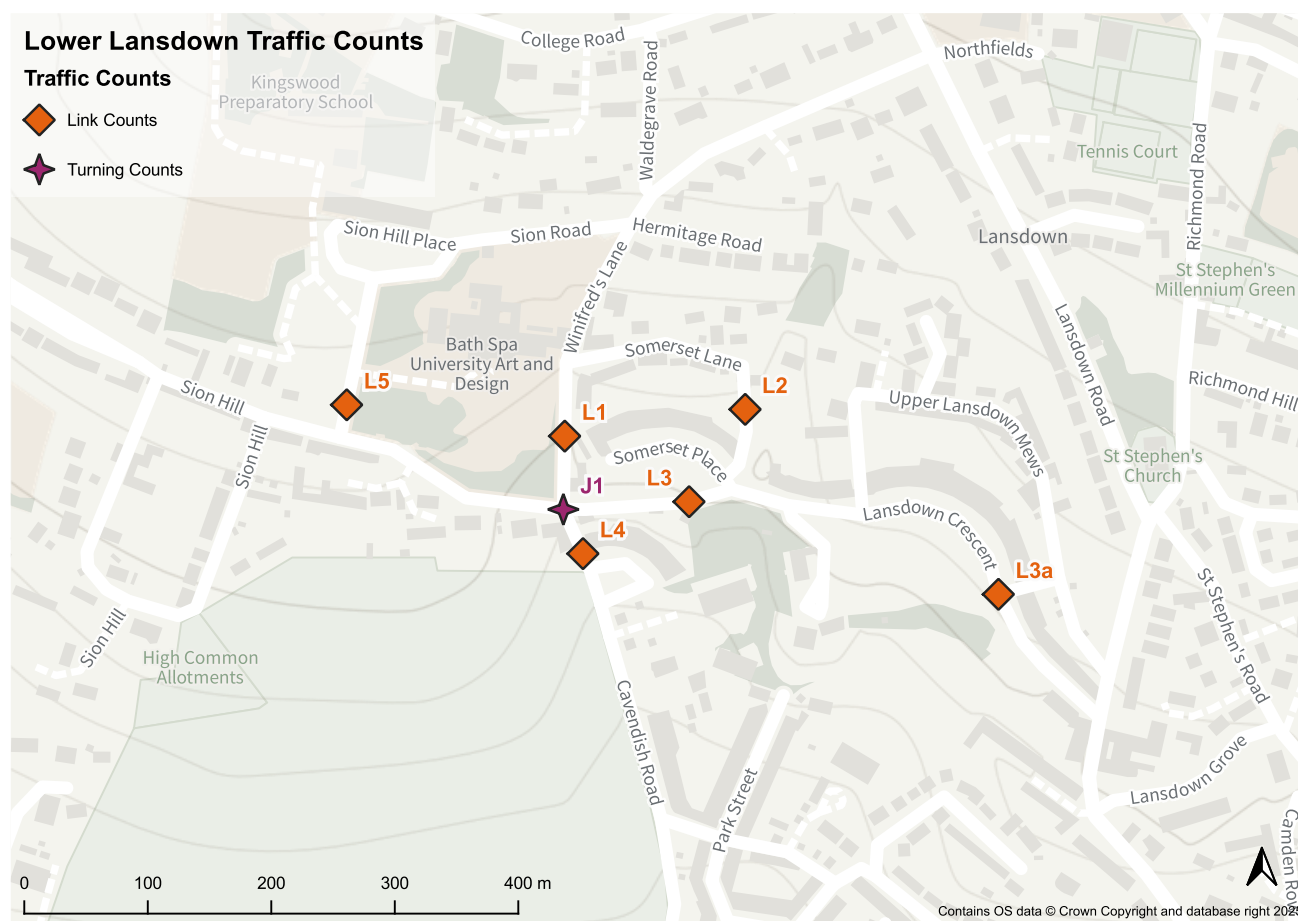
- 2.4.21 In-trial surveys of active travel flows were conducted using temporary camera surveys on Catharine Place (between Margarets Buildings and Rivers Street Mews, and Winifred's Lane (between Somerset Lane and Sion Hill).
- 2.4.22 In addition, cyclist flows on Gay Street (North) have been derived from the turning count data recorded at the junction of the A4 Gay Street / A4 George Street / Gay Street
- 2.4.23 In-trial active travel flows were recorded from 0600 to 2200.
- 2.4.24 The in-trial active travel surveys recorded the following travel modes (except for on Gay Street (North), as set out above):
- Pedestrians (inclusive of wheelchair users or mobility scooters).
  - Cyclists.

## 3 Analysis

### 3.1 Data Presentation

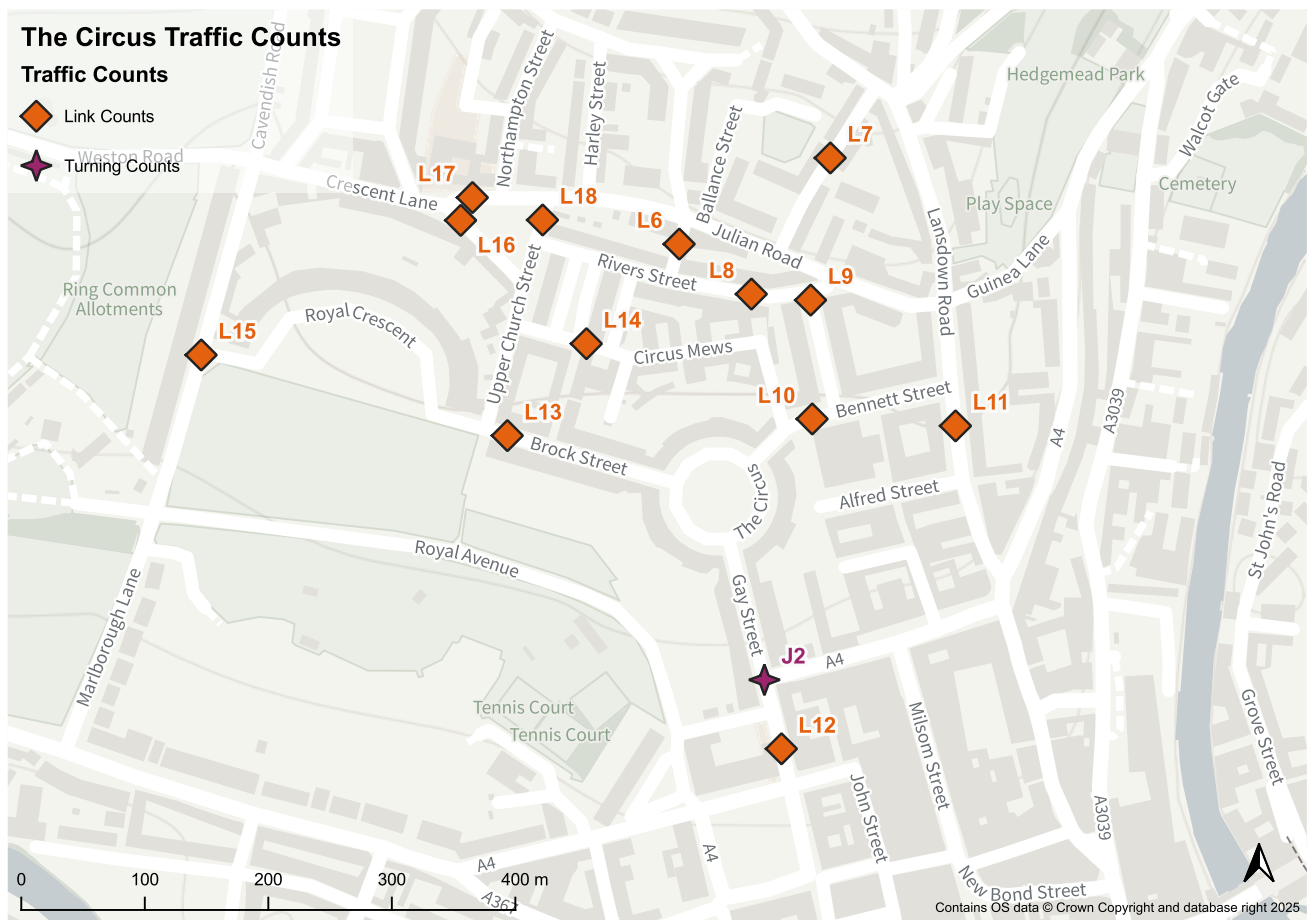
- 3.1.1 Most of the motor-vehicle traffic flows were collected for 7 days for continuous 24-hour periods. On this basis, motor-vehicle traffic flows, for both the baseline and in-trial periods, are presented as average day 24-hour flows. Where motor-vehicle flows were recorded for other periods, factors have been applied to convert them to average day 24-hour flows.
- 3.1.2 The active-travel-flow data was recorded for 7 days during 0600 to 2200 hours, therefore average day 0600-2200 data is presented for both the baseline and in-trial periods.
- 3.1.3 The locations of the traffic counts around the Lower Lansdown area are mapped in Figure 2.

Figure 2 Locations of Lower Lansdown Traffic Counts



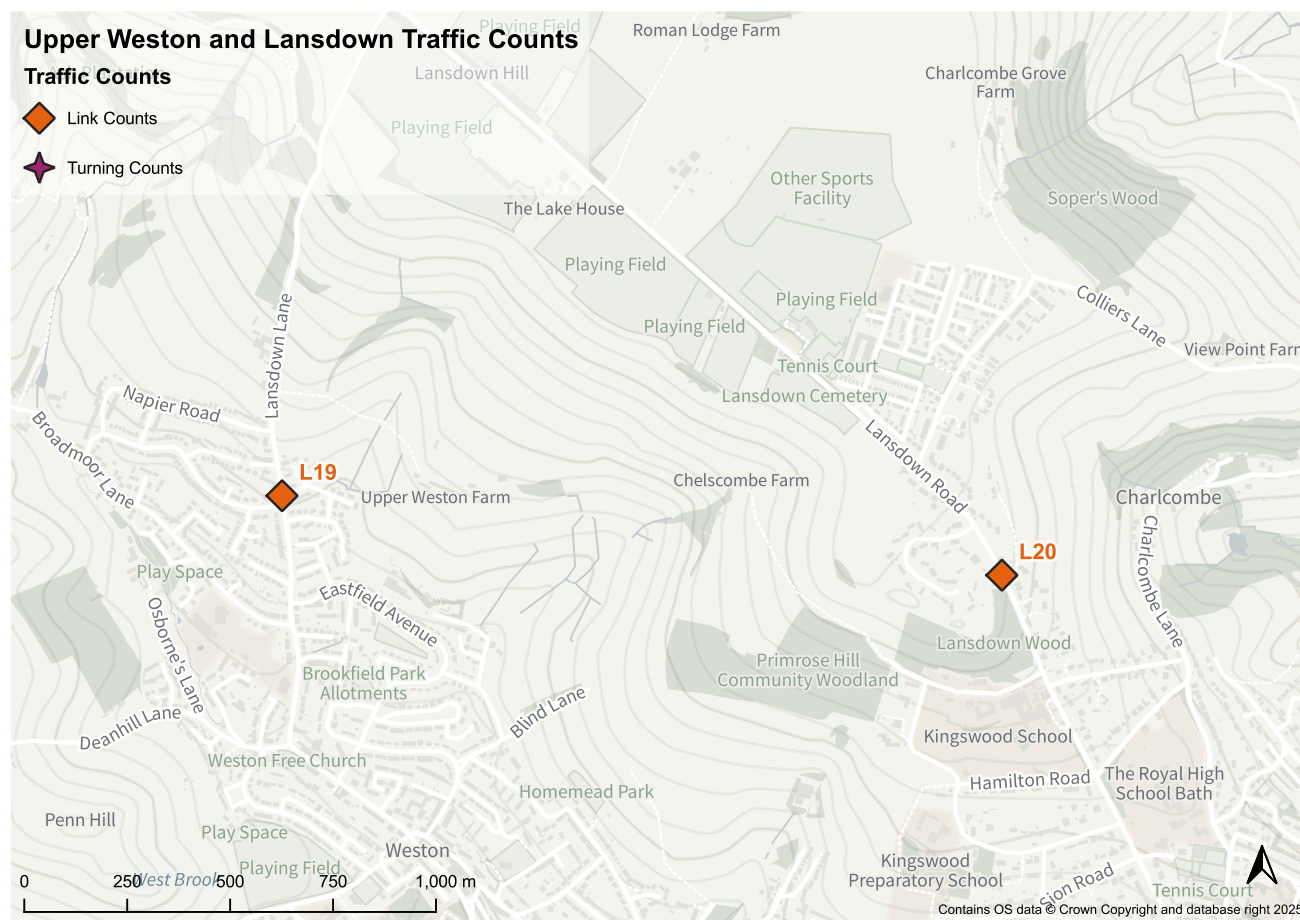
- 3.1.4 The locations of the traffic counts around The Circus area are mapped in Figure 3.

Figure 3 Locations of The Circus Traffic Counts



3.1.5 The locations of the traffic counts around the Upper Weston and Lansdown areas are mapped in Figure 4.

Figure 4 Locations of Upper Weston and Lansdown Traffic Counts



## 3.2 Observations

- 3.2.1 The following sections set out the observations made following analysis of the survey data for both the baseline and in-trial periods, along with a review of changes to traffic patterns between the baseline and two in-trial periods.

### Motor Vehicle traffic flows

#### Baseline

- 3.2.2 Average baseline motor-vehicle traffic flows in both directions (all vehicles) are summarised in Table 2 and mapped in Figure 5, Figure 6, and Figure 7.

Table 2 Baseline Motor-Vehicle Traffic Flows (7-day average 24 hours totalling both directions)

Road Name	Count No.	All Vehicles
Bennett Street, between Circus Place and Russell Street	L10	2,839
Brock Street, between Upper Church Street and The Circus	L12	1,279
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13	415
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	3,248
Crescent Lane, between Julian Road and Upper Church Street	L14	1,590
Gloucester Street, between Julian Road and Rivers Street	L6	189
Julian Road, between Upper Church Street and Harley Street	L16	8,365
Lansdown Crescent / Lansdown Place East	L3a	1,502
Lansdown Lane, between Beresford Gardens and Leighton Road	L17	7,336
Lansdown Road, between Bennett Street and Alfred Street	L11	8,452
Lansdown Road, between Lansdown Park and Fonthill Road	L18	8,346
Morford Street, between Lansdown Road and Julian Road	L7	4,040
Rivers Street, between Gloucester Street and Russell Street	L8	331
Russell Street, between Rivers Street and Bennett Street	L9	630
Sion Hill (East), between Cavendish Road and Somerset Place	L3	*
Sion Road, between Sion Hill and The Gardens	L5	1,022
Somerset Lane, between Winifred's Lane and Somerset Place	L2	50
Upper Church Street, between Julian Road and Rivers Street	L15	564
Winifred's Lane, between Somerset Lane and Sion Hill	L1	1,303

\* Monitoring on Sion Hill (East) was conducted during the trial but not at baseline, primarily to measure non-compliance with the new no-right-turn at the top of Cavendish Road which was introduced as part of the Winifred's Lane trial.

Figure 5 Lower Lansdown Baseline Motor Vehicle Two-way Traffic Flows

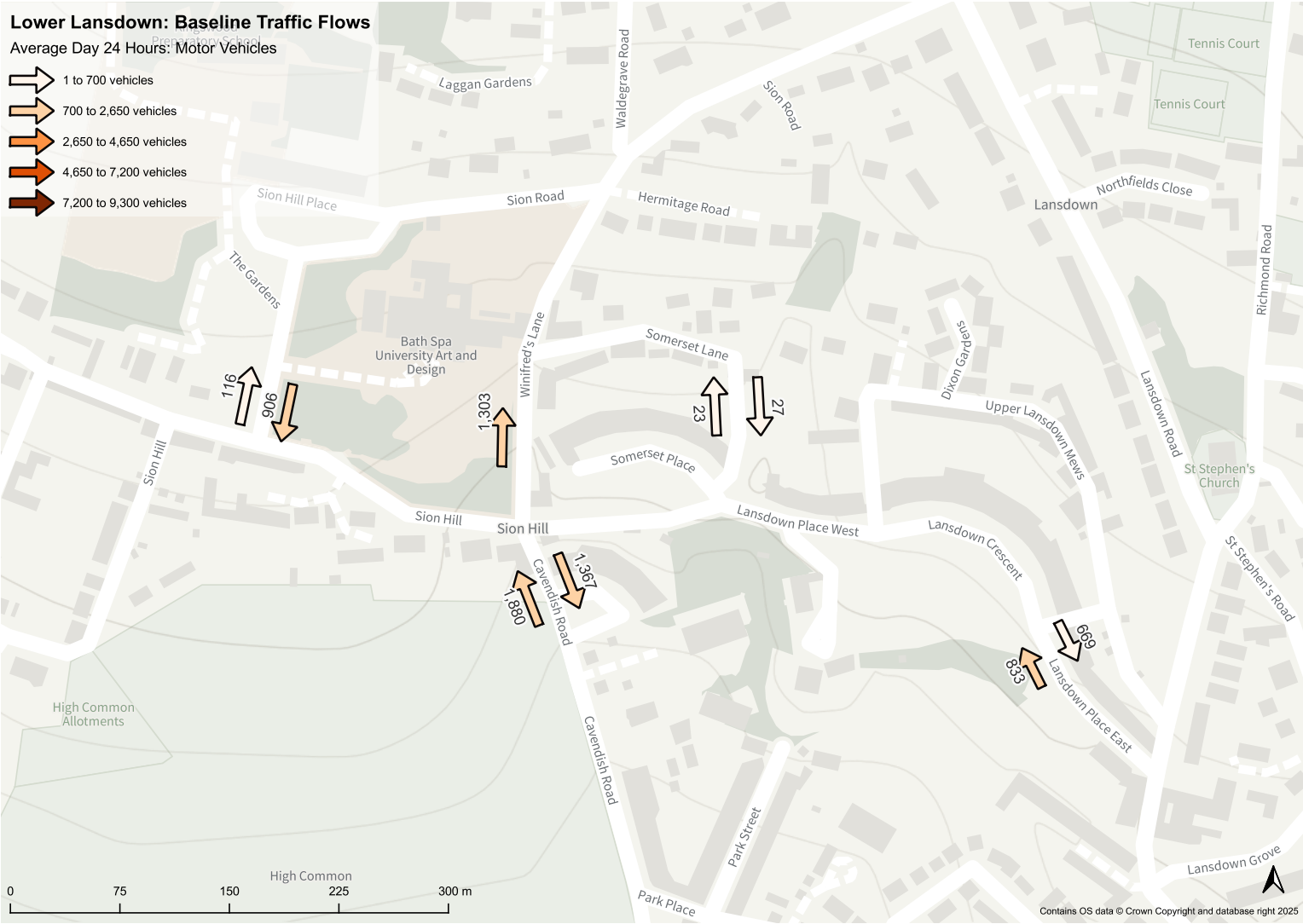


Figure 6 The Circus Baseline Motor Vehicle Two-way Traffic Flows

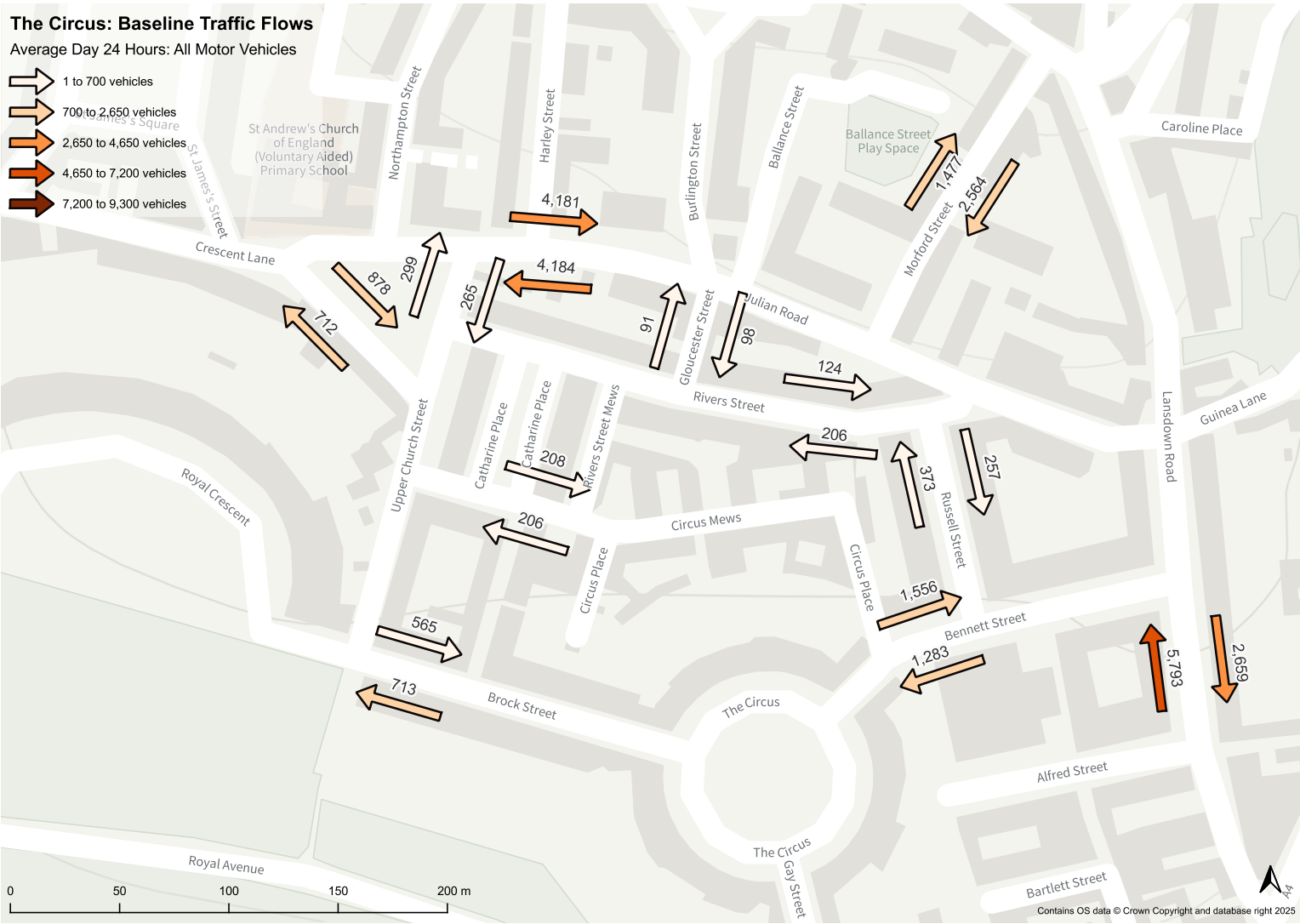




Figure 7 Upper Weston and Lansdown Baseline Motor Vehicle Two-way Traffic Flows





- 3.2.3 The data shows that, over 7 days, Lansdown Road carried the highest traffic flows during the baseline survey period, with a daily average of 8,346 to 8,452 motor vehicles travelling on the road (i.e. in both directions). Julian Road was used by a daily average of 8,365 motor vehicles, and Lansdown Lane was used by 7,336 motor vehicles.
- 3.2.4 Morford Street carried a daily average of 4,040 motor vehicles, Cavendish Road carried 3,248, and Bennett Street and Brock Street carried 2,839 and 1,279 motor vehicles respectively.
- 3.2.5 Sion Road carried a daily average of 1,022 vehicles, Winifred's Lane carried 1,303 vehicles, and Crescent Lane carried 1,590 vehicles.
- 3.2.6 The local roads of Catharine Place, Gloucester Street, Rivers Street, Russell Street, Somerset Lane and Upper Church Street carried a daily average of 50 to 630 motor vehicles in both directions.
- 3.2.7 For most roads, the directional split of motor traffic flows was within six percentage points of a 50:50 split. However, it was found that:
- On Lansdown Road, between Bennett Street and Alfred Street, the majority (69%) of traffic travelled northbound. This is likely due to eastbound traffic using Guinea Lane as a shorter route towards the A4 London Road.
  - On Morford Street and Russell Street the majority (63% and 62% respectively) of traffic travelled southbound.
  - On Sion Road, between Sion Hill and The Gardens, the majority (89%) of traffic travelled southbound.
  - On Winifred's Lane, between Somerset Lane and Sion Hill, 100% of traffic travelled northbound as per the one-way system in place at the time.

## **In-Trial**

- 3.2.8 Average in-trial motor-vehicle traffic flows are set out in Table 3. The flows are mapped in Figure 8 to Figure 22 for November 2024, February 2025, March 2025 and April 2025 (Week 1 and 2).
- 3.2.9 NB: Baseline counts for Sion Hill (east) were not collected and only introduced during the trial to monitor non-compliance with the new right-hand turn.

Table 3 In-trial Motor-vehicle traffic flows (7-day average totalling both directions)

Road	Baseline	Count No.	November 2024 All Vehicles	February 2025 All Vehicles	March 2025 All Vehicles	April Wk1 2025 All Vehicles	April Wk2 2025 All Vehicles
Bennett Street, between Circus Place and Russell Street	<b>2,839</b>	L10	1,178	1,177	1,084	1,356	977
Brock Street, between Upper Church Street and The Circus	<b>1,279</b>	L12	1,108	1,003	993	1,086	997
Catharine Place, between Margarets Buildings and Rivers Street Mews	<b>415</b>	L13	10	12	17	23	5
Cavendish Road, between Sion Hill and Cavendish Crescent	<b>3,248</b>	L4	2,714	2,450	2,519	2,231	1,932
Crescent Lane, between Julian Road and Upper Church Street	<b>1,590</b>	L14	1,084	1,008	1,080	1,104	1,021
Gloucester Street, between Julian Road and Rivers Street	<b>189</b>	L6	191	312	183	284	278
Julian Road, between Upper Church Street and Harley Street	<b>8,365</b>	L16	9,001	8,078	8,975	9,099	8,481
Lansdown Crescent / Lansdown Place East	<b>1,502</b>	*	*	*	*	*	*
Lansdown Lane, between Beresford Gardens and Leighton Road	<b>7,336</b>	L17	7,916	7,608	7,347	8,100	7,511
Lansdown Road, between Bennett Street and Alfred Street	<b>8,452</b>	L11	9,529	8,983	9,302	9,276	8,449

Road	Baseline	Count No.	November 2024 All Vehicles	February 2025 All Vehicles	March 2025 All Vehicles	April Wk1 2025 All Vehicles	April Wk2 2025 All Vehicles
Lansdown Road, between Lansdown Park and Fonthill Road	<b>8,346</b>	L18	8,119	8,042	8,148	7,809	6,833
Morford Street, between Lansdown Road and Julian Road	<b>4,040</b>	L7	4,441	4,409	4,545	4,771	4,211
Rivers Street, between Gloucester Street and Russell Street	<b>331</b>	L8	390	396	350	347	267
Russell Street, between Rivers Street and Bennett Street	<b>630</b>	L9	492	461	252	423	60
Sion Hill (east), between Cavendish Road and Somerset Place	*	L3	841	733	735	670	588
Sion Road, between Sion Hill and The Gardens	<b>1,022</b>	L5	1,909	2,196	1,983	1,617	1,328
Somerset Lane, between Winifred's Lane and Somerset Place	<b>50</b>	L2	57	61	68	57	53
Upper Church Street, between Julian Road and Rivers Street	<b>564</b>	L15	566	580	579	587	561
Winifred's Lane, between Somerset Lane and Sion Hill	<b>1,303</b>	L1	7	6	6	10	4

Figure 8 Lower Lansdown November 2024 In-trial Traffic Flows

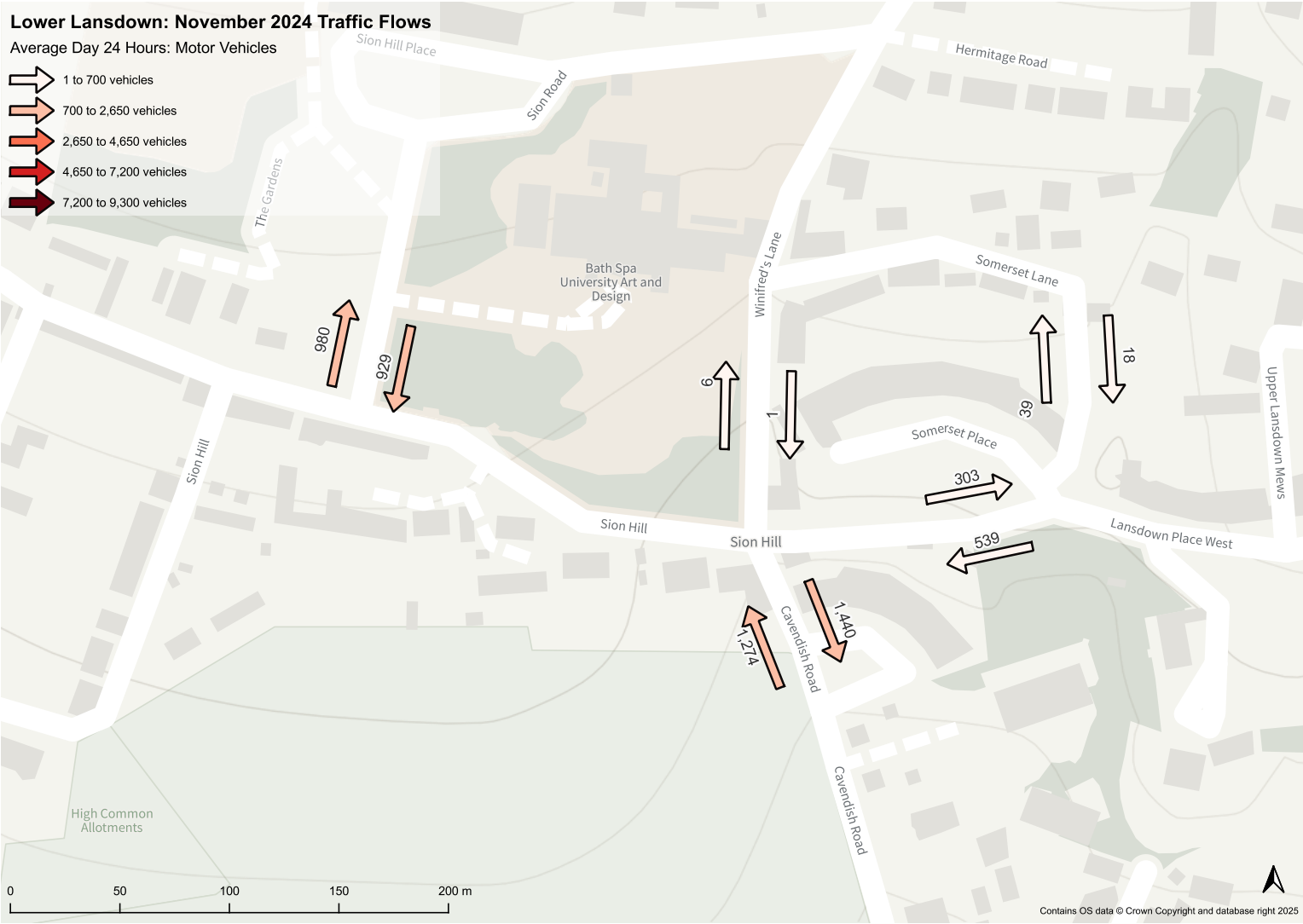


Figure 9 Lower Lansdown February 2025 In-trial traffic Flows

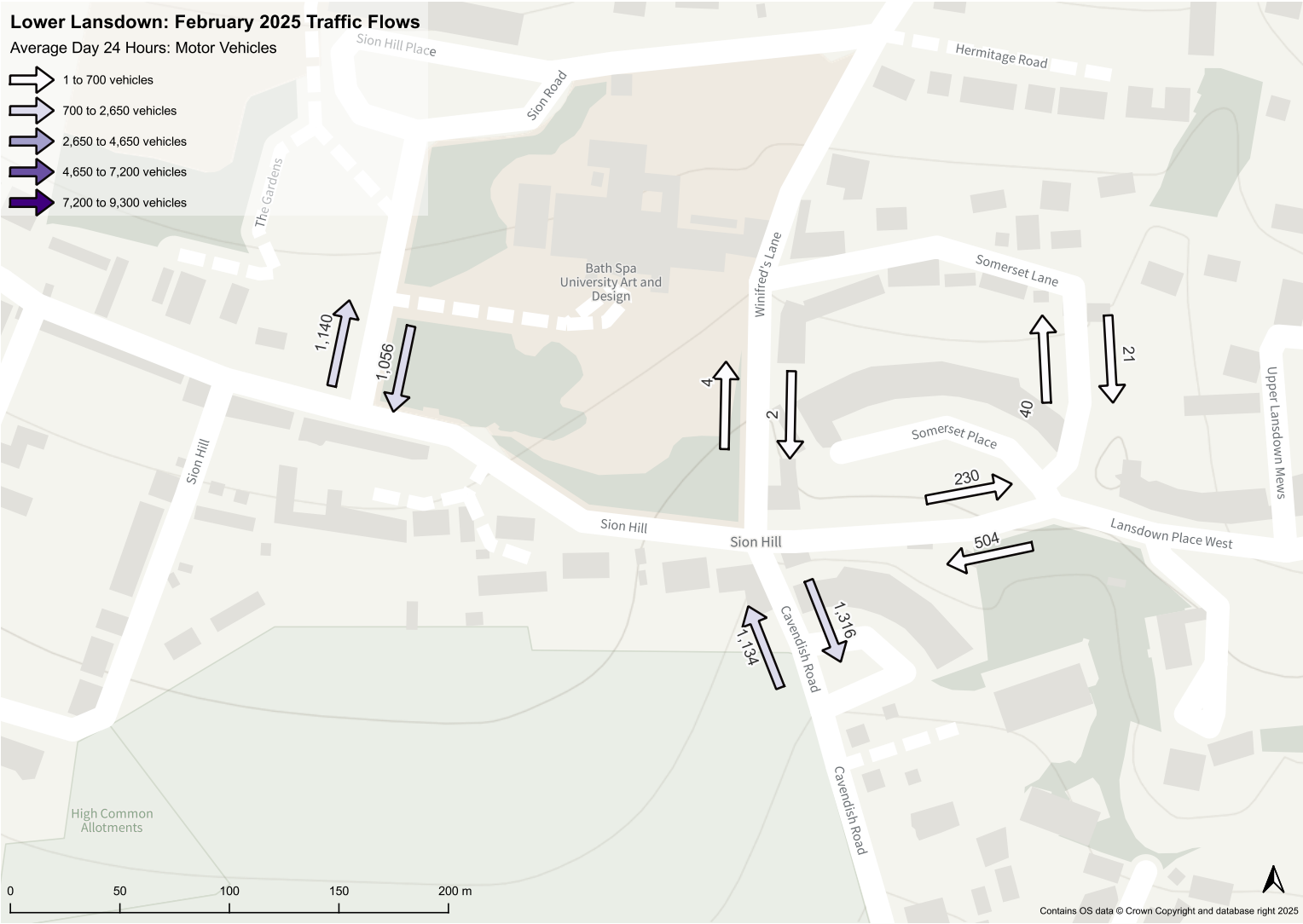


Figure 10 Lower Lansdown March 2025 In-trial Traffic Flows

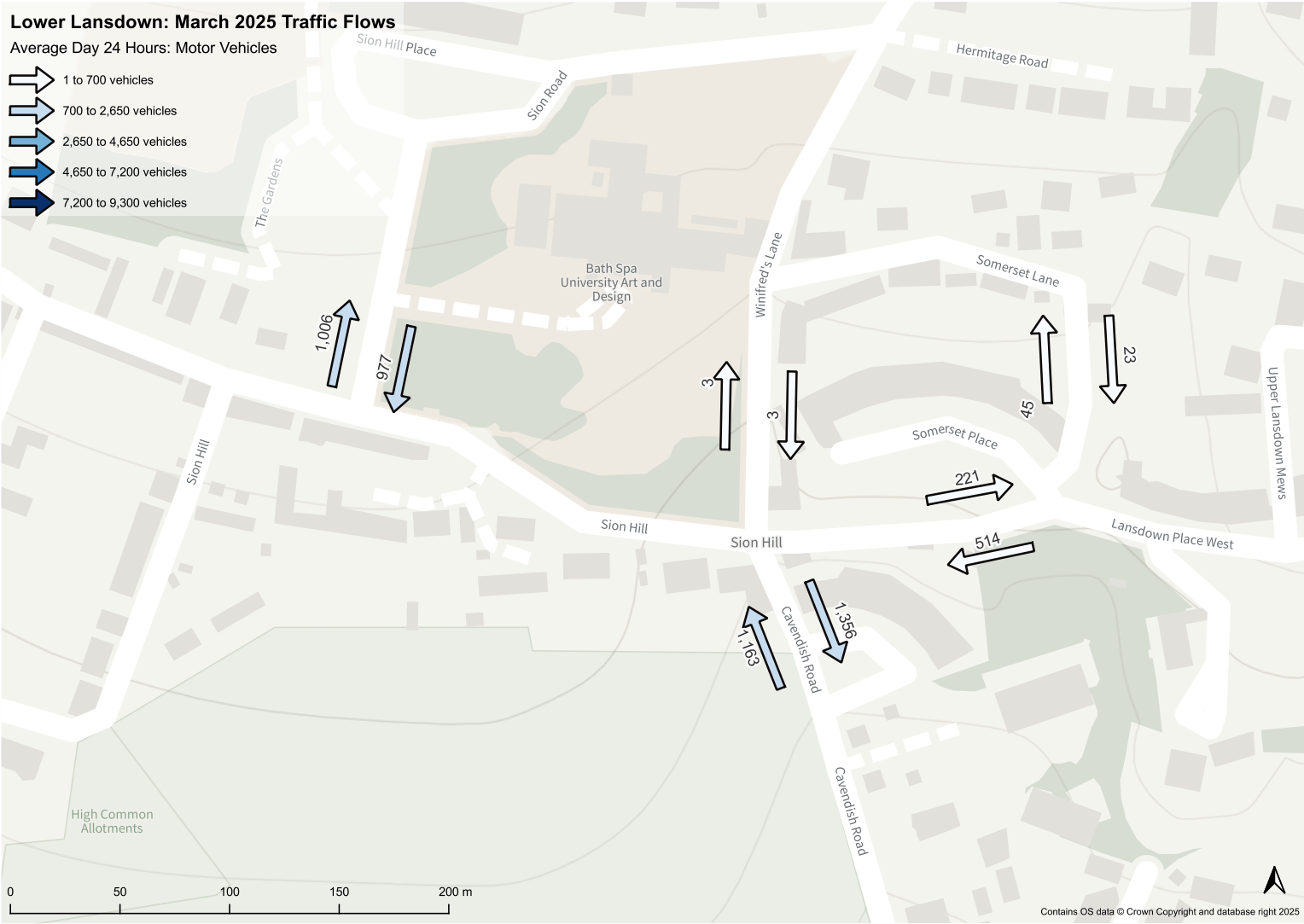


Figure 11 Lower Lansdown April 2025 (Week 1) In-Trial Traffic Flows

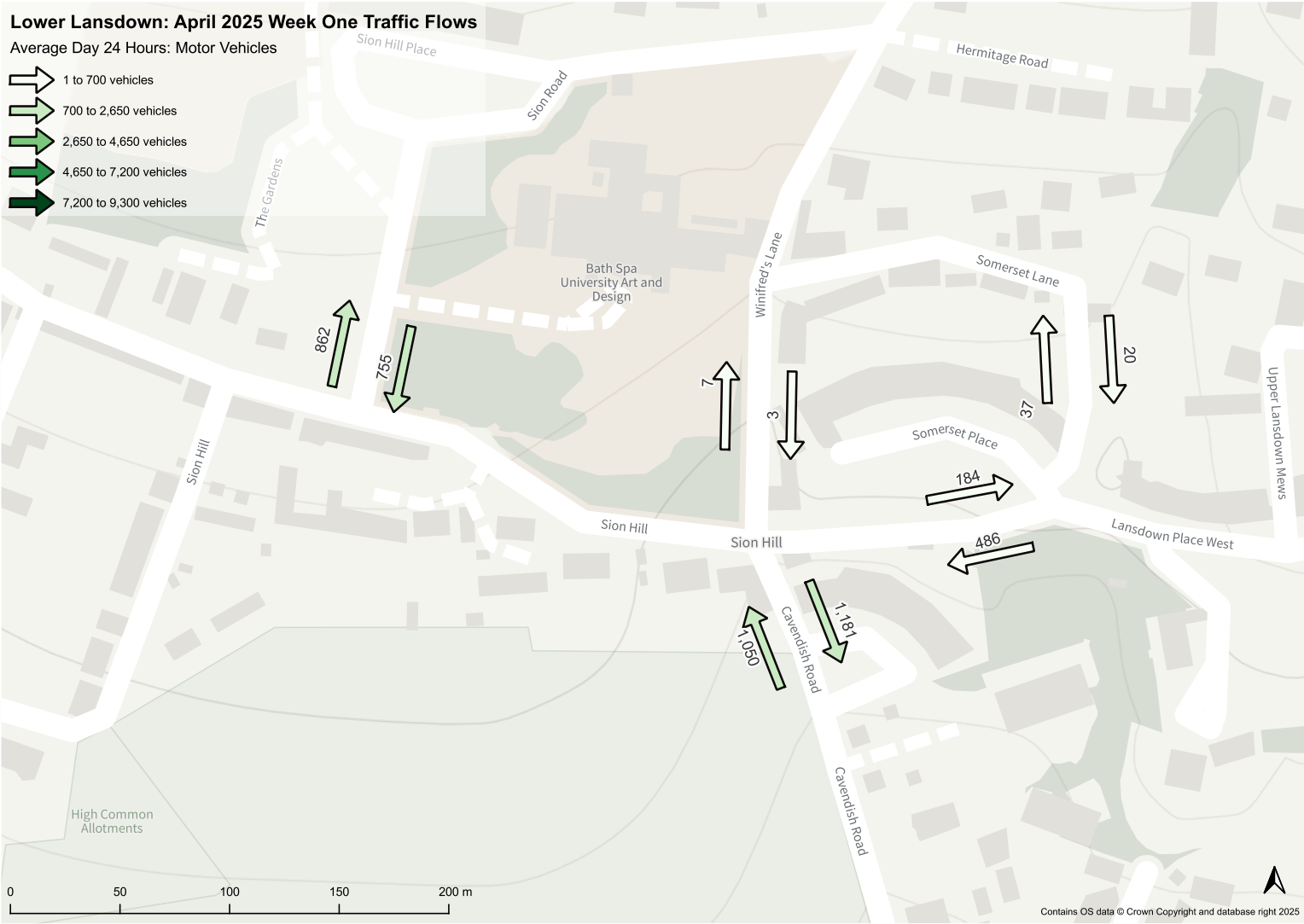


Figure 12 Lower Lansdown April 2025 (Week 2) In-Trial Traffic Flows

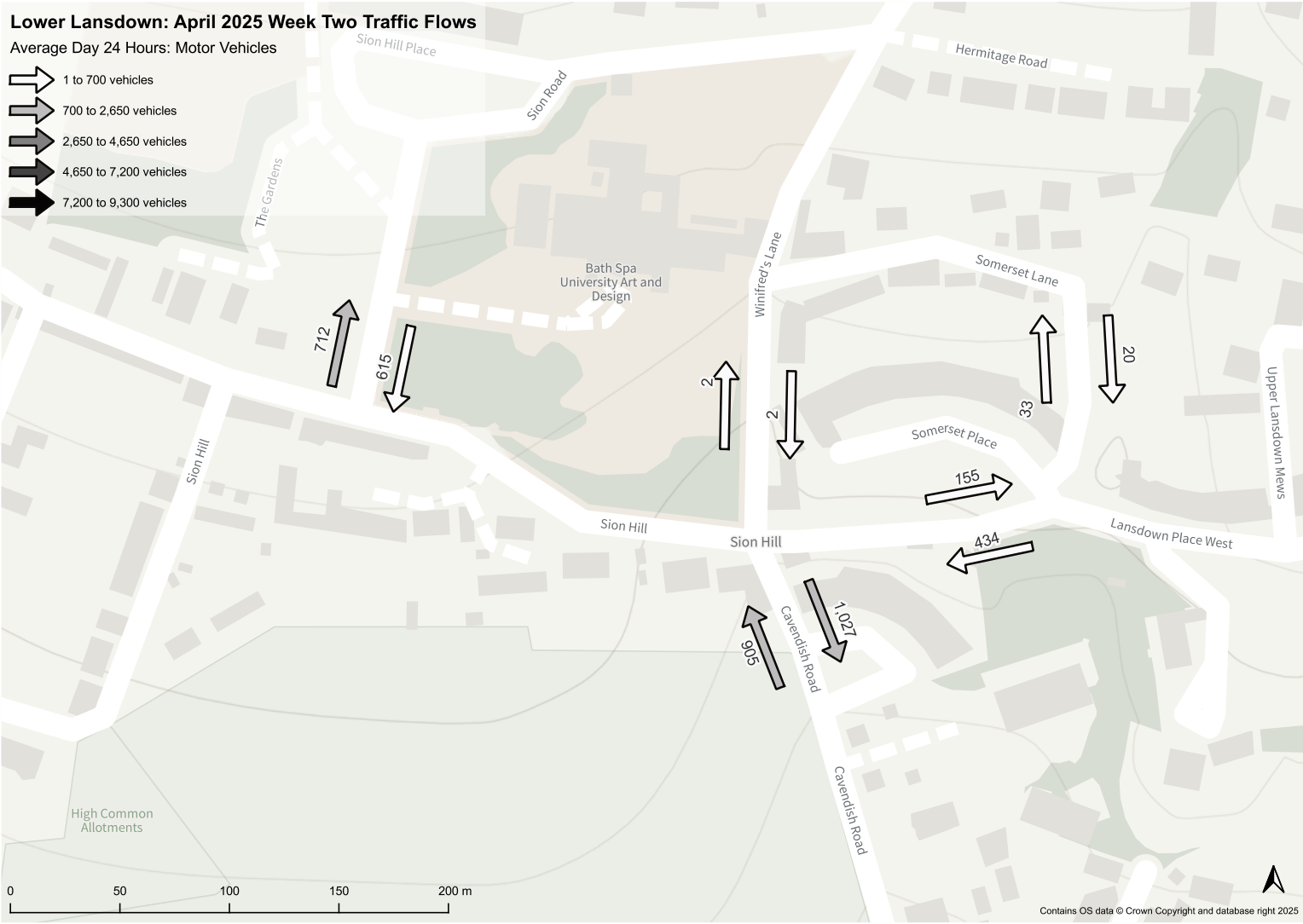
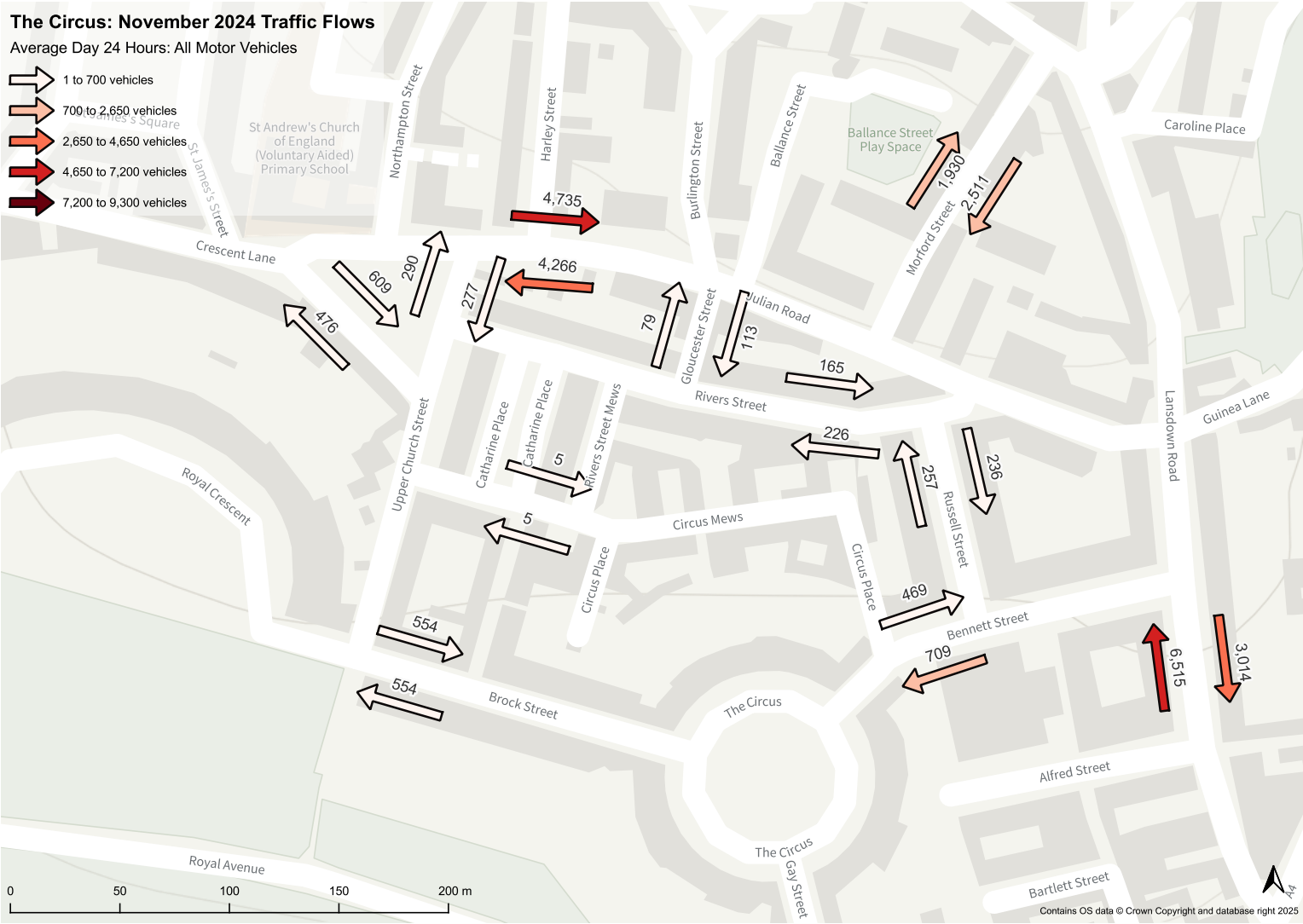




Figure 13 The Circus November 2024 In-Trial Traffic Flows



*Figure 14 The Circus February 2025 In-Trial Traffic Flows*

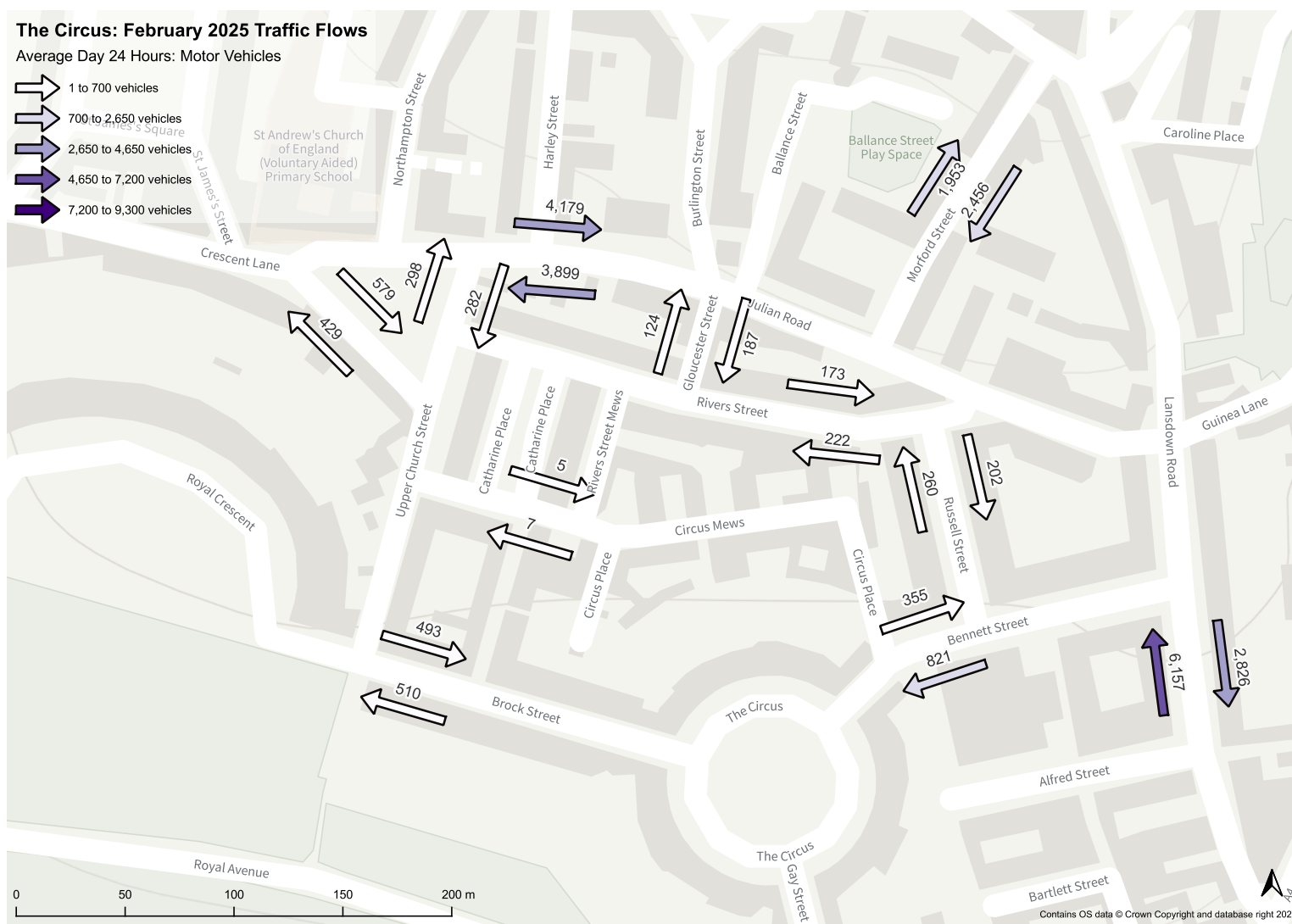


Figure 15 The Circus March 2025 In-trial Traffic Flows

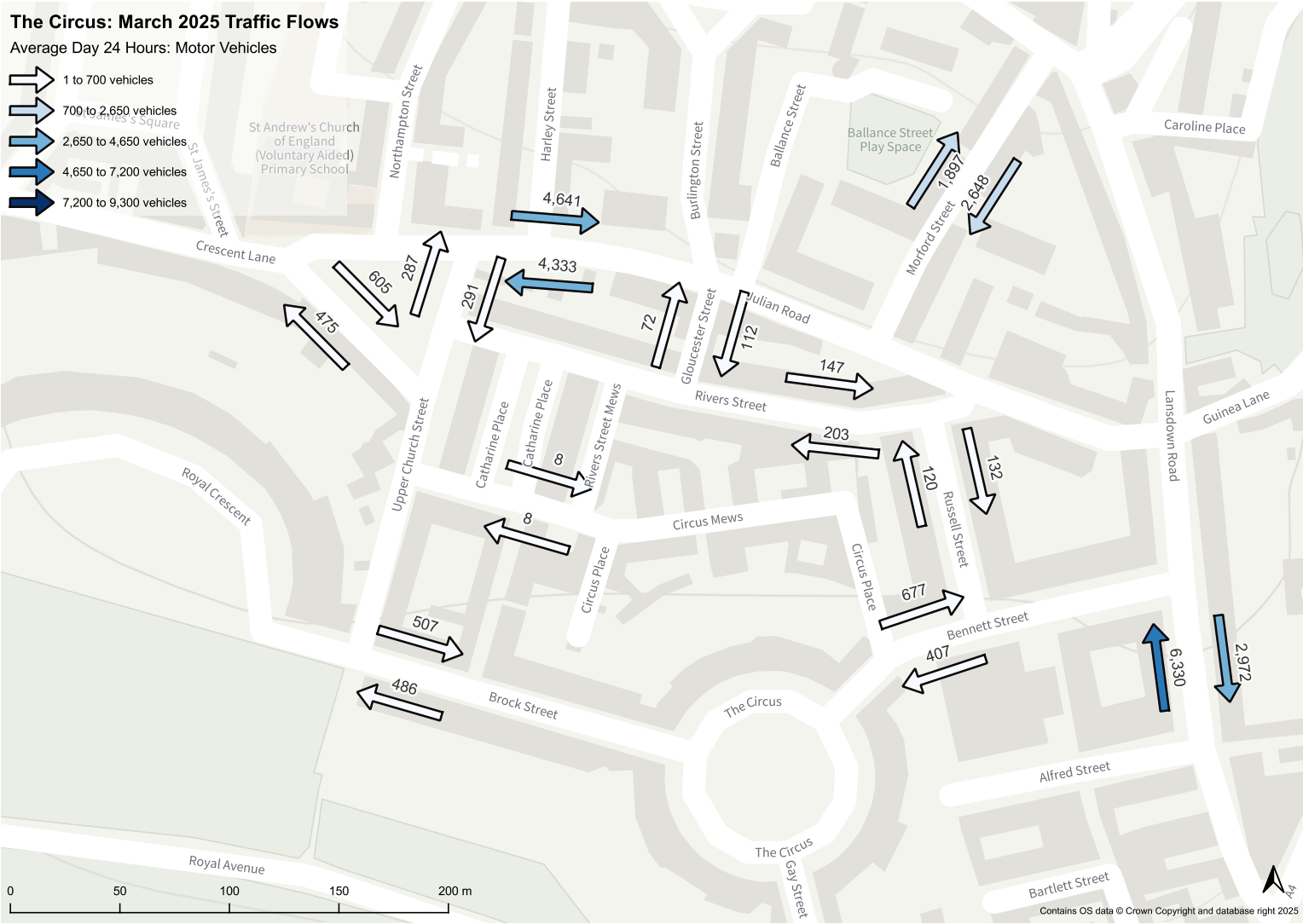


Figure 16 The Circus April 2025 (Week 1) In-Trial Traffic Flows



Figure 17 The Circus April 2025 (Week 2) In-Trial Traffic Flows



Figure 18 Upper Weston and Lansdown November 2024 In-Trial Traffic Flows



Figure 19 Upper Weston and Lansdown February 2025 In-Trial Traffic Flows



Figure 20 Upper Weston and Lansdown March 2025 In-Trial Traffic Flows

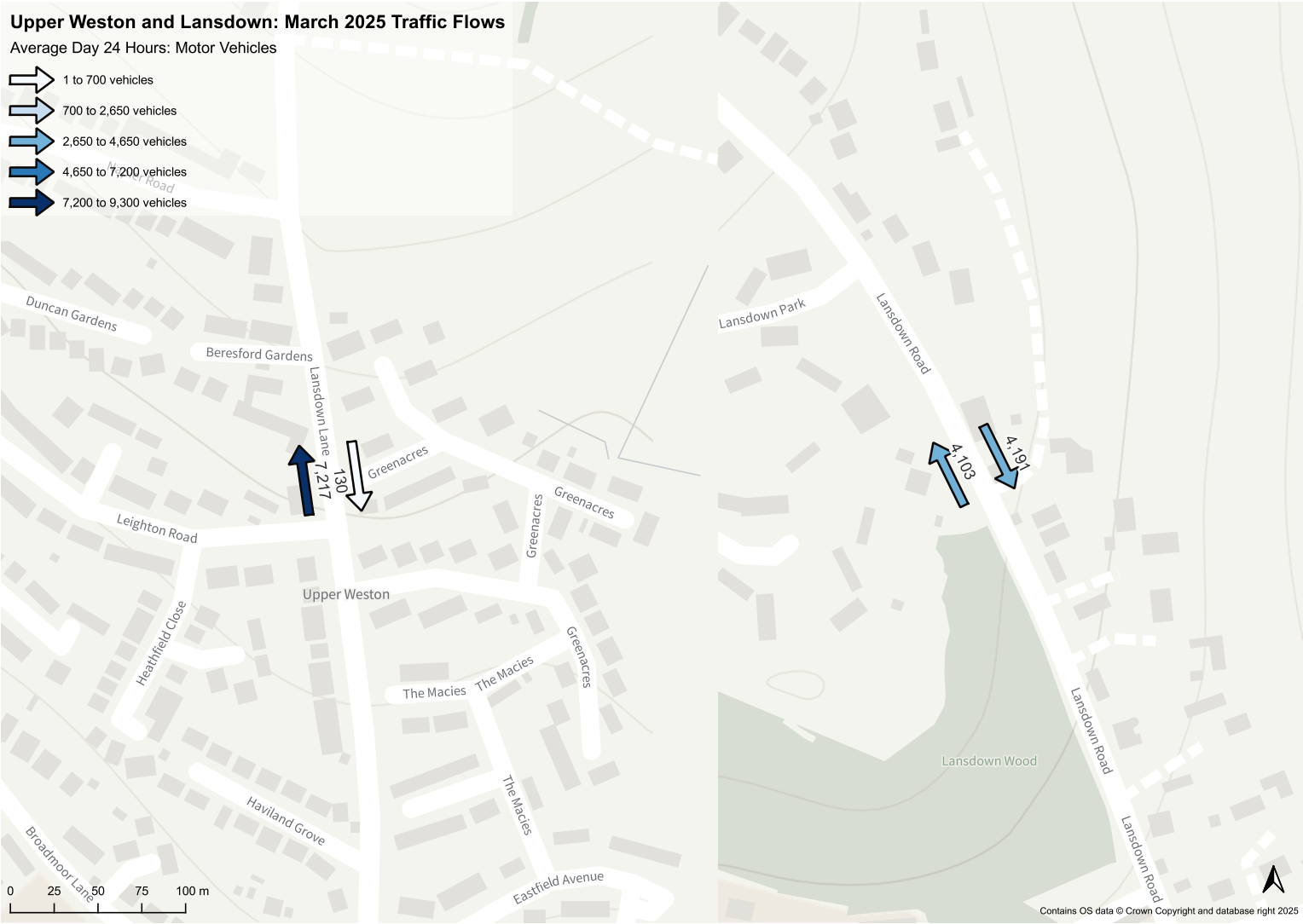




Figure 21 Upper Weston and Lansdown April 2025 (Week 1) In-Trial Traffic Flows



Figure 22 Upper Weston and Lansdown April 2025 (Week 2) In-Trial Traffic Flows



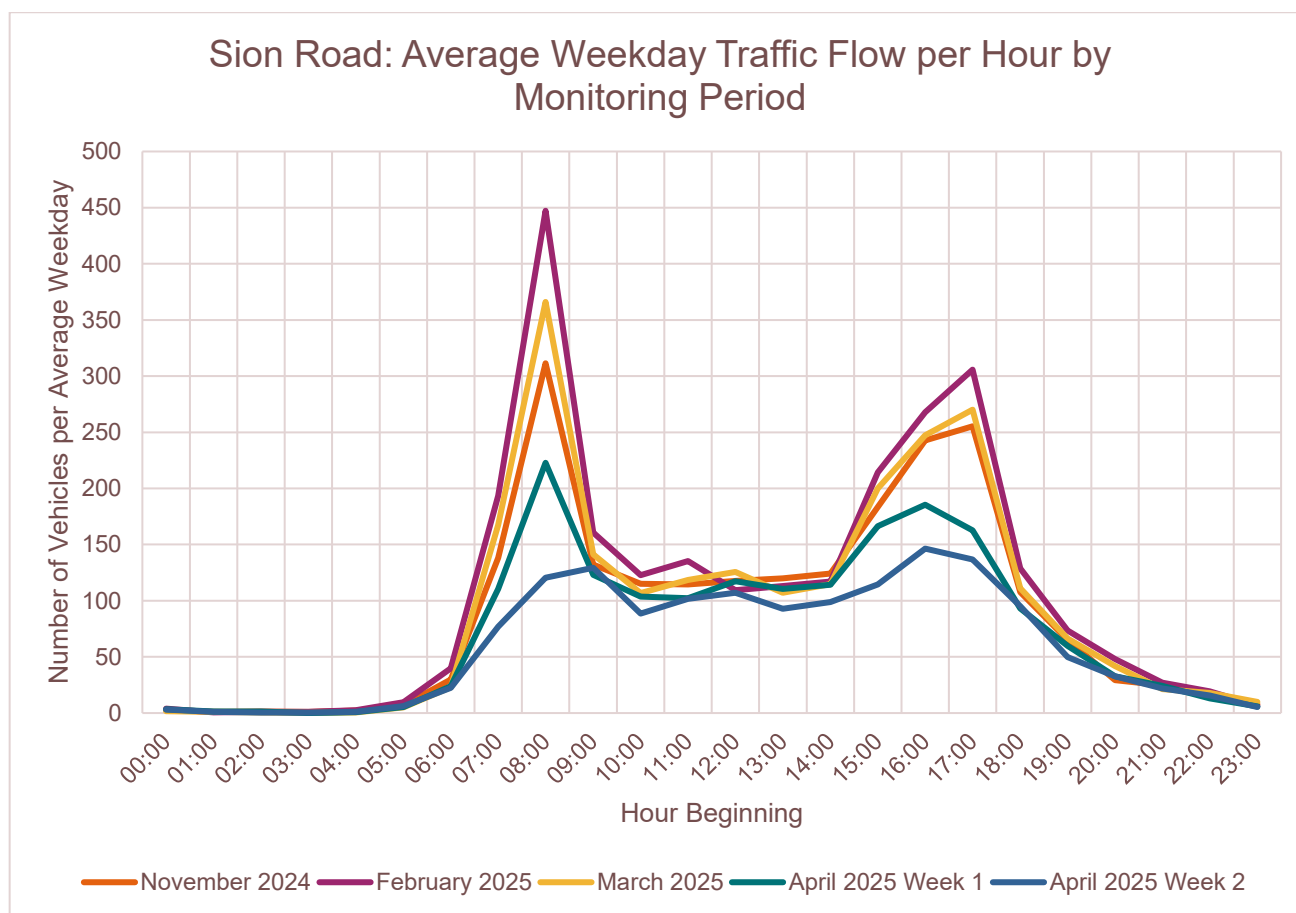
- 3.2.10 A written description of the in-trial traffic-flow monitoring results is provided below, followed by a comparison with the baseline traffic-flow data in Table 5. The values given below demonstrate an average day over the 7-day surveyed period totalling both directions of travel.
- 3.2.11 **Lower Lansdown**
- 3.2.12 In-trial traffic flows on **Cavendish Road** were 2,714 in November 2024, 2,450 in February 2025, 2,519 in March 2025, 2,231 and 1,932 in April 2025 (Week 1 and 2 respectively) on average, per day. Baseline counts were 3,248.
- 3.2.13 In-trial traffic flows on **Lansdown Road between Lansdown Park and Fonthill Road** (north of the Sion Road junction) were 8,119 in November, 8,042 in February, 8,148 in March 2025, 7,809 in April (Week 1) and 6,833 in April 2025 (Week 2) on average, per day. Baseline counts were 8,346.
- 3.2.14 In-trial traffic flows on **Morford Street** were 4,441 in November 2024, 4,409 in February 2025, 4,545 in March 2025, and 4,771 and 4,211 in April 2025 (Week 1 and 2 respectively) on average, per day. Baseline counts were 4,040.
- 3.2.15 On **Sion Hill (East)** (between Cavendish Road and Somerset Place) counts were 841 in November 2024, 733 in February 2025, and 735 in March 2025, 670 in April 2025 (Week 1) and 588 in Week 2 on average, per day. Baseline counts for Sion Hill (east) were not collected and only introduced during the trial to monitor non-compliance with the new right-hand turn.
- 3.2.16 Notwithstanding this, a baseline count was undertaken on **Lansdown Place (East)**, which recorded 1,502 vehicles per day, on average. Whilst the data cannot be directly compared with the in-trial data on Sion Hill (East), because traffic could dissipate via Somerset Lane or Upper Lansdown Mews between the two count locations, the data indicates that traffic flows to the east of Cavendish Road were lower during the in-trial periods than during the baseline.
- 3.2.17 In-trial traffic flows on **Sion Road** were 1,909 in November 2024, 2,196 in February 2025, 1,983 in March, 1,617 in April 2025 (Week 1) and 1,328 in April 2025 (Week 2) on average, per day, with reductions in April reflecting the school holidays. Baseline counts on Sion Road were 1,022.
- 3.2.18 To understand whether traffic flows on Sion Road during the in-trial period were higher at certain times of the day, or whether the flows were consistent throughout the day, an analysis of hourly traffic flows per average weekday was made. The results are presented in Table 4 and graphed in Figure 23.

Table 4 Hourly Motor Vehicle Traffic Flows on Sion Road per Average Weekday

Hour	November 2024	February 2025	March 2025	April 2025 Week 1	April 2025 Week 2
00:00-01:00	2	4	2	3	3
01:00-02:00	1	1	1	1	1
02:00-03:00	1	1	0	1	0
03:00-04:00	1	1	0	0	0
04:00-05:00	2	2	1	1	1
05:00-06:00	7	10	5	5	6
06:00-07:00	30	40	23	24	23
07:00-08:00	138	193	167	110	77
08:00-09:00	311	447	366	223	121
09:00-10:00	132	161	141	123	129
10:00-11:00	115	123	107	104	89
11:00-12:00	115	135	118	102	102
12:00-13:00	118	109	126	117	107
13:00-14:00	120	113	107	110	93
14:00-15:00	124	117	115	114	99
15:00-16:00	184	214	200	166	115
16:00-17:00	243	268	247	186	146
17:00-18:00	255	306	270	163	137
18:00-19:00	108	129	111	93	95
19:00-20:00	65	74	66	60	50
20:00-21:00	29	48	42	33	33
21:00-22:00	25	27	21	24	22
22:00-23:00	18	19	18	13	16
23:00-24:00	8	6	10	6	5
<b>Total</b>	<b>2,152</b>	<b>2,548</b>	<b>2,265</b>	<b>1,784</b>	<b>1,468</b>

Note: Summation errors due to rounding.

Figure 23 Hourly Motor Vehicle Traffic Flows on Sion Road per Average Weekday



- 3.2.19 The data shows that traffic flows on Sion Road were generally below 150 vehicles per hour on an average weekday, equating to less than or around two-three vehicles per minute. Hourly traffic flows were generally lowest in school holidays, during April 2025 Week 2, and generally highest in term time, during February 2025.
- 3.2.20 The highest hourly traffic flow was recorded during February 2025, with 447 vehicles during the hour 08:00 to 09:00. Apart from during April 2025 Week 2, this hour was the peak during all in-trial monitoring periods. It is noted that across all other daytime hours (06:00 to 22:00) during all five monitoring periods, the typical volume of motor vehicle traffic was generally less than a third of that recorded during between 08:00 and 09:00 in February 2025.
- 3.2.21 As shown in the graph, the peak in motor vehicle traffic flows on Sion Road was generally concentrated to one hour in the morning (08:00-09:00), with the afternoon peak generally being flatter and spread between the hours of 15:00 to 18:00.
- 3.2.22 In-trial traffic flows on **Somerset Lane** were 57 in November 2024, 61 in February 2025, 68 in March 2025, 57 in April 2025 Week 1 and 53 in April 2025 Week 2 on average, per day. Baseline counts were 50.
- 3.2.23 On **Winifred's Lane**, after the through-traffic restriction was installed, fewer than 10 vehicles per day, on average were recorded. 7 were recorded in November 2024, 6 in February 2025, 6 in March 2025, 10 in April 2025 Week 1 and 4 in April 2025 Week 2. Baseline counts were 1,303.

- 3.2.24 On average, per day, traffic flows on **Lansdown Lane** were 7,916 in November 2024, 7,608 in February 2025, 7,347 in March 2025, 8,100 in April 2025 Week 1, and 7,511 in April 2025 Week 2. Baseline counts were 7,336.
- 3.2.25 **The Circus**
- 3.2.26 The data shows that during the trial, **Lansdown Road (Belmont, between Bennett Street and Alfred Street)** carried the highest number of vehicles across all time periods and across all the roads monitored. 9,529 motor vehicles (on average, per day) were recorded in November 2024, 8,983 in February 2025, and 9,302 in March 2025. In April 2025, Weeks 1 and 2, 9,276 and 8,449 vehicles were recorded respectively (reflecting the holiday period). Baseline traffic flow was 8,452 in November 2023.
- 3.2.27 On average per day, in-trial traffic counts on **Bennett Street** (near the Gay Street and The Circus trial) were 1,178 in November 2024, 1,177 in February 2025, 1,084 in March 2025, 1,356 in April 2025 (Week 1) and 977 in April 2025 (week 2). Baseline counts were 2,839.
- 3.2.28 In-trial traffic flows on **Brock Street** (near the Gay Street and The Circus trial) were 1,108 in November 2024, 1,003 in February 2025, 993 in March 2025, 1,086 in April 2025 (Week 1) and 997 in April (Week 2) on average, per day. Baseline counts were 1,279.
- 3.2.29 On **Catharine Place**, after the through-traffic restriction was installed, the following counts were recorded: 10 vehicles in November 2024, 12 in February 2025, 17 in March 2025, 23 in April 2025 Week 1 and 5 in April 2025 Week 2 on average, per day. Baseline counts were 415.
- 3.2.30 Traffic flows on **Crescent Lane** remained relatively consistent across all monitoring periods. They were 1,084 in November 2024, 1,008 in February 2025, 1,080 in March 2025, 1,104 in April 2025 (Week 1) and 1,021 in April 2025 (Week 2) on average, per day. Baseline counts were 1,590.
- 3.2.31 On average, per day, in-trial traffic flow counts for **Gloucester Street** were 191 in November 2024, 312 in February 2025, and 183 in March 2025. During the holidays in April 2025, counts were 284 and 278 in Week 1 and Week 2 respectively. Baseline counts were 189.
- 3.2.32 On average, per day, in-trial traffic flows on **Julian Road** were 9,001 in November 2024, 8,078 in February 2025, 8,975 in March 2025, 9,099 in April (Week 1) and 8,481 in April (Week 2) reflecting the school holiday period. Baseline counts were 8,365.
- 3.2.33 In-trial traffic flow counts for **Rivers Street** were 390 in November 2024, 396 in February 2025 and 350 in March 2025. During the holidays in April 2025, counts were 347 and 267 in Week 1 and Week 2 respectively. Baseline counts were 331.
- 3.2.34 On **Russell Street**, in-trial counts were 492 in November 2024, 461 in February 2025, and a drop to 252 in March 2025. In April 2025, counts were 423 in Week 1 and 60 in Week 2. Baseline counts were 630.
- 3.2.35 In-trial traffic flow counts in **Upper Church Street** were 566, 580 and 579 in November 2024, February 2025 and March 2025 respectively, and 587 and 561 in Week 1 and Week 2 of April 2025, respectively. Baseline counts on Upper Church Street were 564.

## Comparison of Results

- 3.2.36 Absolute (number of vehicles) changes in motor-vehicle traffic flows between the baseline and in-trial survey periods are tabulated in Table 5.
- 3.2.37 Absolute changes in motor-vehicle traffic flows between the baseline and November 2024 / February 2025 / March 2025 / April 2025 (Week 1 and 2) are mapped in Figure 24 to Figure 38.
- 3.2.38 Percentage changes in motor-vehicle traffic flows between the baseline and in-trial survey periods are tabulated in Table 6.
- 3.2.39 Percentage changes in motor-vehicle traffic flows between the baseline and November 2024 / February 2025 / March 2025 / April 2025 (Week 1 and 2) are mapped in Figure 39 to Figure 53.
- 3.2.40 NB: Due to rounding of data, some calculated absolute changes may show slight inconsistencies with the recorded traffic flows. In addition, due to a lack of traffic flow data for Sion Hill (L3) in the baseline and Lansdown Crescent/Lansdown Place East (L3a) during in-trial periods, absolute changes could not be calculated for these locations.

Table 5 Absolute Changes in 7-day Average 24-hour Motor Vehicle Traffic Flows (both directions)

Road	Count No.	Absolute Change in Traffic Flows Baseline to November 2024	Absolute Change in Traffic Flows Baseline to February 2025	Absolute Change in Traffic Flows Baseline to March 2025	Absolute Change in Traffic Flows Baseline to April 2025 (Week 1)	Absolute Change in Traffic Flows Baseline to April 2025 (Week 2)
Bennett Street, between Circus Place and Russell Street	L10	-1,661	-1,663	-1,755	-1,484	-1,862
Brock Street, between Upper Church Street and The Circus	L12	-171	-276	-286	-192	-282
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13	-405	-403	-398	-392	-410
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	-534	-797	-729	-1,016	-1,316
Crescent Lane, between Julian Road and Upper Church Street	L14	-505	-581	-509	-486	-568
Gloucester Street, between Julian Road and Rivers Street	L6	2	123	-5	95	89
Julian Road, between Upper Church Street and Harley Street	L16	635	-287	609	733	115
Lansdown Crescent / Lansdown Place East	L3a	-	-	-	-	-
Lansdown Lane, between Beresford Gardens and Leighton Road	L17	580	272	11	764	175
Lansdown Road, between Bennett Street and Alfred Street	L11	1,077	531	850	824	-3



Road	Count No.	Absolute Change in Traffic Flows Baseline to November 2024	Absolute Change in Traffic Flows Baseline to February 2025	Absolute Change in Traffic Flows Baseline to March 2025	Absolute Change in Traffic Flows Baseline to April 2025 (Week 1)	Absolute Change in Traffic Flows Baseline to April 2025 (Week 2)
Lansdown Road, between Lansdown Park and Fonthill Road	L18	-227	-304	-198	-537	-1,513
Morford Street, between Lansdown Road and Julian Road	L7	400	369	505	730	170
Rivers Street, between Gloucester Street and Russell Street	L8	60	65	19	17	-63
Russell Street, between Rivers Street and Bennett Street	L9	-138	-169	-378	-207	-570
Sion Hill, between Cavendish Road and Somerset Place	L3	-	-	-	-	-
Sion Road, between Sion Hill and The Gardens	L5	887	1,174	960	594	305
Somerset Lane, between Winifred's Lane and Somerset Place	L2	7	10	17	7	3
Upper Church Street, between Julian Road and Rivers Street	L15	2	16	15	23	-3
Winifred's Lane, between Somerset Lane and Sion Hill	L1	-1,295	-1,297	-1,296	-1,292	-1,299

Note: Values given in this table may contain minor errors (+/-1) due to rounding.

Figure 24 Lower Lansdown Absolute Traffic Flow Changes November 2024

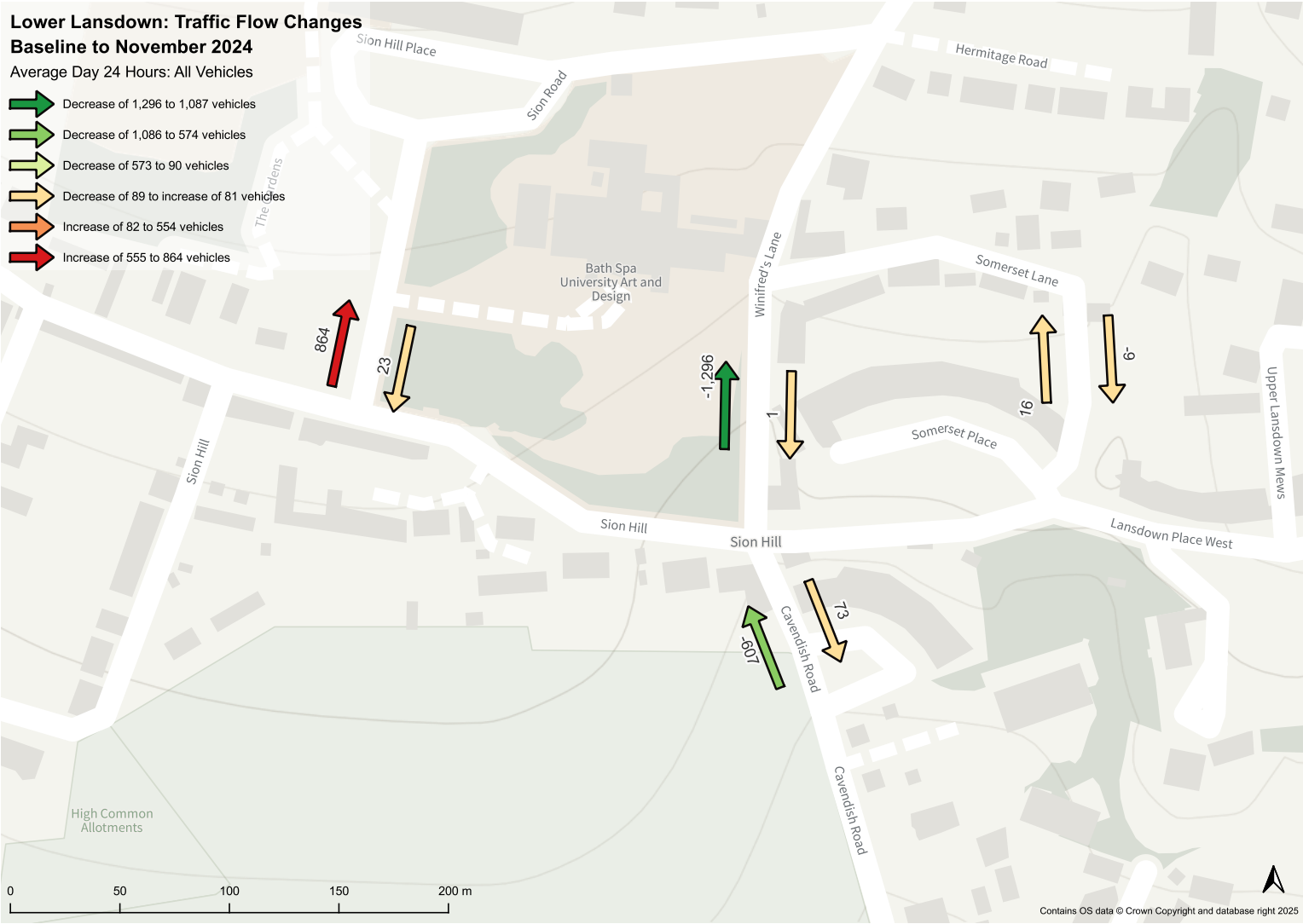


Figure 25 Lower Lansdown Absolute Traffic Flow Changes February 2025

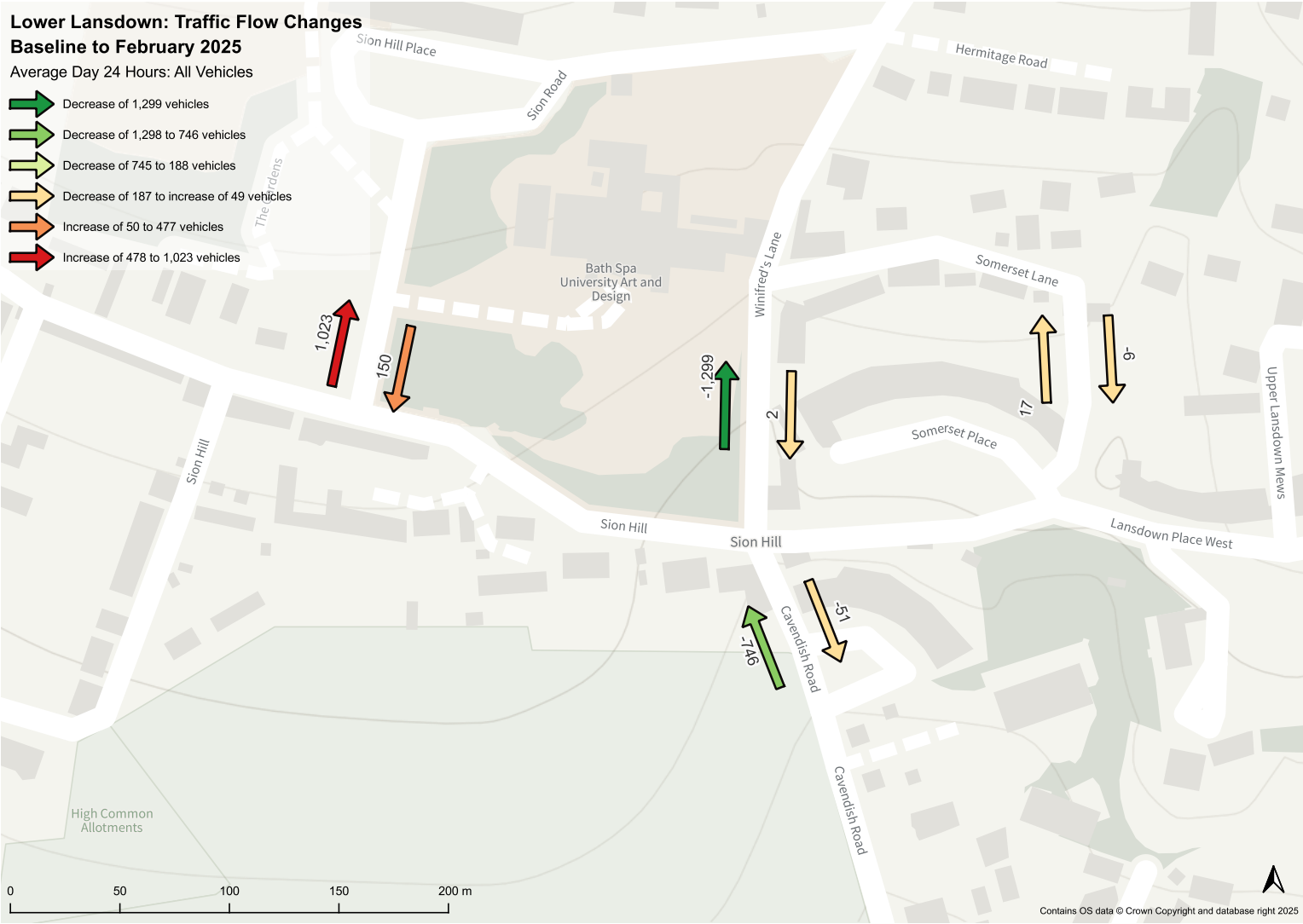


Figure 26 Lower Lansdown Absolute Traffic Flow Changes March 2025

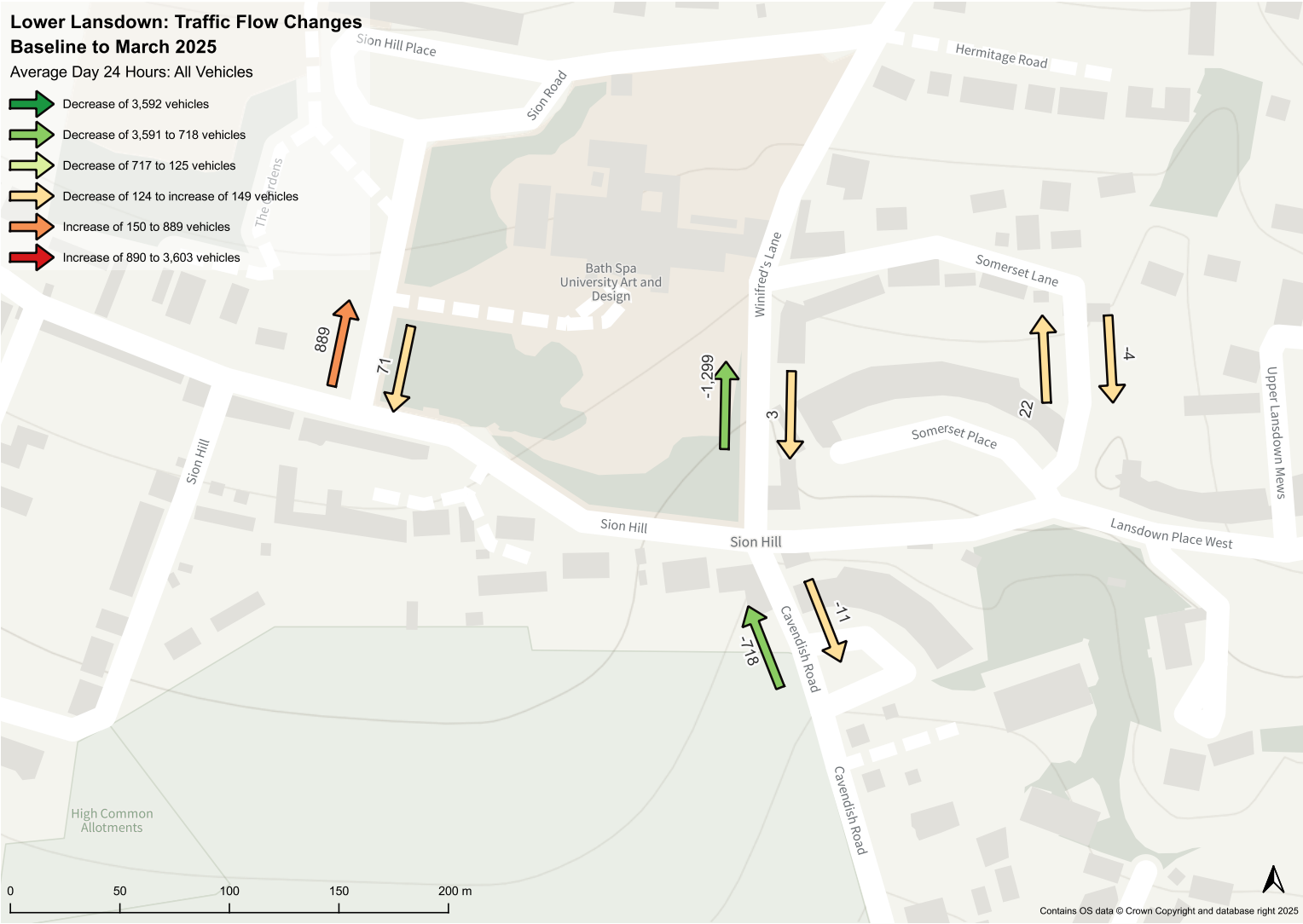


Figure 27 Lower Lansdown Absolute Traffic Flow Changes April 2025 (Week 1)

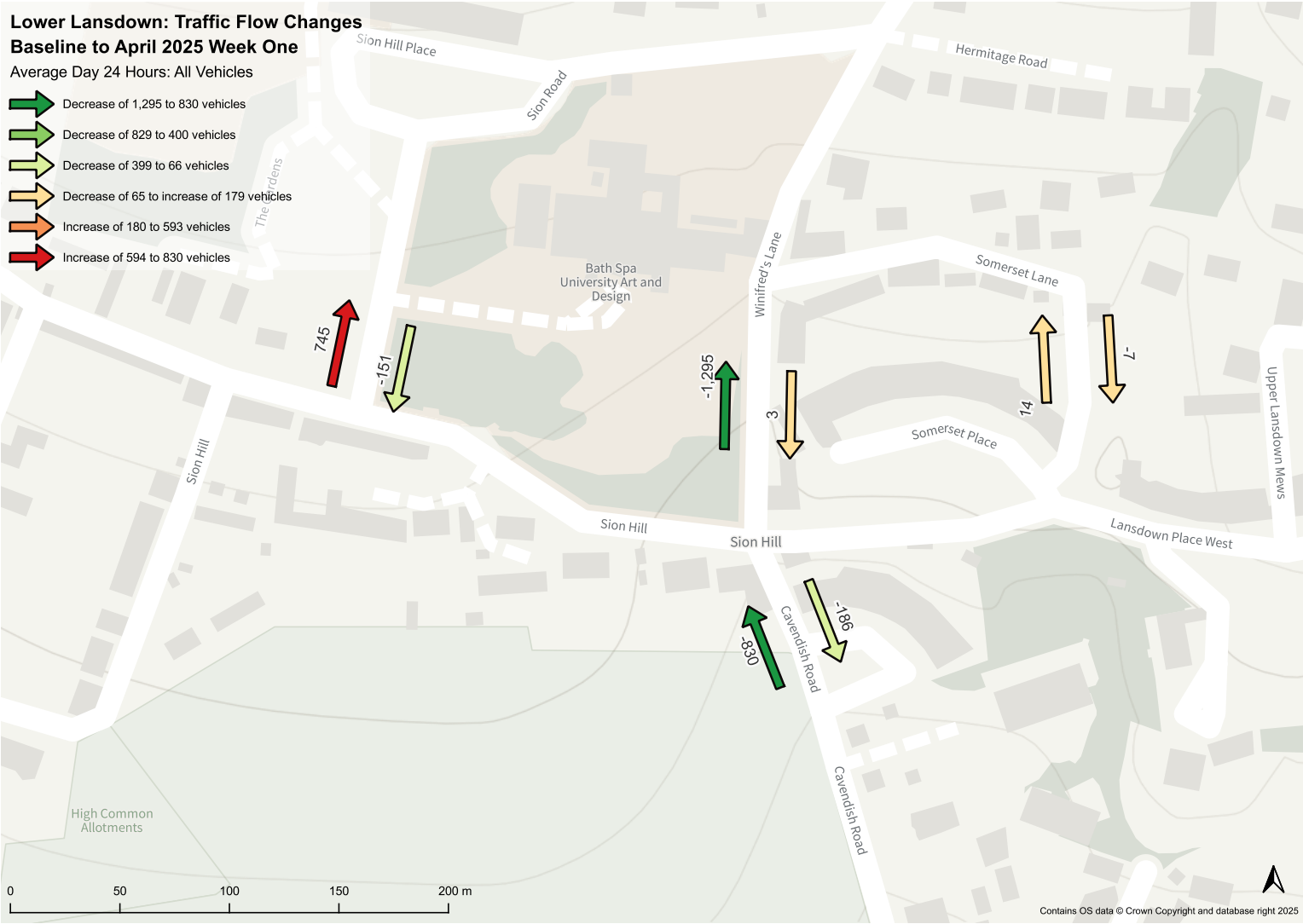


Figure 28 Lower Lansdown Absolute Traffic Flow Changes April 2025 (Week 2)

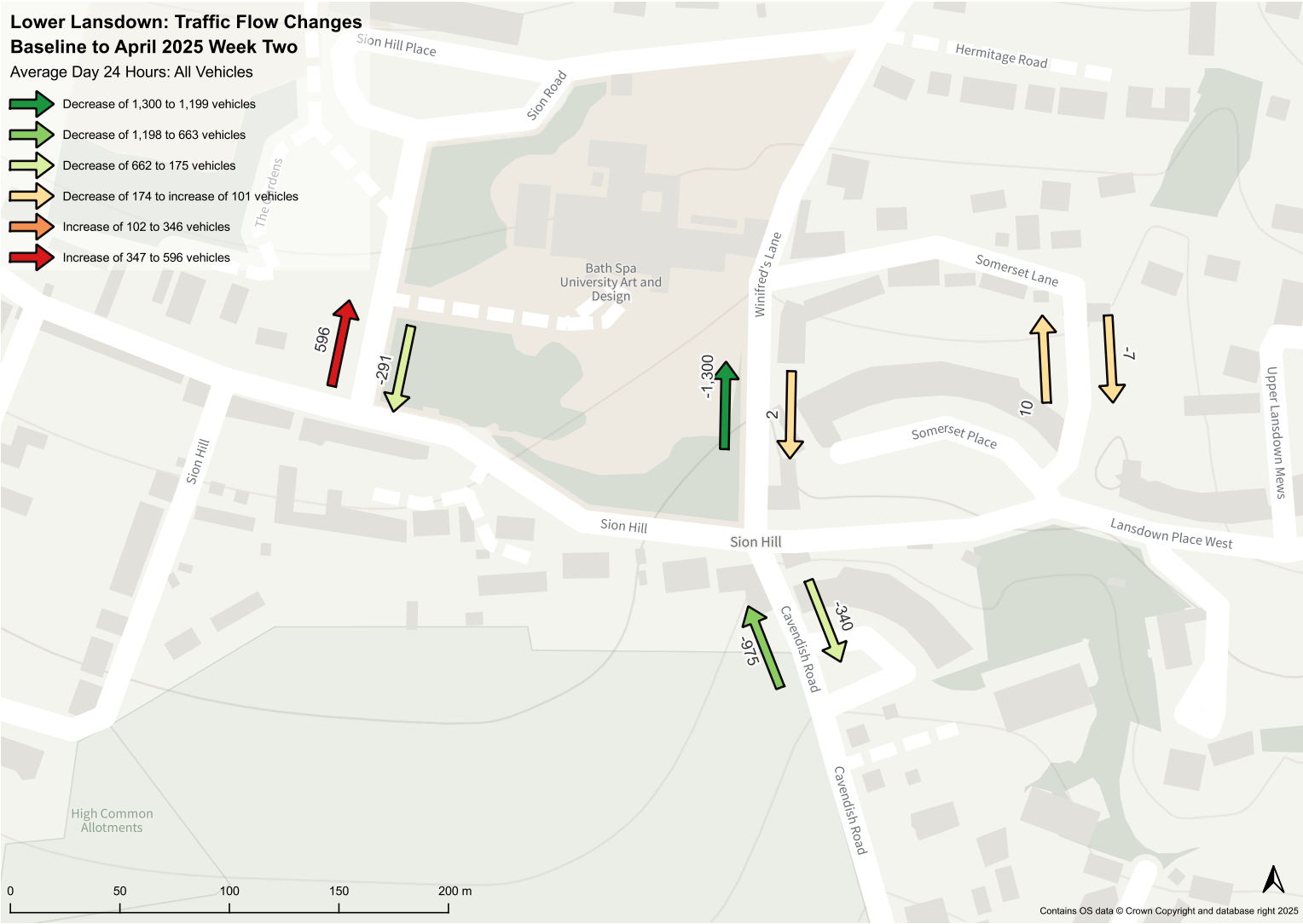


Figure 29 The Circus Absolute Traffic Flow Changes November 2024



Figure 30 The Circus Absolute Traffic Flow Changes February 2025





Figure 31 The Circus Absolute Traffic Flow Changes March 2025



Figure 32 The Circus Absolute Traffic Flow Changes April 2025 (Week 1)



Figure 33 The Circus Absolute Traffic Flow Changes April 2025 (Week 2)



Figure 34 Upper Weston and Lansdown Absolute Traffic Flow Changes November 2024



Figure 35 Upper Weston and Lansdown Absolute Traffic Flow Changes February 2025

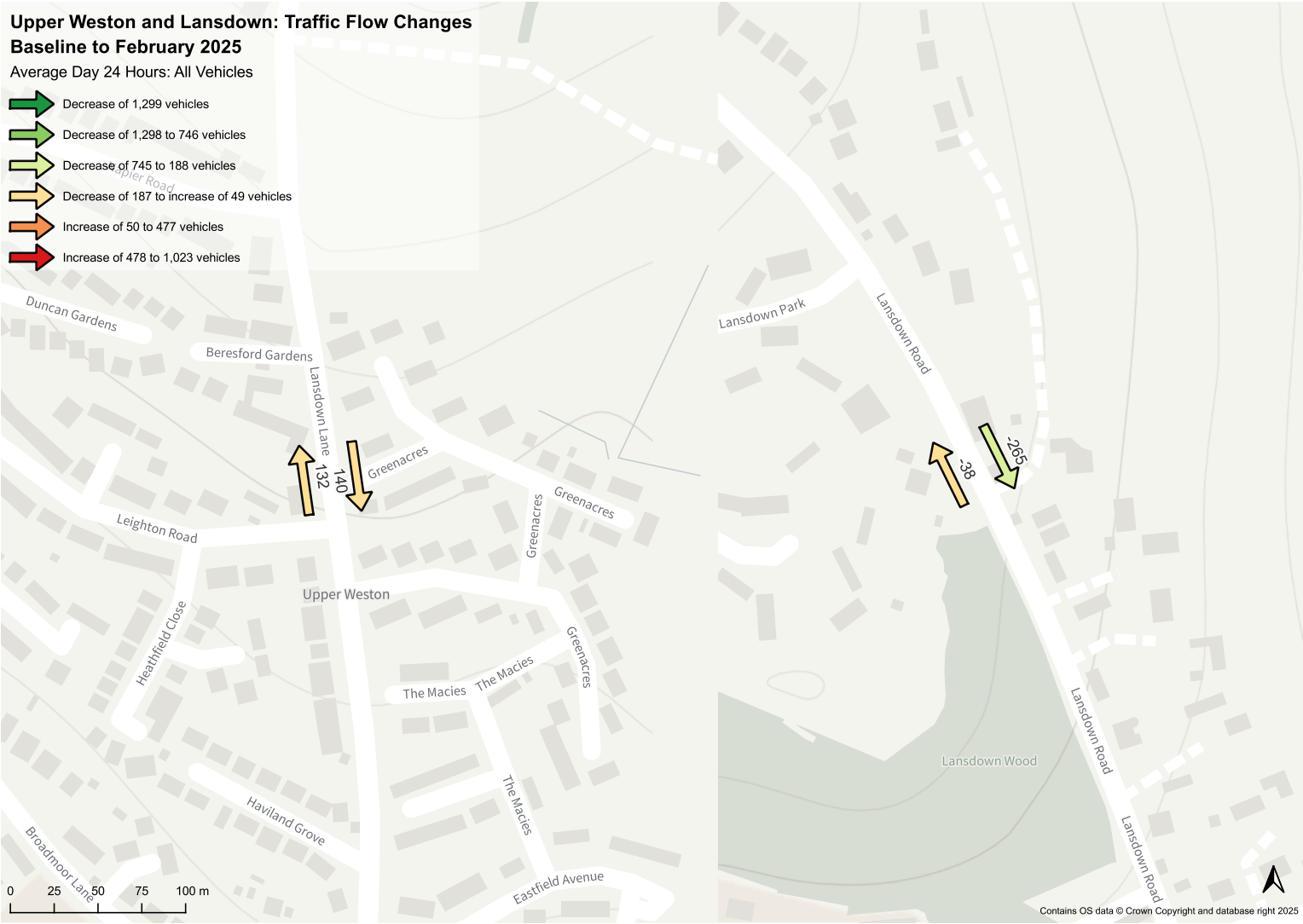


Figure 36 Upper Weston and Lansdown Absolute Traffic Flow Changes March 2025

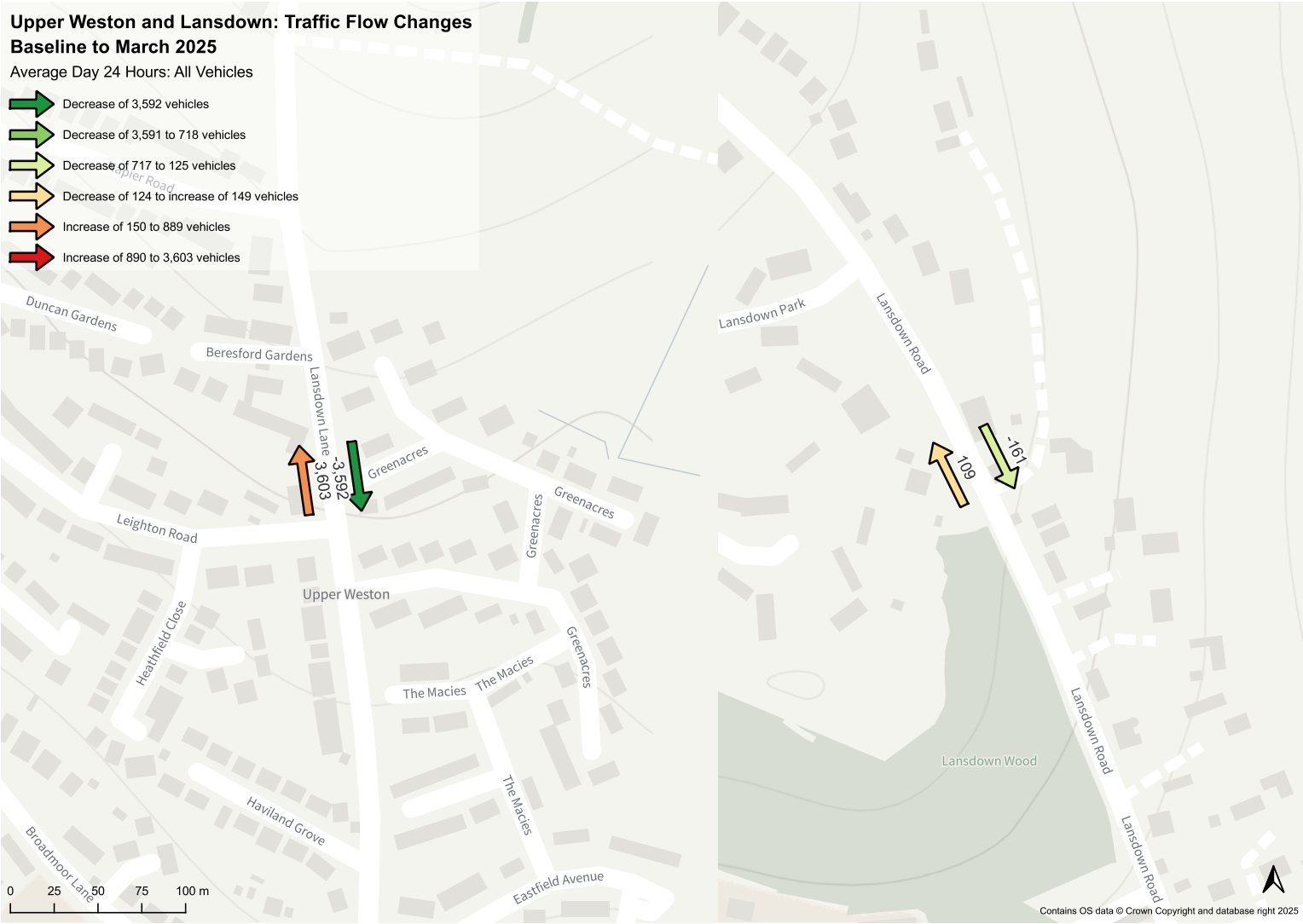


Figure 37 Upper Weston and Lansdown Absolute Traffic Flow Changes April 2025 (Week 1)



Figure 38 Upper Weston and Lansdown Absolute Traffic Flow Changes April 2025 (Week 2)





Table 6 Percentage Changes in 7-day Average Motor-vehicle traffic flows (both directions)

Road	Count No.	Percentage Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to February 2025	Percentage Change in Traffic Flows Baseline to March 2025	Percentage Change in Traffic Flows Baseline to April 2025 (Week 1)	Percentage Change in Traffic Flows Baseline to April 2025 (Week 2)
Bennett Street, between Circus Place and Russell Street	L10	-59%	-59%	-62%	-52%	-66%
Brock Street, between Upper Church Street and The Circus	L12	-13%	-22%	-22%	-15%	-22%
Catharine Place, between Margarets Buildings and Rivers Street Mews	L13	-98%	-97%	-96%	-94%	-99%
Cavendish Road, between Sion Hill and Cavendish Crescent	L4	-16%	-25%	-22%	-31%	-41%
Crescent Lane, between Julian Road and Upper Church Street	L14	-32%	-37%	-32%	-31%	-36%
Gloucester Street, between Julian Road and Rivers Street	L6	1%	65%	-3%	50%	47%
Julian Road, between Upper Church Street and Harley Street	L16	8%	-3%	7%	9%	1%

Road	Count No.	Percentage Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to February 2025	Percentage Change in Traffic Flows Baseline to March 2025	Percentage Change in Traffic Flows Baseline to April 2025 (Week 1)	Percentage Change in Traffic Flows Baseline to April 2025 (Week 2)
Lansdown Crescent / Lansdown Place East	L3a					
Lansdown Lane, between Beresford Gardens and Leighton Road	L17	8%	4%	0%	10%	2%
Lansdown Road, between Bennett Street and Alfred Street	L11	13%	6%	10%	10%	0%
Lansdown Road, between Lansdown Park and Fonthill Road	L18	-3%	-4%	-2%	-6%	-18%
Morford Street, between Lansdown Road and Julian Road	L7	10%	9%	12%	18%	4%
Rivers Street, between Gloucester Street and Russell Street	L8	18%	20%	6%	5%	-19%
Russell Street, between Rivers Street and Bennett Street	L9	-22%	-27%	-60%	-33%	-90%
Sion Hill, between Cavendish Road and Somerset Place	L3					

Road	Count No.	Percentage Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to February 2025	Percentage Change in Traffic Flows Baseline to March 2025	Percentage Change in Traffic Flows Baseline to April 2025 (Week 1)	Percentage Change in Traffic Flows Baseline to April 2025 (Week 2)
Sion Road, between Sion Hill and The Gardens	L5	87%	115%	94%	58%	30%
Somerset Lane, between Winifred's Lane and Somerset Place	L2	14%	20%	35%	14%	6%
Upper Church Street, between Julian Road and Rivers Street	L15	0%	3%	3%	4%	-1%
Winifred's Lane, between Somerset Lane and Sion Hill	L1	-99%	-100%	-100%	-99%	-100%

3.2.41 It should be noted that on Lansdown Lane in March 2025, there was a data collection error with the counter assigning the majority of traffic to the northbound direction. This is understood to be due to roadworks.

Figure 39 Lower Lansdown Percentage Traffic Flow Changes November 2024

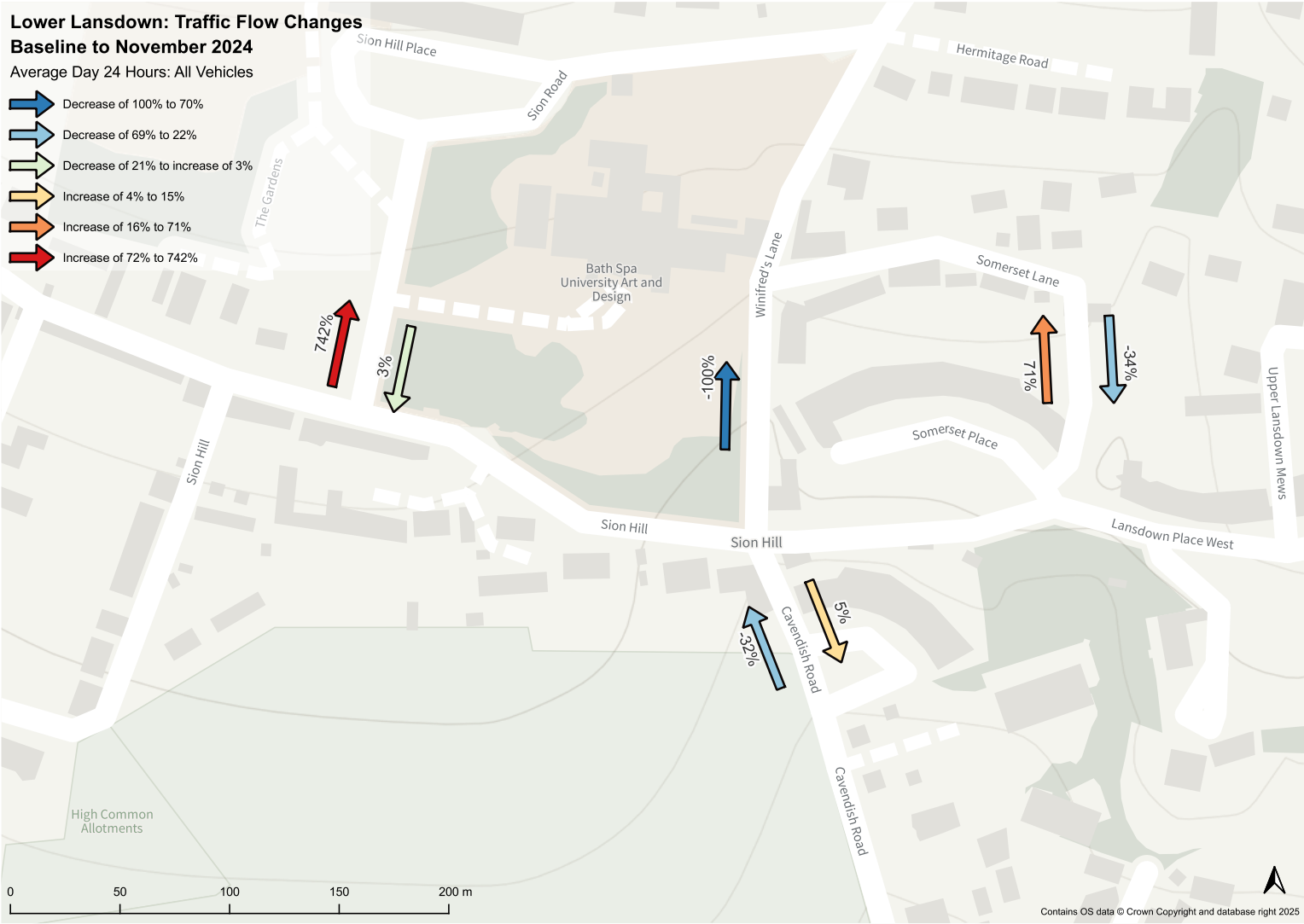


Figure 40 Lower Lansdown Percentage Traffic Flow Changes February 2025

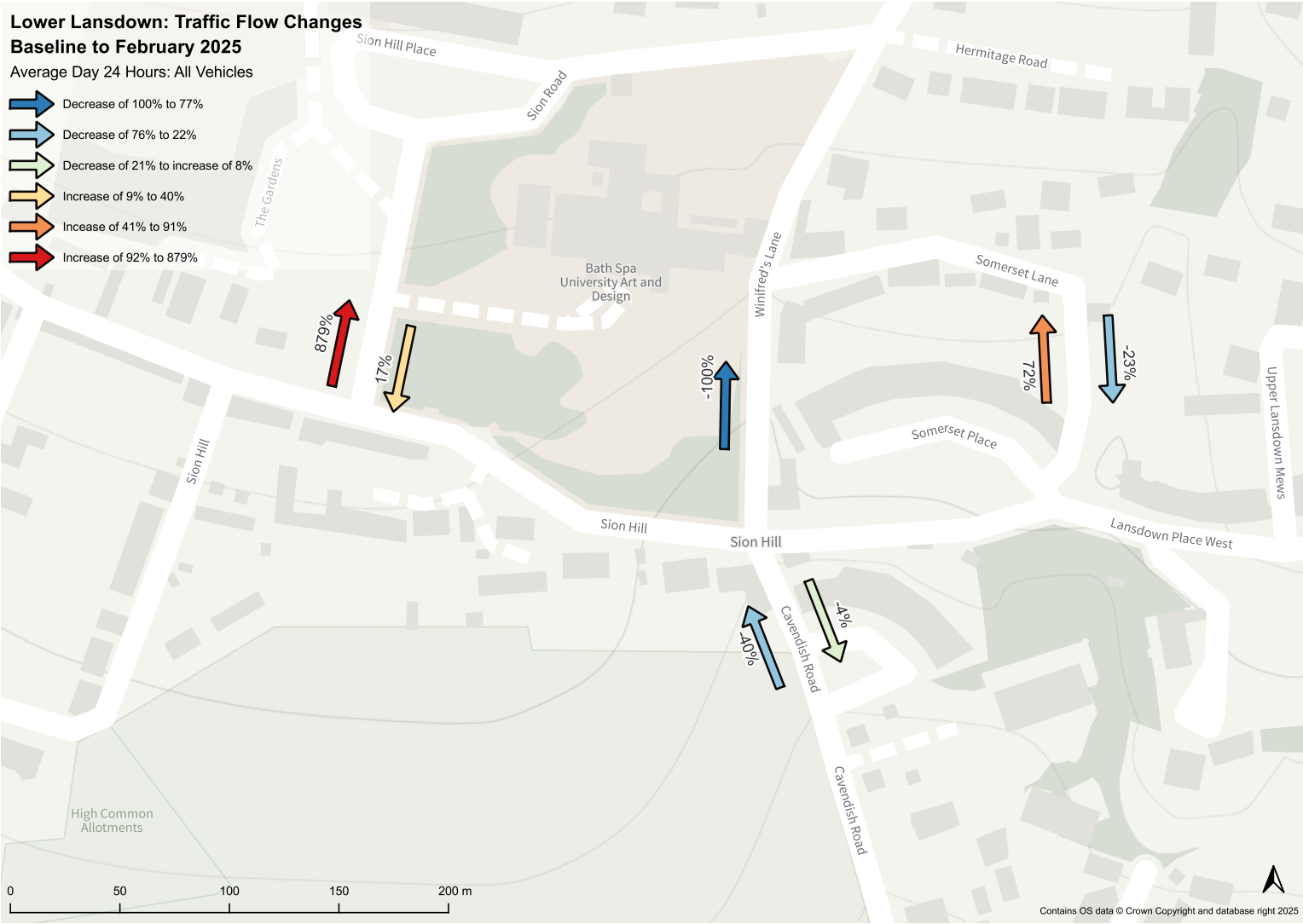


Figure 41 Lower Lansdown Percentage Traffic Flow Changes March 2025

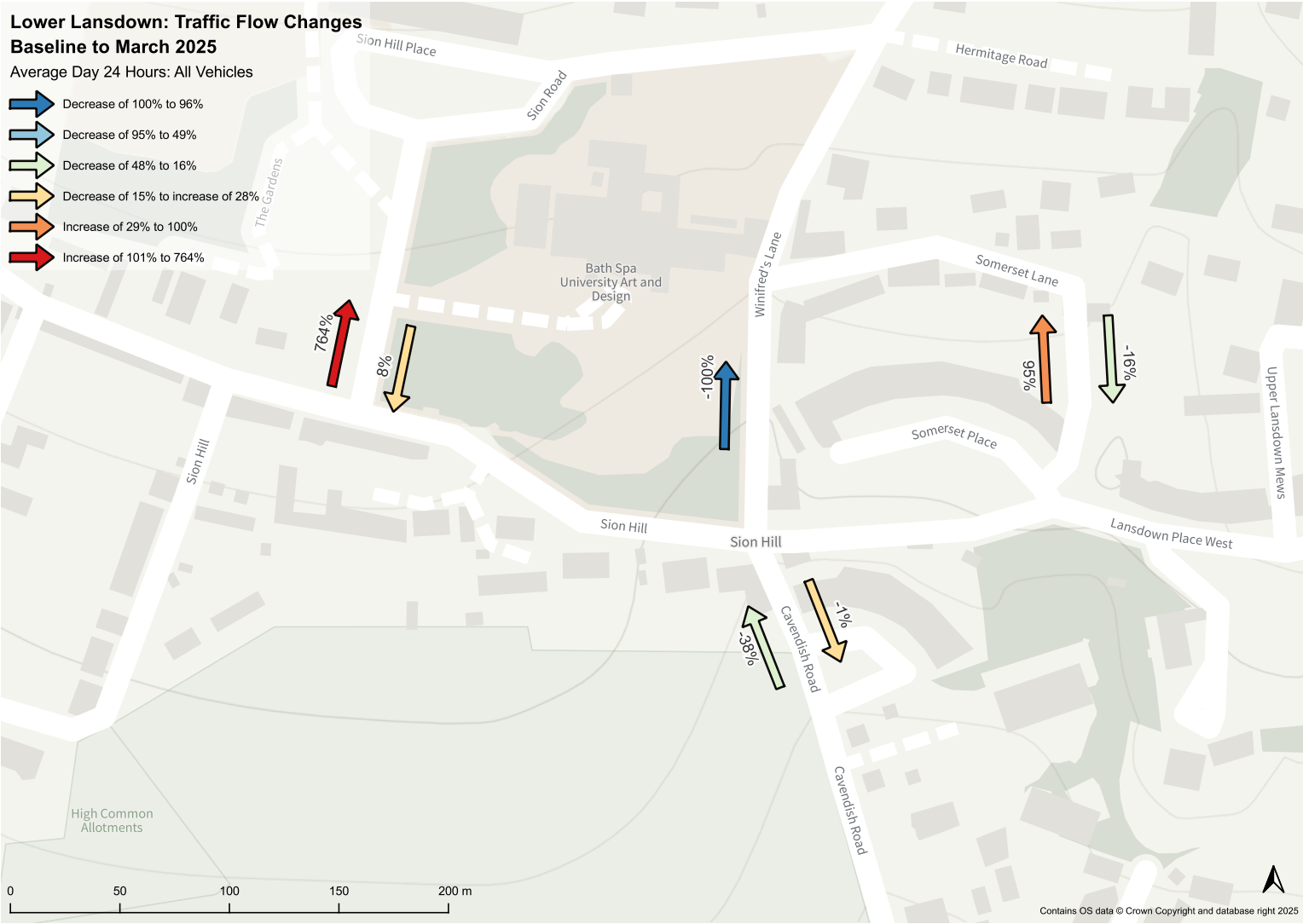


Figure 42 Lower Lansdown Percentage Traffic Flow Changes April 2025 (Week 1)

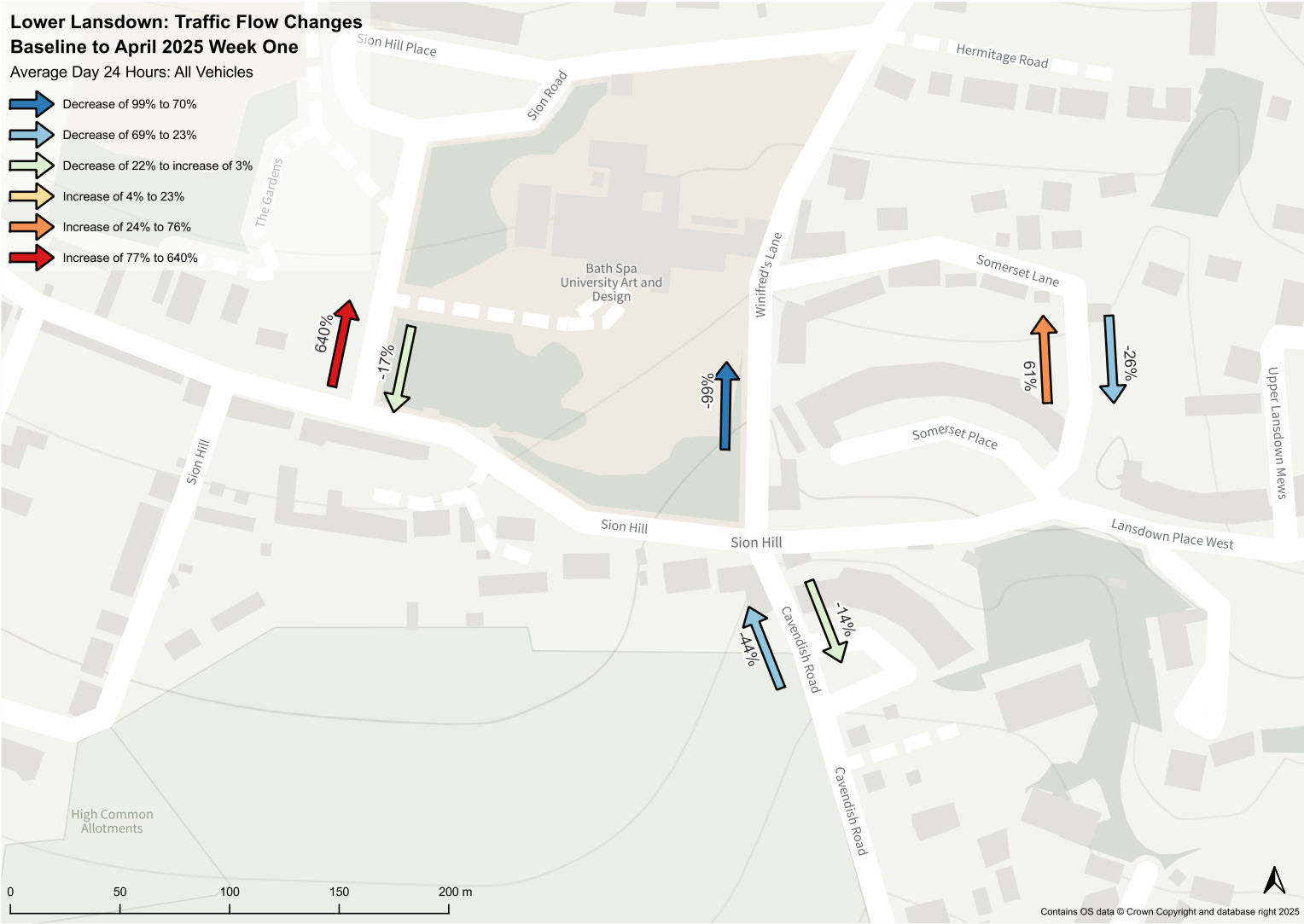


Figure 43 Lower Lansdown Percentage Traffic Flow Changes April 2025 (Week 2)





Figure 44 The Circus Percentage Traffic Flow Changes November 2024

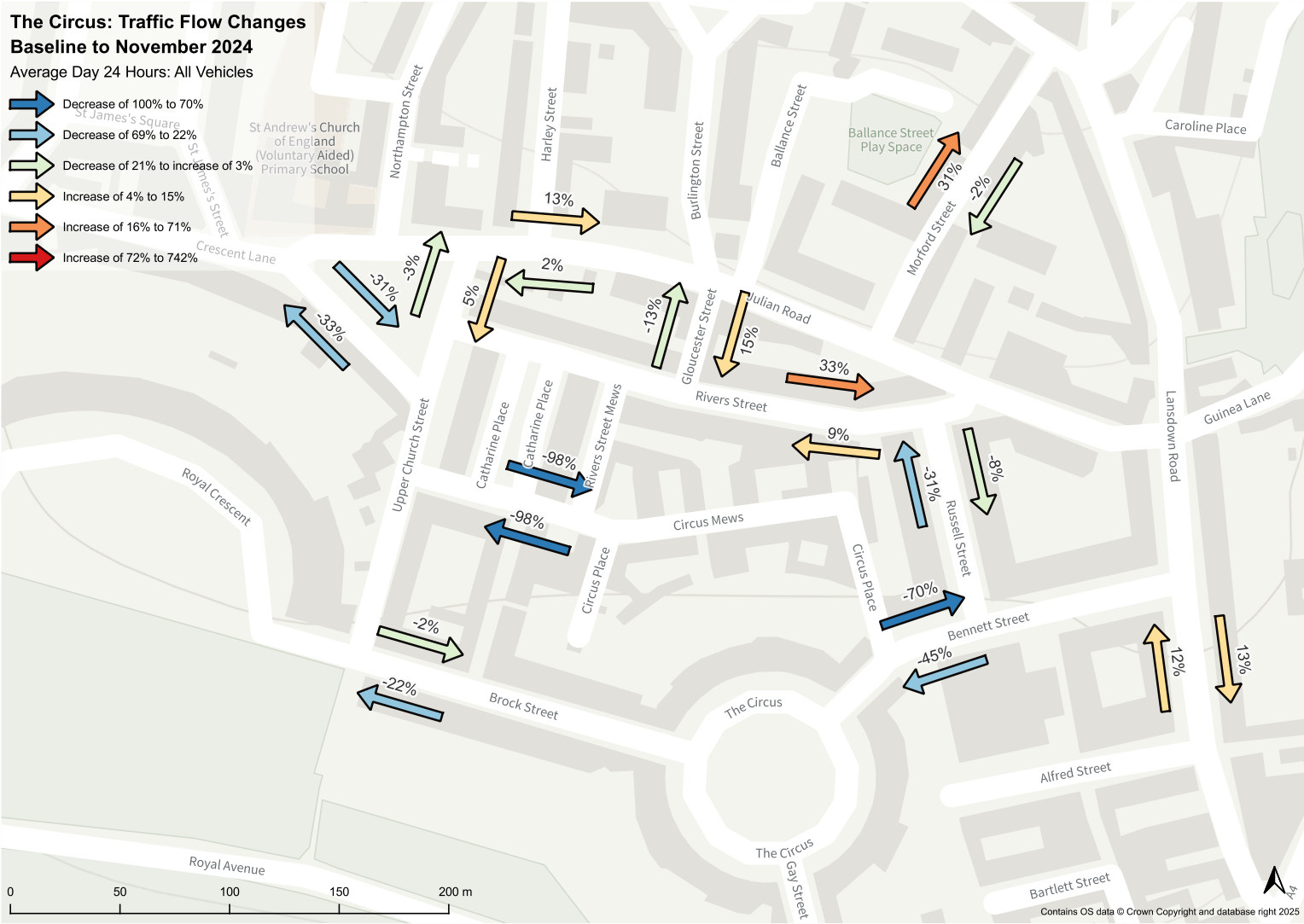


Figure 45 The Circus Percentage Traffic Flow Changes February 2025

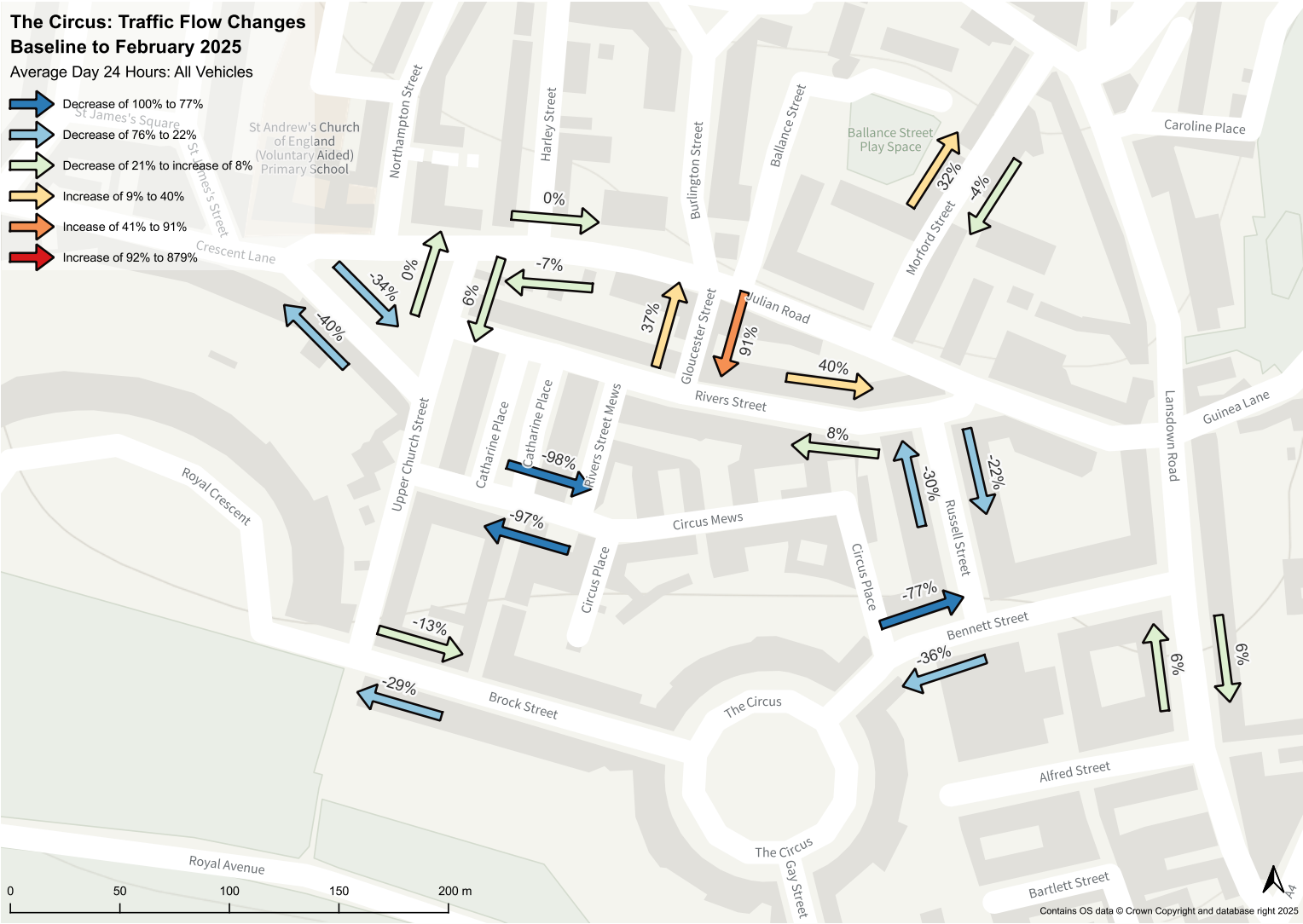


Figure 46 The Circus Percentage Traffic Flow Changes March 2025

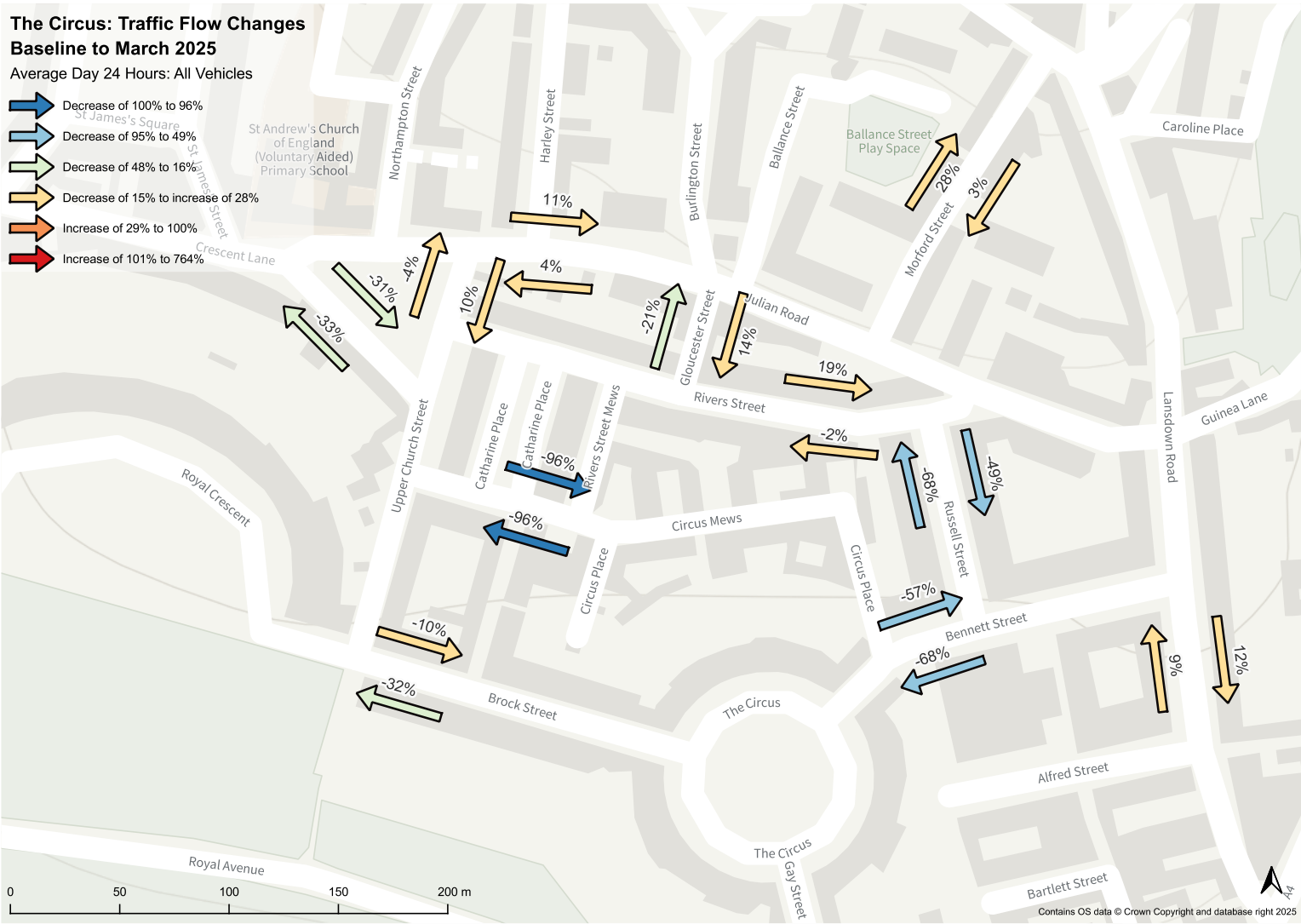


Figure 47 The Circus Percentage Traffic Flow Changes April 2025 (Week 1)



Figure 48 The Circus Percentage Traffic Flow Changes April 2025 (Week 2)



Figure 49 Upper Weston and Lansdown Percentage Traffic Flow Changes November 2024

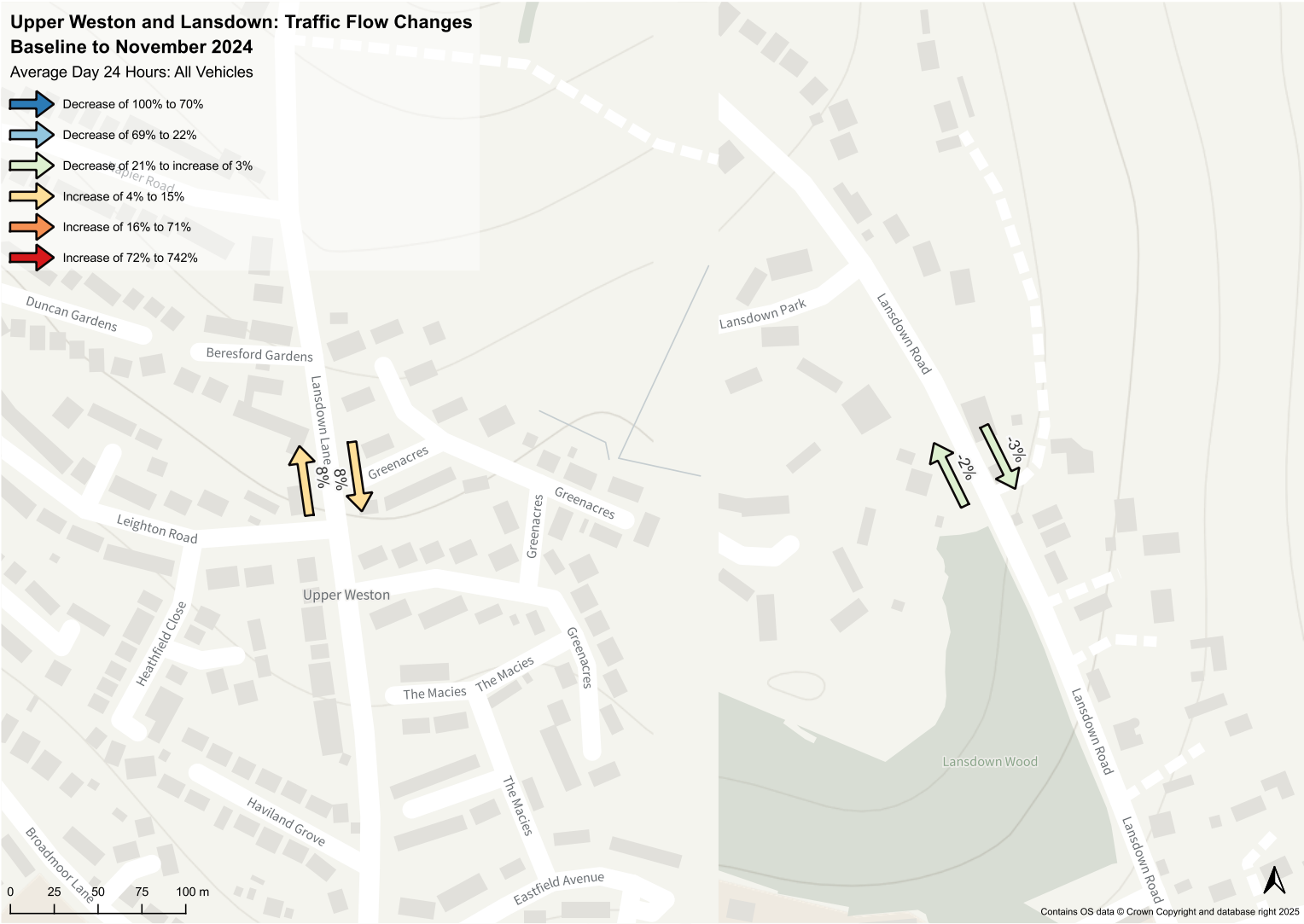


Figure 50 Upper Weston and Lansdown Percentage Traffic Flow Changes February 2025

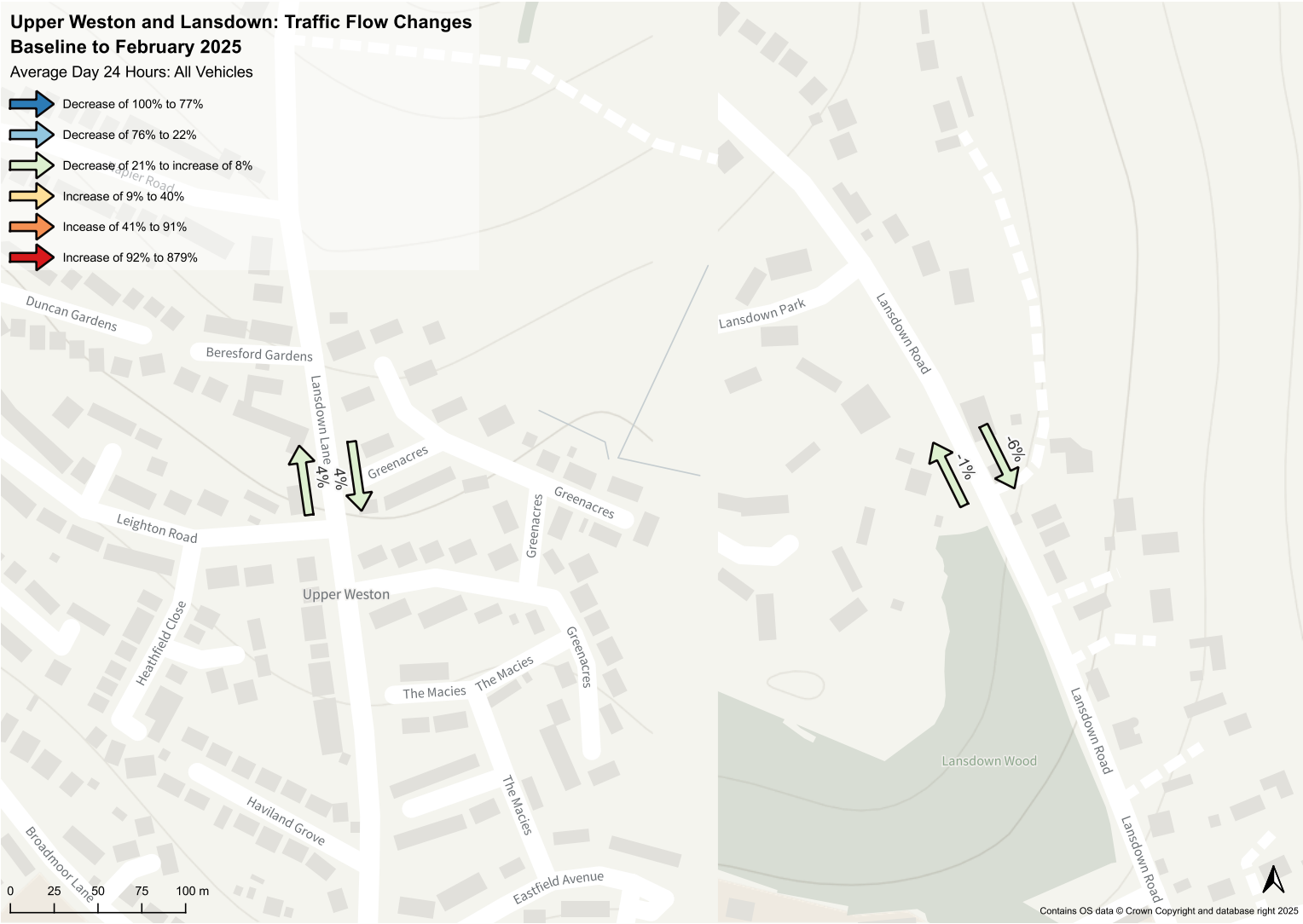




Figure 51 Upper Weston and Lansdown Percentage Traffic Flow Changes March 2025

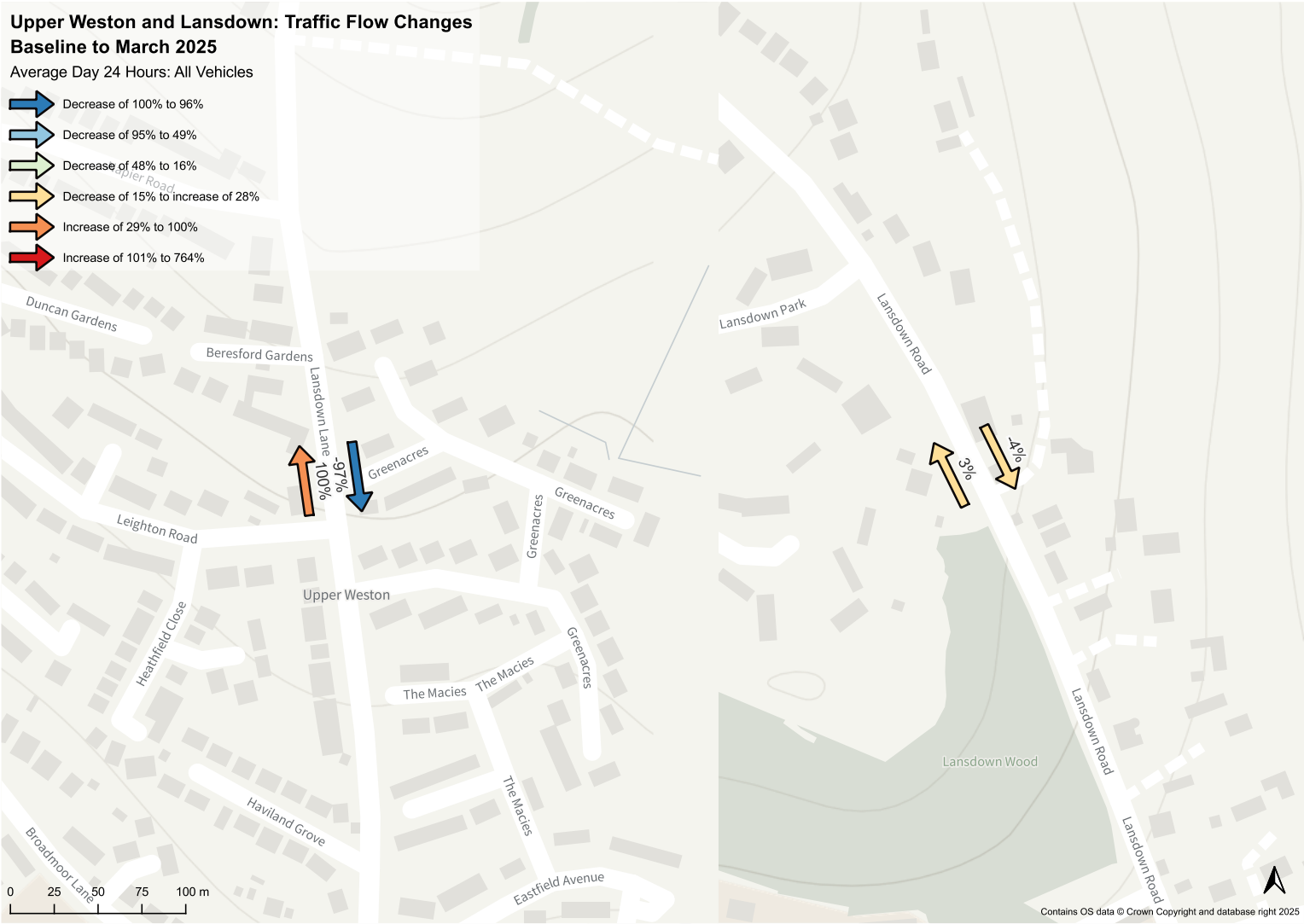




Figure 52 Upper Weston and Lansdown Percentage Traffic Flow Changes April 2025 (Week 1)

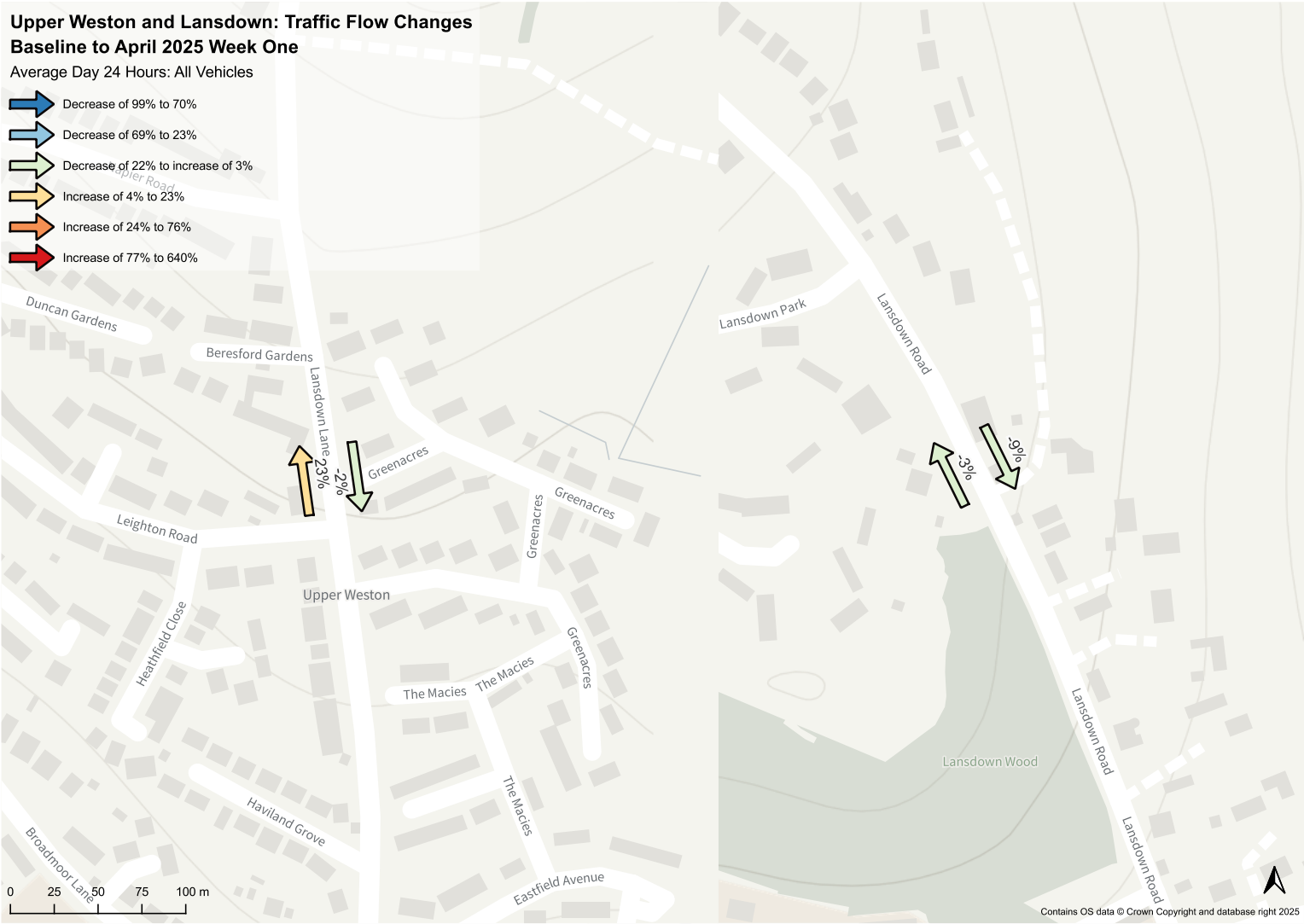
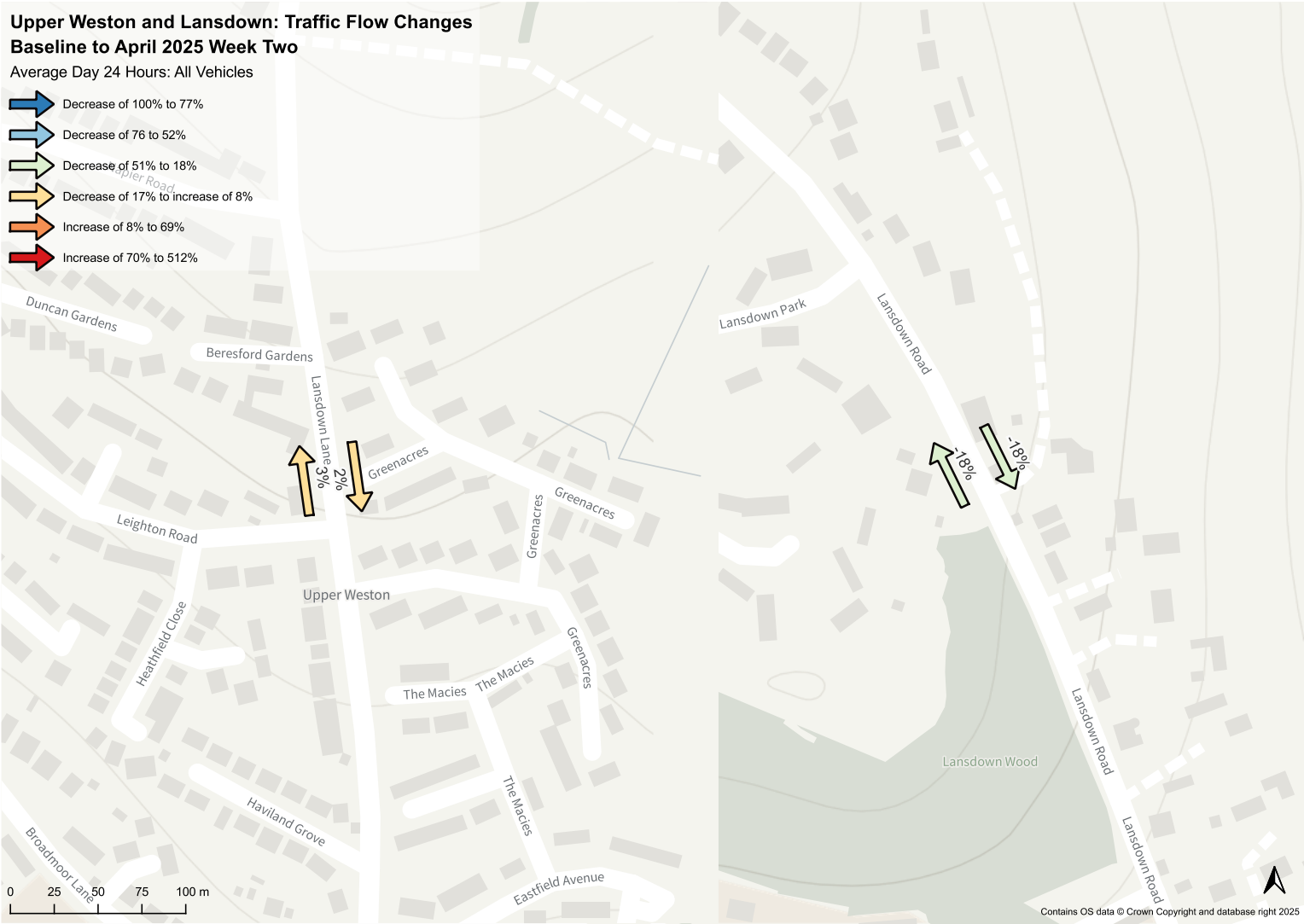


Figure 53 Upper Weston and Lansdown Percentage Traffic Flow Changes April 2025 (Week 2)



## Comparison of Results

- 3.2.42 Considering the absolute changes in motor-vehicle traffic flows between the baseline and the in-trial periods, a comparison of the 7-day average traffic flows on each link has been conducted below.
- 3.2.43 **Lower Lansdown**
- 3.2.44 As intended and due to the through-traffic restriction, Winifred's Lane (L1) saw a reduction of traffic. The lane carried 1,303 vehicles a day, on average, during baseline monitoring. During the trial in termtime periods, Winifred's Lane carried 1,295 fewer vehicles in November 2024, 1,297 fewer vehicles in February 2025, and 1,296 fewer in March 2025. During the trial in school holiday periods, Winifred's Lane carried 1,292 fewer vehicles in April 2025 Week 1 and 1,299 fewer vehicles in April 2025 Week 2.
- 3.2.45 During the trial in termtime periods, Winifred's Lane carried 99% fewer vehicles in November 2024, 100% fewer vehicles in February 2025 and March 2025. During school holiday periods, Winifred's Lane carried 99% fewer vehicles in April 2025 Week 1 and 100% fewer vehicles in April 2025 Week 2.
- 3.2.46 **Cavendish Road** (L4) carried 3,248 vehicles on average per day pre-trial. During the trial in termtime periods, 534 fewer vehicles were recorded in November 2024, 797 fewer in February 2025, and 729 fewer in March 2025. During the trial in school holiday periods, Cavendish Road carried 1,016 fewer vehicles in April 2025 Week 1 and 1,316 fewer in April 2025 Week 2.
- 3.2.47 During the trial in termtime periods, **Cavendish Road** carried 16% fewer vehicles in November 2024, 25% fewer vehicles in February 2025, and 22% fewer vehicles in March 2025. During the trial in school holiday periods, Cavendish Road was trafficked by 31% fewer vehicles in April 2025 Week 1 and 41% fewer vehicles in April 2025 Week 2.
- 3.2.48 **Lansdown Lane** (L17), **between Beresford Gardens and Leighton Road**, carried 7,336 vehicles on average per day pre-trial. During the trial in termtime periods, 580 more vehicles were recorded in November 2024, 272 more in February 2025, and 11 more in March 2025. During the trial in school holiday periods, Lansdown Lane carried 764 more vehicles in April 2025 Week 1 and 175 more vehicles in April 2025 Week 2.
- 3.2.49 During the trial in termtime periods, **Lansdown Lane** carried 8% more vehicles in November 2024, 4% more vehicles in February 2025, and experienced an overall change of 0% in March 2025. During the trial in school holiday periods, it carried 10% more vehicles in April 2025 Week 1 and 2% more vehicles in April 2025 Week 2.
- 3.2.50 **Lansdown Road** (L18), **between Lansdown Park and Fonthill Road**, carried 8,346 vehicles on average per day pre-trial. During the trial in termtime periods, 227 fewer vehicles were recorded in November 2024, 304 fewer in February 2025, and 198 fewer in March 2025. During the trial in school holiday periods, Lansdown Road, between Lansdown Park and Fonthill Road, carried 537 fewer vehicles in April 2025 Week 1 and 1,513 fewer vehicles in April 2025 Week 2.
- 3.2.51 During the trial in termtime periods, **Lansdown Road, between Lansdown Park and Fonthill Road**, carried 3% fewer vehicles in November 2024, 4% fewer vehicles in February 2025, and an overall change of 0% in March 2025. During the trial in school holiday periods, it carried by 6% fewer vehicles in April 2025 Week 1 and 18% fewer vehicles in April 2025 Week 2.

- 3.2.52 **Somerset Lane** (L2) carried 50 vehicles on average, per day, in the baseline. During the trial in termtime periods, 7 more vehicles were recorded in November 2024, 10 more in February 2025, and 17 more in March 2025. During the trial in school holiday periods, Somerset Lane carried 7 more vehicles in April 2025 Week 1 and 3 more in April 2025 Week 2.
- 3.2.53 During the trial in termtime periods, **Somerset Lane** carried 14% more vehicles in November 2024, 20% more vehicles in February 2025, and 35% more vehicles in March 2025. During the trial in school holiday periods, it carried by 14% more vehicles in April 2025 Week 1 and 6% more vehicles in April 2025 Week 2.
- 3.2.54 **Sion Road** (L5) carried 1,022 vehicles on average per day pre-trial. During the trial in termtime periods, 887 more vehicles were recorded in November 2024, 1,174 more in February 2025, and 960 more in March 2025. During the trial in school holiday periods, Sion Road carried 594 more vehicles in April 2025 Week 1 and 305 more in April 2025 Week 2.
- 3.2.55 During the trial in termtime periods, **Sion Road** carried 87% more vehicles in November 2024, 115% more vehicles in February 2025, and 94% more vehicles in March 2025. During the trial in school holiday periods, it carried 58% more vehicles in April 2025 Week 1 and 30% more vehicles in April 2025 Week 2.
- 3.2.56 **The Circus area**
- 3.2.57 The largest increase in vehicles was recorded on **Lansdown Road, between Bennett St and Alfred St** (L11). It carried 8,452 vehicles on average per day pre-trial. During the trial in termtime periods, 1,077 more vehicles were recorded in November 2024, 531 more in February 2025, and 850 more in March 2025. During the trial in school holiday periods, Lansdown Road, between Bennett Street and Alfred Street, carried 824 more vehicles in April 2025 Week 1 and 3 fewer vehicles in April 2025 Week 2.
- 3.2.58 During the trial in termtime periods, **Lansdown Road, between Bennett Street and Alfred Street**, carried 13% more vehicles in November 2024, 6% more vehicles in February 2025, and 10% more vehicles in March 2025. During the trial in school holiday periods, it carried 10% more vehicles in April 2025 Week 1 and experienced an overall change of 0% in April 2025 Week 2.
- 3.2.59 **Bennett Street** (L10), **between Circus Place and Russell Street**, saw the biggest reduction in vehicles, on average, across all time periods. Baseline counts were 2,839. During the trial in termtime periods, 1,661 fewer vehicles were recorded in November 2024, 1,663 fewer vehicles in February 2025, and 1,755 fewer vehicles in March 2025. During the trial in school holiday periods, 1,484 fewer vehicles were recorded in April 2025 Week 1, and 1,862 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.60 During the trial in termtime periods, **Bennett Street** carried 59% fewer vehicles in November 2024 and February 2025, and 62% fewer vehicles in March 2025. During the trial in school holiday periods, Bennett Street carried 52% fewer vehicles in April 2025 Week 1 and 66% fewer vehicles in April 2025 Week 2.

- 3.2.61 **Brock Street** (L12) carried 1,279 vehicles per day, on average, during the baseline. During the trial in termtime periods, 171 fewer vehicles were recorded in November 2024, 276 fewer vehicles were recorded in February 2025, and 286 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 192 fewer vehicles were recorded in April 2025 Week 1, and 282 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.62 During the trial in termtime periods, **Brock Street** carried 13% fewer vehicles in November 2024, and 22% fewer vehicles in February 2025 and March 2025. During the trial in school holiday periods, Brock Street carried 15% fewer vehicles in April 2025 Week 1, and 22% fewer vehicles in April 2025 Week 2.
- 3.2.63 On **Catharine Place** (L13), 415 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 405 fewer vehicles were recorded in November 2024, 403 fewer vehicles were recorded in February 2025, and 398 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 392 fewer vehicles were recorded in April 2025 Week 1, and 410 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.64 During the trial in termtime periods, **Catharine Place** carried 98% fewer vehicles in November 2024, 97% fewer vehicles in February 2025, and 96% fewer vehicles in March 2025. During the trial in school holiday periods, Catharine Place carried 94% fewer vehicles in April 2025 Week 1, and 99% fewer vehicles in April 2025 Week 2.
- 3.2.65 On **Crescent Lane** (L14), 1,590 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 505 fewer vehicles were recorded in November 2024, 581 fewer vehicles were recorded in February 2025, and 509 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 486 fewer vehicles were recorded in April 2025 Week 1, and 568 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.66 During the trial in termtime periods, **Crescent Lane** was trafficked by 32% fewer vehicles in November 2024, 37% fewer vehicles in February 2025, and 32% fewer vehicles in March 2025. During the trial in school holiday periods, Crescent Lane carried 31% fewer vehicles in April 2025 Week 1, and 36% fewer vehicles in April 2025 Week 2.
- 3.2.67 On **Gloucester Street, between Julian Road and Rivers Street** (L6), 189 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 2 more vehicles were recorded in November 2024, 123 more vehicles were recorded in February 2025, and 5 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 95 more vehicles were recorded in April 2025 Week 1, and 89 more vehicles were recorded in April 2025 Week 2.
- 3.2.68 During the trial in termtime periods, **Gloucester Street** carried 1% more vehicles in November 2024, 65% more vehicles in February 2025, and 3% fewer vehicles in March 2025. During the trial in school holiday periods, Gloucester Street carried 50% more vehicles in April 2025 Week 1, and 47% more vehicles in April 2025 Week 2.
- 3.2.69 On **Julian Road, between Upper Church Street and Harley Street** (L16), 8,365 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 635 more vehicles were recorded in November 2024, 287 fewer vehicles were recorded in February 2025, and 609 more vehicles were recorded in March 2025. During the trial in school holiday periods, 733 more vehicles were recorded in April 2025 Week 1, and 115 more vehicles were recorded in April 2025 Week 2.

- 3.2.70 During the trial in termtime periods, **Julian Road** carried 8% more vehicles in November 2024, 3% fewer vehicles in February 2025, and 7% more vehicles in March 2025. During the trial in school holiday periods, Julian Road carried 9% more vehicles in April 2025 Week 1, and 1% more vehicles in April 2025 Week 2.
- 3.2.71 On **Morford Street** (L7), 4,040 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 400 more vehicles were recorded in November 2024, 369 more vehicles were recorded in February 2025, and 505 more vehicles were recorded in March 2025. During the trial in school holiday periods, 730 more vehicles were recorded in April 2025 Week 1, and 170 more vehicles were recorded in April 2025 Week 2.
- 3.2.72 During the trial in termtime periods, **Morford Street** carried 10% more vehicles in November 2024, 9% more vehicles in February 2025, and 12% more vehicles in March 2025. During the trial in school holiday periods, Morford Street carried 18% more vehicles in April 2025 Week 1, and 4% more vehicles in April 2025 Week 2.
- 3.2.73 On **Rivers Street, between Gloucester Street and Russell Street** (L8), 331 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 60 more vehicles were recorded in November 2024, 65 more vehicles were recorded in February 2025, and 19 more vehicles were recorded in March 2025. During the trial in school holiday periods, 17 more vehicles were recorded in April 2025 Week 1, and 63 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.74 During the trial in termtime periods, **Rivers Street** carried 18% more vehicles in November 2024, 20% more vehicles in February 2025, and 6% more vehicles in March 2025. During the trial in school holiday periods, Rivers Street carried 5% more vehicles in April 2025 Week 1, and 19% fewer vehicles in April 2025 Week 2.
- 3.2.75 On **Russell Street, between Rivers Street and Bennett Street** (L9), 630 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 138 fewer vehicles were recorded in November 2024, 169 fewer vehicles were recorded in February 2025, and 378 fewer vehicles were recorded in March 2025. During the trial in school holiday periods, 207 fewer vehicles were recorded in April 2025 Week 1, and 570 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.76 During the trial in termtime periods, **Russell Street** carried 22% fewer vehicles in November 2024, 27% fewer vehicles in February 2025, and 60% fewer vehicles in March 2025. During the trial in school holiday periods, Russell Street carried 33% fewer vehicles in April 2025 Week 1, and 90% fewer vehicles in April 2025 Week 2.
- 3.2.77 On **Upper Church Street, between Julian Road and Rivers Street** (L15), 564 vehicles per day, on average, were recorded in the baseline. During the trial in termtime periods, 2 more vehicles were recorded in November 2024, 16 more vehicles were recorded in February 2025, and 15 more vehicles were recorded in March 2025. During the trial in school holiday periods, 23 more vehicles were recorded in April 2025 Week 1, and 3 fewer vehicles were recorded in April 2025 Week 2.
- 3.2.78 During the trial in termtime periods, **Upper Church Street** carried an overall change of 0% in November 2024, 3% more vehicles in February 2025 and March 2025. During the trial in school holiday periods, Upper Church Street carried 4% more vehicles in April 2025 Week 1, and 1% fewer vehicles in April 2025 Week 2.

## Summary

- 3.2.79 Considering the percentage changes in motor-vehicle traffic flows between the baseline and the in-trial periods, the greatest reduction in November 2024 was at Winifred's Lane from 99% to 100%. This was followed by Catharine Place with a reduction of up to 98% to 99% as expected due to the new through-traffic restrictions.
- 3.2.80 The mean absolute change in motor vehicle flows, per road, in the study area between the baseline and in-trial periods (**excluding** Winifred's Lane and Catharine Place) was +28 in November 2024, -101 in February 2025, -58 in March 2025, -9 in April 2025 Week 1, and -355 in April 2025 Week 2
- 3.2.81 The mean percentage change in motor vehicle flows, per road, in the study area between the baseline and in-trial periods (**excluding** Winifred's Lane and Catharine Place) was 1% in November 2024, 4% in February 2025, -2% in March 2025, 1% in April 2025 Week 1 (when the local private schools were on holiday), and -13% in April 2025 Week 2 (when all schools were on holiday).



## Junction Turning Counts

- 3.2.82 Junction Turning Counts were collected for the **A4 Gay Street / A4 George Street / Gay Street junction** for seven consecutive days at the end of November 2023 for the purpose of baseline monitoring and repeated five times during the six-month trial for the purposes of comparison.
- 3.2.83 The Gay Street trial introduced a restriction on motor vehicles entering Gay Street (north) from Gay Street (south) and a ban on exiting Gay Street (south) into Gay Street (north) towards Queen Square. Motor vehicles were instead required to access the northern end of Gay Street from The Circus and either exit the same way or via a left turn into George Street. An existing no-right-turn into Gay Street (north) from A4 George Street was already permanently in place.
- 3.2.84 In-trial junction turning counts were also conducted for seven consecutive days, five times at the **Sion Hill, Winifred's Lane and Cavendish Road junction**. The monitoring was introduced post-trial to monitor rates of non-compliance with the no-right turn into Sion Hill (east), which was introduced to complement the Winifred's Lane through-traffic restriction. Baseline counts were not conducted for the Sion Hill, Winifred's Lane and Cavendish Road junction.

### Baseline Turning Counts for A4 Gay Street / A4 George Street / Gay Street

- 3.2.85 Baseline junction turning counts for the junction of the A4 Gay Street / A4 George Street / Gay Street were collected during seven days in November 2023. Average day vehicle turning counts are presented in Figure 54 and Table 7.



Figure 54 Gay Street Baseline Turning Counts, November 2023

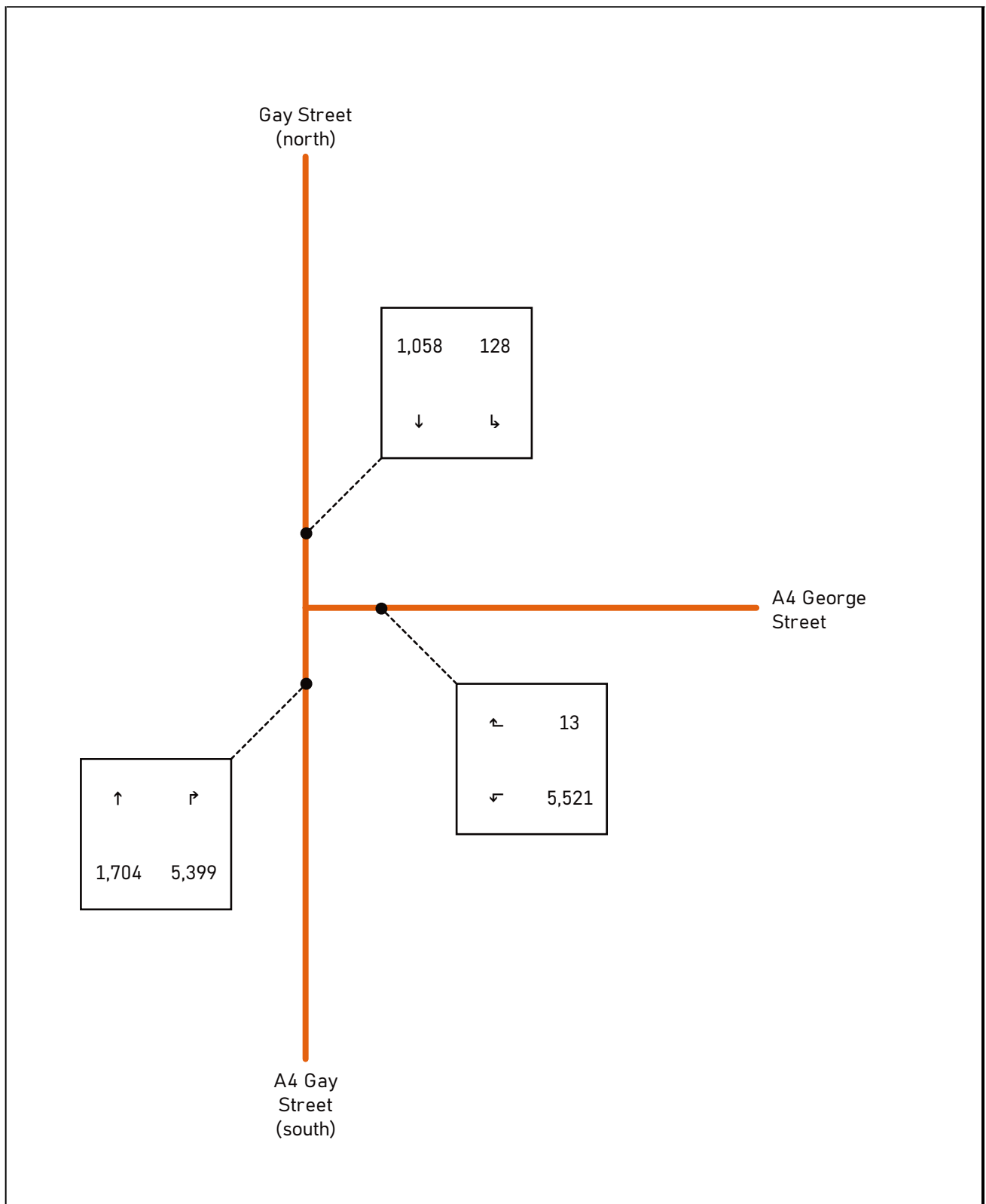


Table 7 Gay Street Junction Baseline Turning Counts Average Day Baseline

<b>Gay Street Baseline – All Vehicles – 0600- 2200 November 2023</b>	<b>To Gay Street (north)</b>	<b>To A4 George Street</b>	<b>To A4 Gay Street (south)</b>	<b>Total</b>
<b>From Gay Street (north)</b>		128	1,058	<b>1,186</b>
<b>From A4 George Street</b>	13		5,521	<b>5,534</b>
<b>From A4 Gay Street (south)</b>	1,704	5,399		<b>7,102</b>
<b>Total</b>	<b>1,717</b>	<b>5,527</b>	<b>6,579</b>	<b>13,823</b>

3.2.86 13,823 motor vehicles used this junction on average, each day. The majority stayed on the A4 George Street / A4 Gay Street (South) but several thousand a day were recorded using Gay Street (north) travelling to and from The Circus, Bennet Street and Brock Street in the historic centre of Bath.

3.2.87 1,058 vehicles a day travelled southbound from Gay Street (north) into A4 Gay Street (south) and 1,704 travelled northbound from A4 Gay Street (south) into Gay Street (north).

3.2.88 5,399 vehicles a day travelled from A4 Gay Street (south) into A4 George Street at the junction.

3.2.89 5,521 vehicles a day travelled from A4 George Street left into A4 Gay Street (south) at the junction.

3.2.90 An average of 13 vehicles per day were not compliant with the existing no-right-turn into Gay Street (north) from George Street (a restriction in place before the trial).

### **In-trial turning counts for A4 Gay Street / A4 George Street / Gay Street**

3.2.91 Turning counts for the junction of the A4 Gay Street / A4 George Street / Gay Street were collected during the trial for 7 consecutive days in November 2024, February 2025, March 2025 and in April 2025 (week 1) and April 2025 (week 2) which are the school holidays. Average-day vehicle turning counts are presented in the following figures and tables.

Figure 55 Gay Street In-trial Turning Counts November 2024

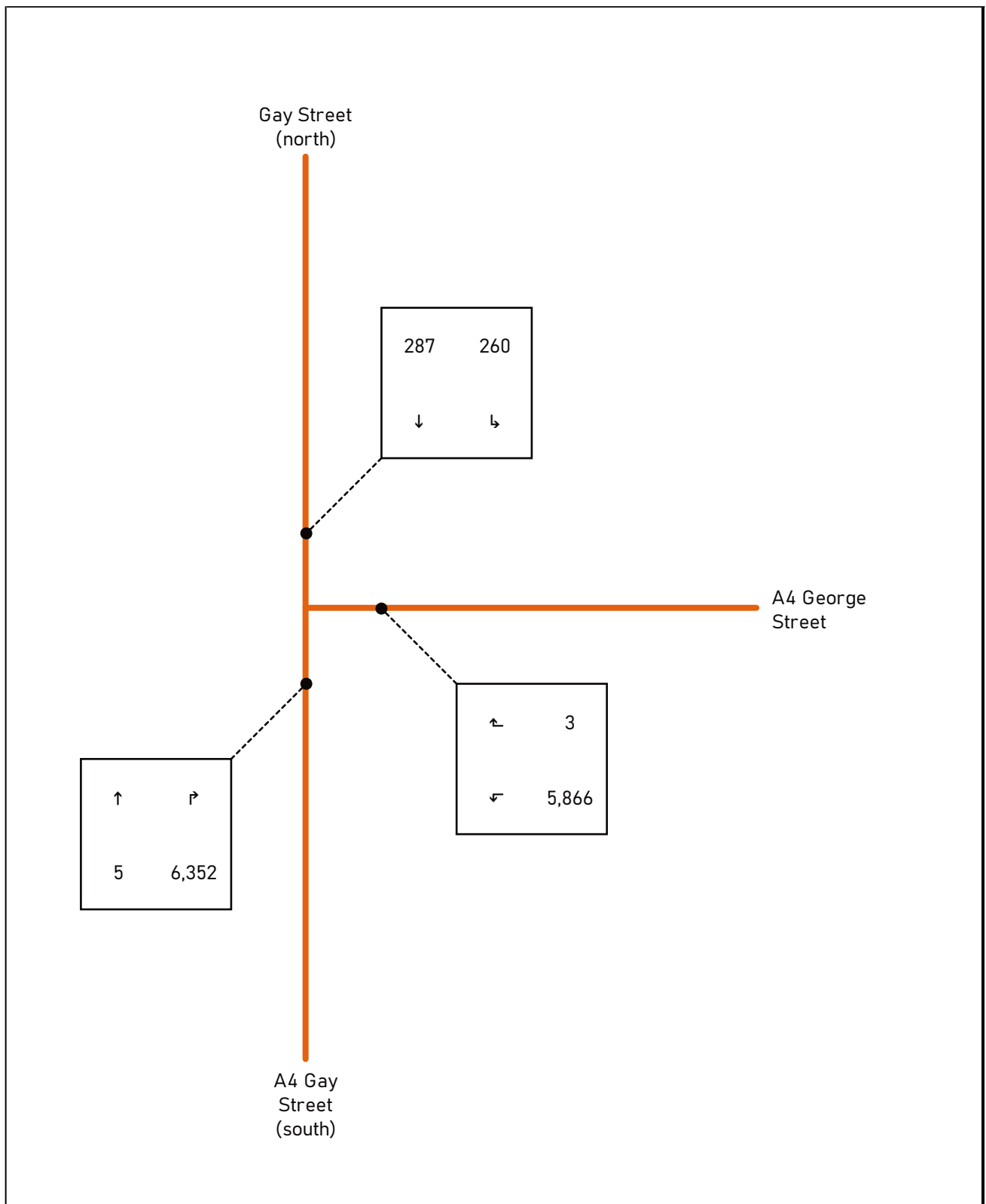


Table 8 Gay Street Junction In-trial Turning Counts Average Day November 2024

<b>Gay Street In-Trial – All Vehicles – 0600-2200 November 2024</b>	<b>To Gay Street (north)</b>	<b>To A4 George Street</b>	<b>To A4 Gay Street (south)</b>	<b>Total</b>
<b>From Gay Street (north)</b>		260	287	<b>547</b>
<b>From A4 George Street</b>	3		5,866	<b>5,869</b>
<b>From A4 Gay Street (south)</b>	5	6,352		<b>6,358</b>
<b>Total</b>	<b>9</b>	<b>6,613</b>	<b>6,153</b>	<b>12,775</b>

- 3.2.92 The total numbers of vehicles exiting Gay Street (north) fell from 1,186 to 547 (639 fewer vehicles) when comparing the baseline data and November 2024 in-trial data.
- 3.2.93 On average, 771 fewer vehicles a day travelled south from Gay Street (north) when compared with baseline data. However, monitors recorded a daily average of 287 vehicles contravening the new restriction on motor vehicles travelling on from Gay Street (north) to A4 Gay Street (south) towards Queen Square.
- 3.2.94 An average of 260 vehicles a day turned left from Gay Street (north) onto A4 George Street, which is 132 more than the baseline per day.
- 3.2.95 3 vehicles contravened the existing no-right turn onto Gay Street (north) from A4 George Street.
- 3.2.96 95 more vehicles travelled onto A4 George St East from A4 Gay Street (south) (6,352 compared to 5,399 during baseline) and 345 more vehicles turned left from A4 George Street into A4 Gay Street south (5,866 compared to 5,521 during baseline).
- 3.2.97 On average 1,048 fewer vehicles used this junction when comparing baseline data with November in-trial data (13,823 compared to 12,775).
- 3.2.98 Junction turning counts for the Gay Street junction during the February 2025 in-trial period are demonstrated in Figure 56 and Table 9.

Figure 56 Gay Street In-trial Turning Counts February 2025

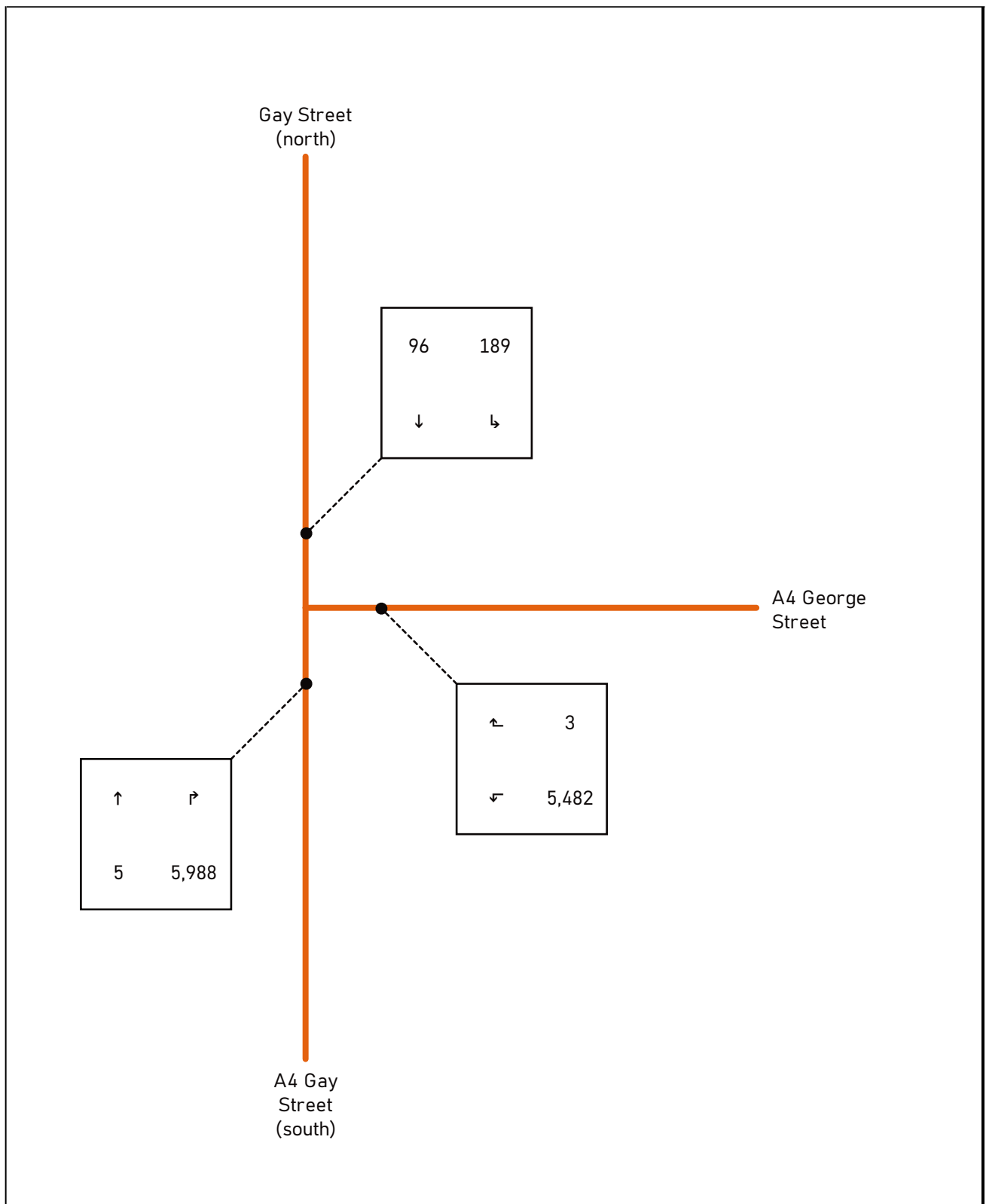


Table 9 Gay Street Junction In-trial Turning Counts Average Day February 2025

<b>Gay Street In-Trial – All Vehicles – 0600-2200 February 2025</b>	<b>To Gay Street (north)</b>	<b>To A4 George Street</b>	<b>To A4 Gay Street (south)</b>	<b>Total</b>
<b>From Gay Street (north)</b>		189	96	285
<b>From A4 George Street</b>	3		5,482	5,485
<b>From A4 Gay Street (south)</b>	5	5,988		5,993
<b>Total</b>	<b>8</b>	<b>6,177</b>	<b>5,578</b>	<b>11,763</b>

3.2.99 The average numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 to 285 a day when comparing the baseline and February 2025.

3.2.100 In February 2025, 962 fewer vehicles travelled south from Gay Street (north) in an average day when compared with baseline data.

3.2.101 A total of 96 drivers contravened the new restriction on motor vehicles travelling from Gay Street (north) to A4 Gay Street south (towards Queen Square), which is a lower number of non-compliance compared with November 2024 (287). 189 vehicles turned left onto A4 George Street as required.

3.2.102 Three vehicles contravened the existing no right turn into Gay Street (north) from A4 George Street (heading north).

3.2.103 More vehicles (589) travelled right into the A4 George St from the south when compared with baseline (5,988 compared to 5,399); and 39 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline.

3.2.104 On average 2,060 fewer vehicles used this junction when comparing baseline to February in-trial data (13,823 compared to 11,763).

3.2.105 Junction turning counts for the Gay Street junction during the March 2025 in-trial period are demonstrated in Figure 57 and Table 10.

Figure 57 Gay Street In-trial Turning Counts March 2025

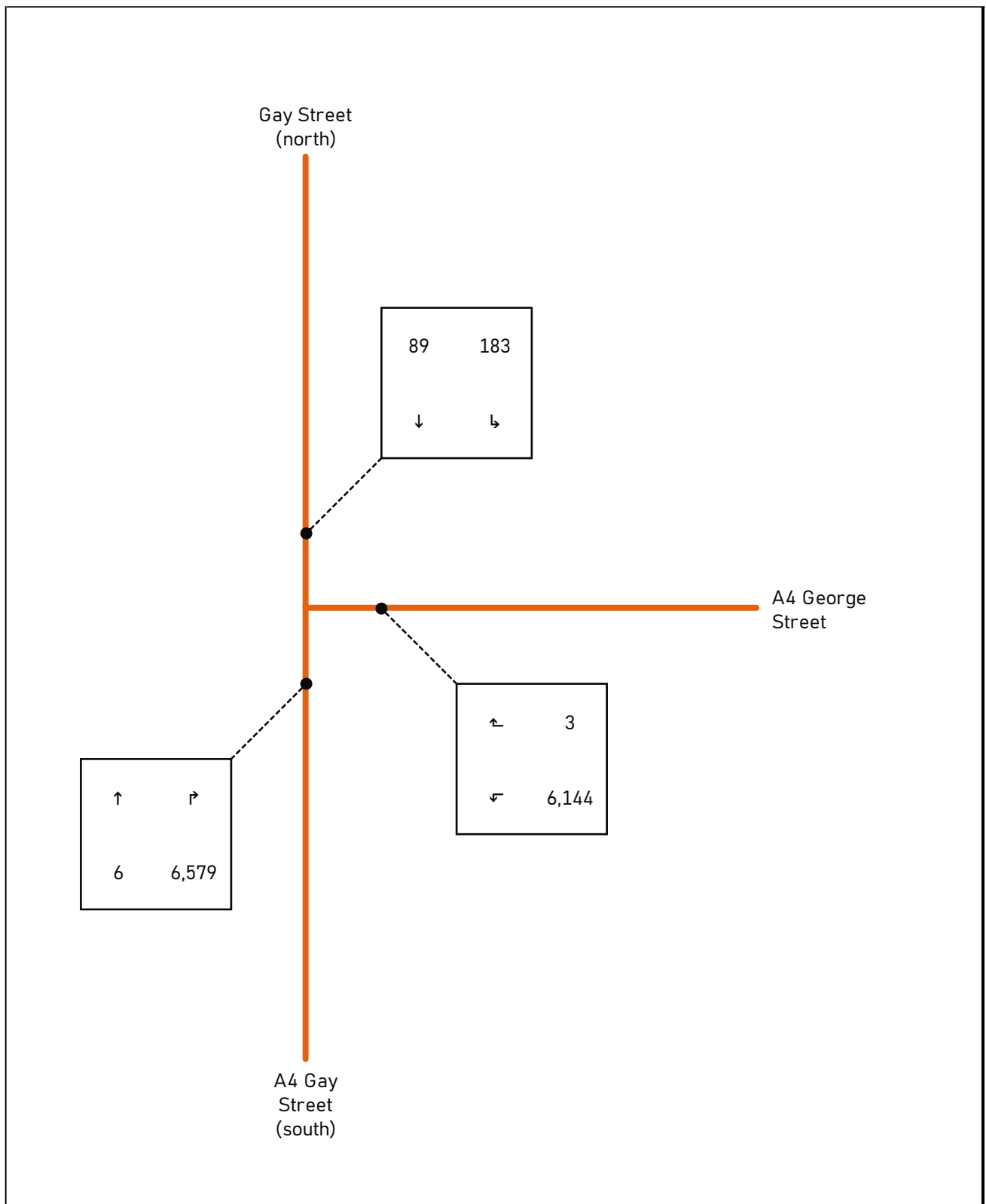


Table 10 Gay Street Junction In-trial Turning Counts, Average Day March 2025

<b>Gay Street In-Trial – All Vehicles – 0600-2200 March 2025</b>	<b>To Gay Street (north)</b>	<b>To A4 George Street</b>	<b>To A4 Gay Street (south)</b>	<b>Total</b>
<b>From Gay Street (north)</b>		183	89	272
<b>From A4 George Street</b>	3		6,144	6,147
<b>From A4 Gay Street (south)</b>	6	6,579		6,584
<b>Total</b>	<b>9</b>	<b>6,762</b>	<b>6,234</b>	<b>13,004</b>

3.2.106 On average, the numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 in the baseline to 272 in March 2025.

3.2.107 There was an average decrease of 969 vehicles per day travelling south from Gay Street (north) when compared with baseline data

3.2.108 Fewer vehicles (89) contravened the new restriction on motor vehicles travelling straight on from Gay Street (north) compared to February 2025 (96) and November 2024 (287).

3.2.109 Three vehicles contravened the existing no right turn into Gay Street (north) from A4 George Street.

3.2.110 On average 183 vehicles turned left from Gay Street (north) onto A4 George Street as required.

3.2.111 On average, 1,180 more vehicles travelled onto A4 George St from the A4 Gay Street (south) compared with baseline (6,579 compared to 5,399) and 623 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline (6,144 compared to 5,521 during baseline).

3.2.112 On average 819 fewer vehicles used this junction when comparing baseline to March in-trial data (13,823 compared to 13,004).

3.2.113 Compared with earlier in-trial monitoring periods compliance with the new turning restrictions improved on November and February but more vehicles used the junction in total (13,044 in March compared with 11,763 in February and 12,775 in November 2024).

3.2.114 Junction turning counts for the Gay Street junction during the April 2025 (Week 1) in-trial period are demonstrated in Figure 58 and Table 11.



Figure 58 Gay Street Turning Counts April 2025 (Week 1)

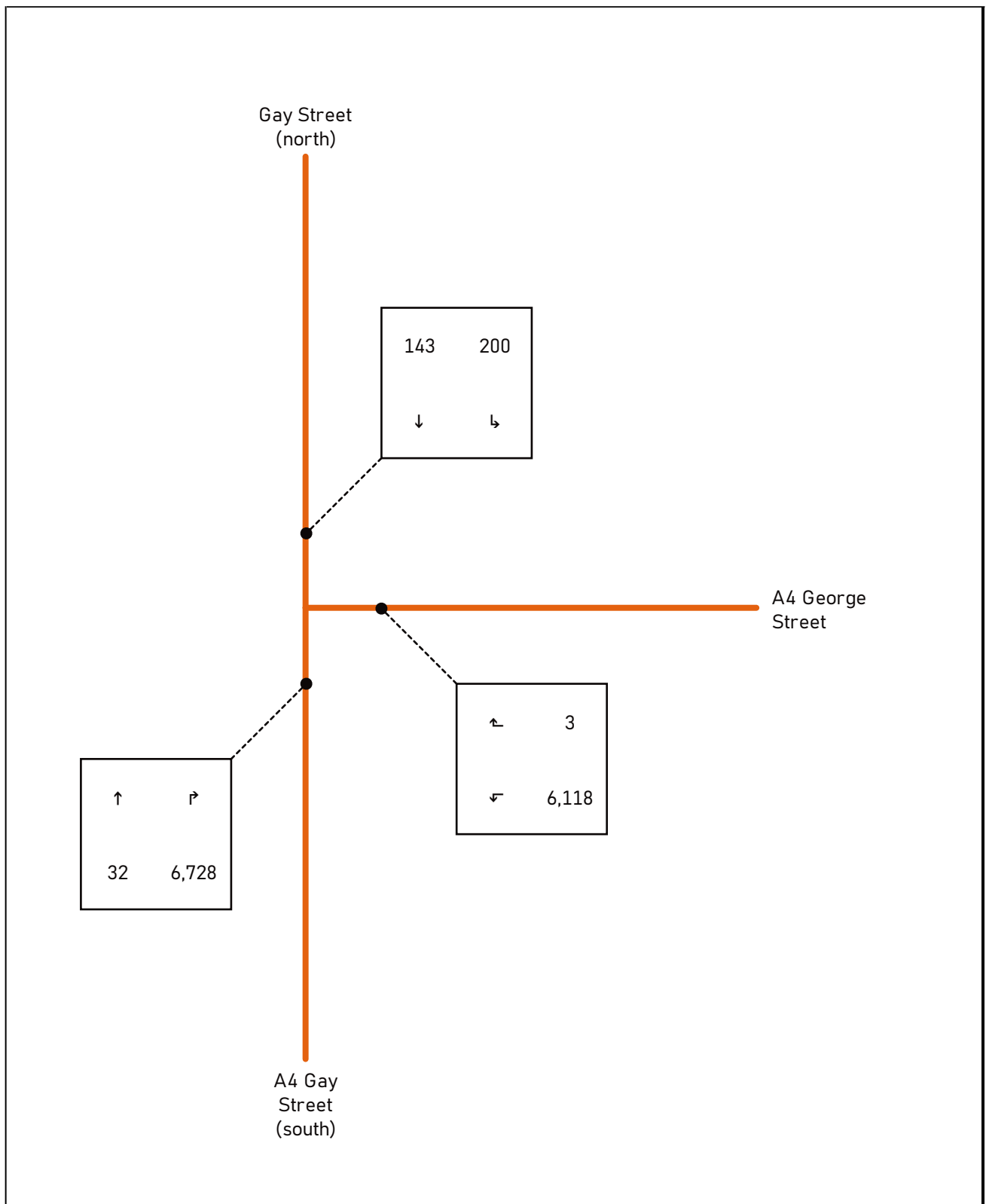


Table 11 Gay Street Junction In-trial Turning Counts Average Day April 2025 (Week 1)

<b>Gay Street In-Trial – All Vehicles – 0600-2200 April 2025 Week 1</b>	<b>To Gay Street N</b>	<b>To A4 George Street</b>	<b>To A4 Gay Street S</b>	<b>Total</b>
<b>From Gay Street (north)</b>		200	143	<b>343</b>
<b>From A4 George Street</b>	3		6,118	<b>6,121</b>
<b>From A4 Gay Street (south)</b>	32	6,728		<b>6,759</b>
<b>Total</b>	<b>35</b>	<b>6,928</b>	<b>6,261</b>	<b>13,223</b>

3.2.115 The average numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 in the baseline to 343 in April 2025 (Week 1).

3.2.116 There was an average decrease of 915 vehicle movements travelling south from Gay Street (north) when compared with baseline data.

3.2.117 There were more vehicles (143) contravening the new restriction on motor vehicles travelling straight on from Gay Street (north) than in March 2025 (89) and in February 2025 (96) but less than in November 2024 (287).

3.2.118 Three vehicles on average per day contravened the existing no right turn into George Street (North) from George Street.

3.2.119 On average, 200 vehicles turned left onto A4 George Street as required.

3.2.120 More vehicles (1,329) travelled onto A4 George St from the south compared with baseline (6,728 compared to 5,399) and 597 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline (6,118 compared to 5,521 during baseline).

3.2.121 On average, 600 fewer vehicles used this junction in April 2025 (Week 1) when compared with baseline data (13,823 compared to 13,223)

3.2.122 Compared with earlier in-trial monitoring periods, while fewer vehicles used the junction in total compared with baseline, more vehicles used the junction when compared to other in-trial monitoring periods (13,823 during baseline monitoring, 13,223 in April 2025 (Week 1), 13,044 in March 2025, 11,763 in February 2025, and 12,775 in November 2024).

3.2.123 Junction turning counts for the Gay Street junction during the April 2025 (week 2) in-trial period are demonstrated in Figure 59 and Table 12.

Figure 59 Gay Street Turning Counts April 2025 (Week 2)

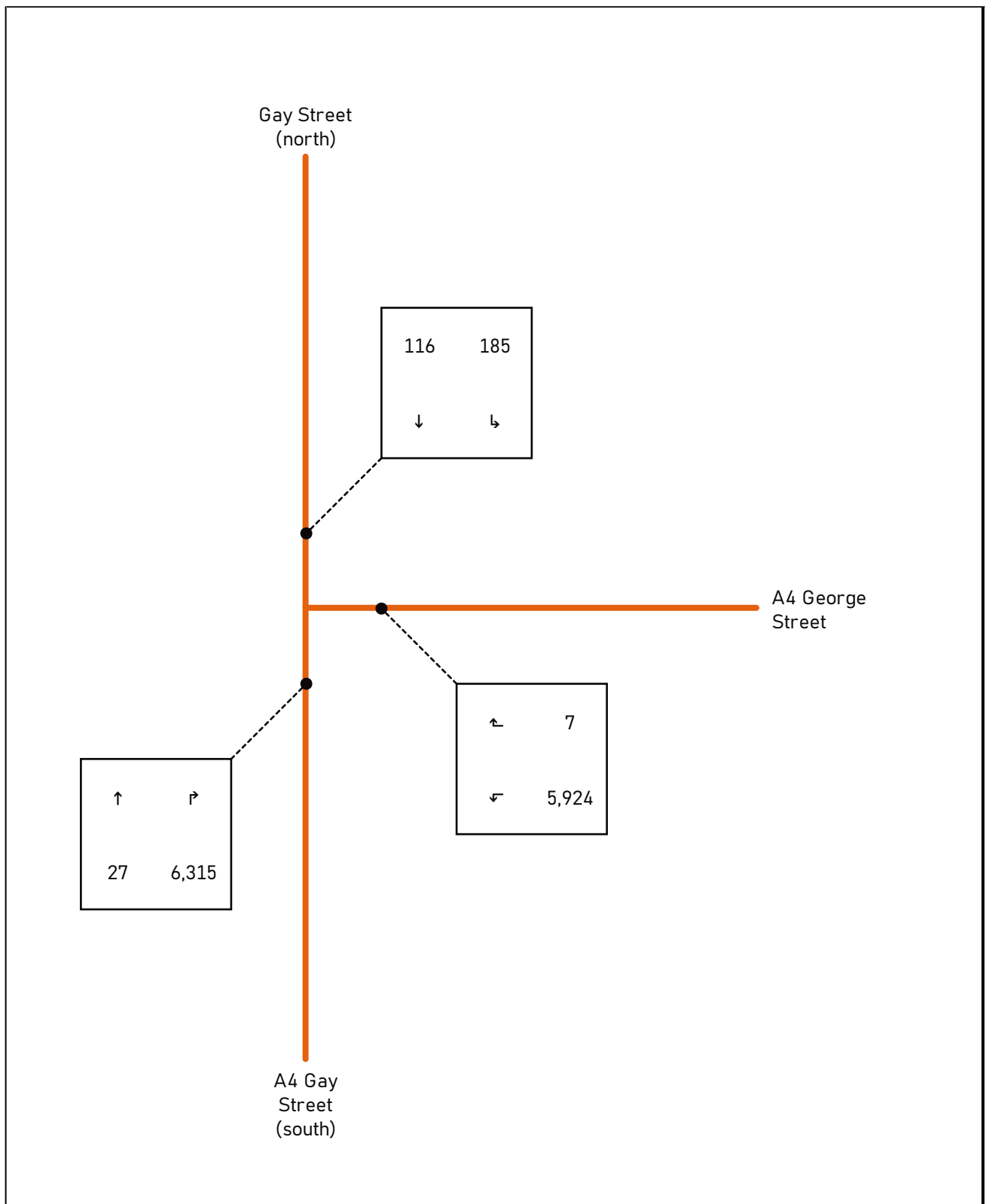


Table 12 Gay Street Junction In-trial Turning Counts Average Day April 2025 (Week 2)

Gay Street In-Trial – All Vehicles – 0600-2200 April 2025 Week 2	To Gay Street (north)	To A4 George Street	To A4 Gay Street (south)	Total
From Gay Street (north)		185	116	301
From A4 George Street	7		5,924	5,931
From A4 Gay Street (south)	27	6,315		6,342
<b>Total</b>	<b>34</b>	<b>6,500</b>	<b>6,040</b>	<b>12,574</b>

3.2.124 In April 2025 (Week 2) the total numbers of vehicles exiting Gay Street (north) into the junction fell from 1,186 (baseline) to 301 (885 fewer vehicles)

3.2.125 There was an average decrease of 942 vehicles travelling south from Gay Street (north) when comparing baseline data.

3.2.126 **116** vehicles contravened the new restriction on motor vehicles travelling straight on from Gay Street (north). This is more than in March 2025 (89) and February 2025 (96) but less so than in November 2024 (287) and in April 2025 Week 1 (143).

3.2.127 **7** vehicles on average per day contravened the existing no right turn into George Street (north) from George Street which was 3 more than during all other trial months.

3.2.128 In April 2025 (Week 2) 185 vehicles turned left onto A4 George Street as required.

3.2.129 **916** more vehicles travelled onto A4 George St from the south compared with baseline (6,315 compared to 5,399) and 403 more vehicles turned left from A4 George Street into A4 Gay Street (south) compared with baseline (5,924 compared to 5,521).

3.2.130 On average, 1,249 fewer vehicles used this junction compared to baseline (13,823 compared to 12,574).

3.2.131 In April 2025 Week 2, fewer vehicles used the junction (12,574) compared with baseline (13,823) and during April 2025 Week 1 (13,223), March 2025 (13,044) and November 2024 (12,775). In April 2025 Week 2, more vehicles used the junction than in February 2025 (11,763).

### In-trial Turning Counts for Sion Hill / Winifred's Lane / Cavendish Road

3.2.132 Junction turning counts for the Sion Hill junction during the November 2024 in-trial period are demonstrated in Figure 60 and Table 13. No baseline monitoring was conducted on the junction. The monitoring was conducted during the trial (only) following reports of non-compliance with the new no-right-turn into Sion Hill (east).

Figure 60 Sion Hill In-trial Turning Counts November 2024

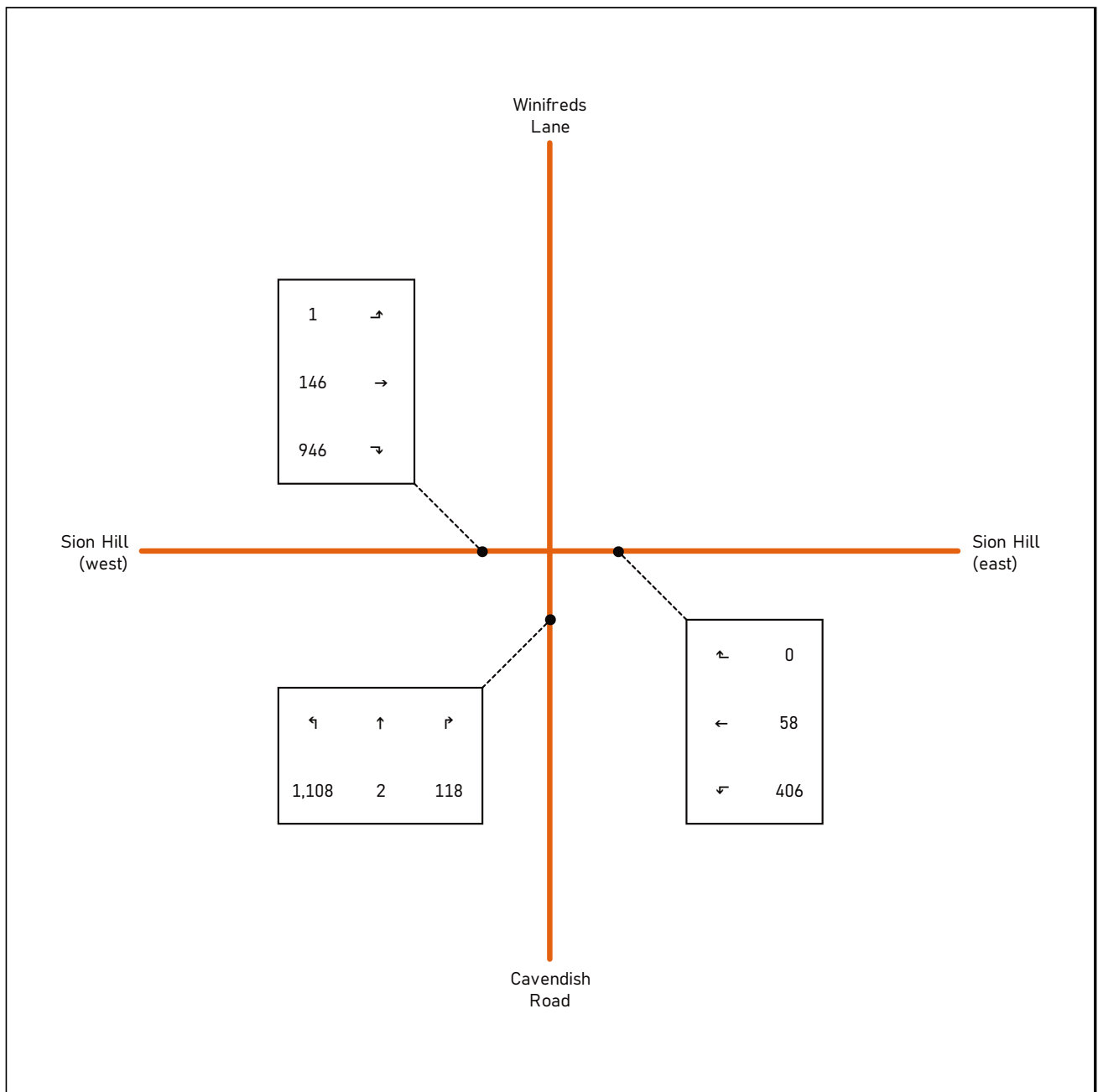


Table 13 Sion Hill Junction In-trial Turning Counts Average Day November 2024

Sion Hill In-Trial – All Vehicles – 0600-2200 November 2024	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	0		406	58	<b>464</b>
From Cavendish Road	2	118		1,108	<b>1,228</b>
From Sion Hill (west)	1	146	946		<b>1,092</b>
<b>Total</b>	<b>3</b>	<b>263</b>	<b>1,352</b>	<b>1,166</b>	<b>2,784</b>

3.2.133 In **November 2024**, shortly after the trial started, 118 vehicles a day on average contravened the new restriction on the right-hand turn at the top of Cavendish Road into Sion Hill (east).

3.2.134 On average, 3 vehicles turned into the southern end of Winifred's Lane.

3.2.135 On average, 1,108 vehicles per day turned left from the top of Cavendish Road into Sion Hill (west) and 946 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound.

3.2.136 **406** vehicles turned left from Sion Hill (east) into Cavendish Road travelling southbound.

3.2.137 **146** vehicles on average, per day crossed the junction travelling from Sion Hill (west) to Sion Hill (east) and 58 vehicles went from Sion Hill (east) to Sion Hill (west).

3.2.138 **2,784** vehicles in total used the junction on average, per day.

3.2.139 Junction turning counts for the Sion Hill junction during the February 2025 in-trial period are demonstrated in Figure 61 and Table 14.

Figure 61 Sion Hill In-trial Turning Counts February 2025

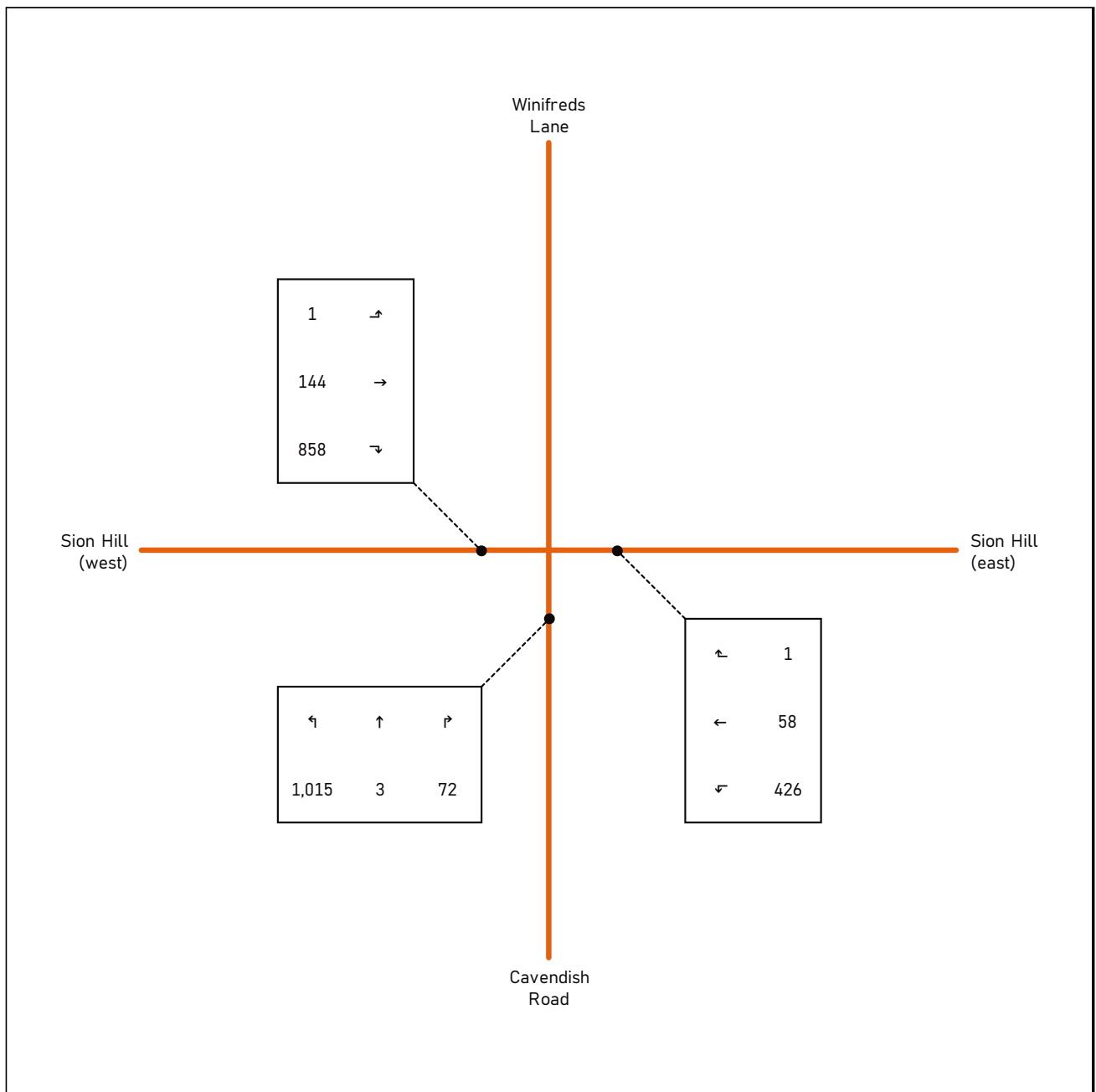


Table 14 Sion Hill Junction In-trial Turning Counts Average Day February 2025

Sion Hill In-Trial – All Vehicles – 0600-2200 February 2025	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		426	58	484
From Cavendish Road	3	72		1,015	1,090
From Sion Hill (west)	1	144	858		1,002
<b>Total</b>	<b>4</b>	<b>216</b>	<b>1,284</b>	<b>1,073</b>	<b>2,576</b>

3.2.140 In **February 2025**, 72 vehicles a day on average contravened the new restriction on right turns at the top of Cavendish Road into Sion Hill (east). This represents 46 fewer vehicles compared with the 118 vehicles making the right-turn in November 2024.

3.2.141 On average, 4 vehicles per day travelled onto the southern end of Winifred's Lane.

3.2.142 **1,015** vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is roughly the same number recorded in November 2024 (1,108) and 858 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound, which represents 88 fewer vehicles than November 2024.

3.2.143 **426** vehicles turned left into Cavendish Road from Sion Hill (east), 20 more than November 2024.

3.2.144 A daily average of 144 vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east) in February 2025.

3.2.145 **58** vehicles travelled from Sion Hill (east) to Sion Hill (west).

3.2.146 **2,576** vehicles on average, per day used the junction. This is 208 fewer vehicles per day than in November 2024 (2,784 vehicles).

3.2.147 Junction turning counts for the Sion Hill junction during the March 2025 in-trial period are demonstrated in Figure 62 and Table 15.



Figure 62 Sion Hill In-trial Turning Counts March 2025

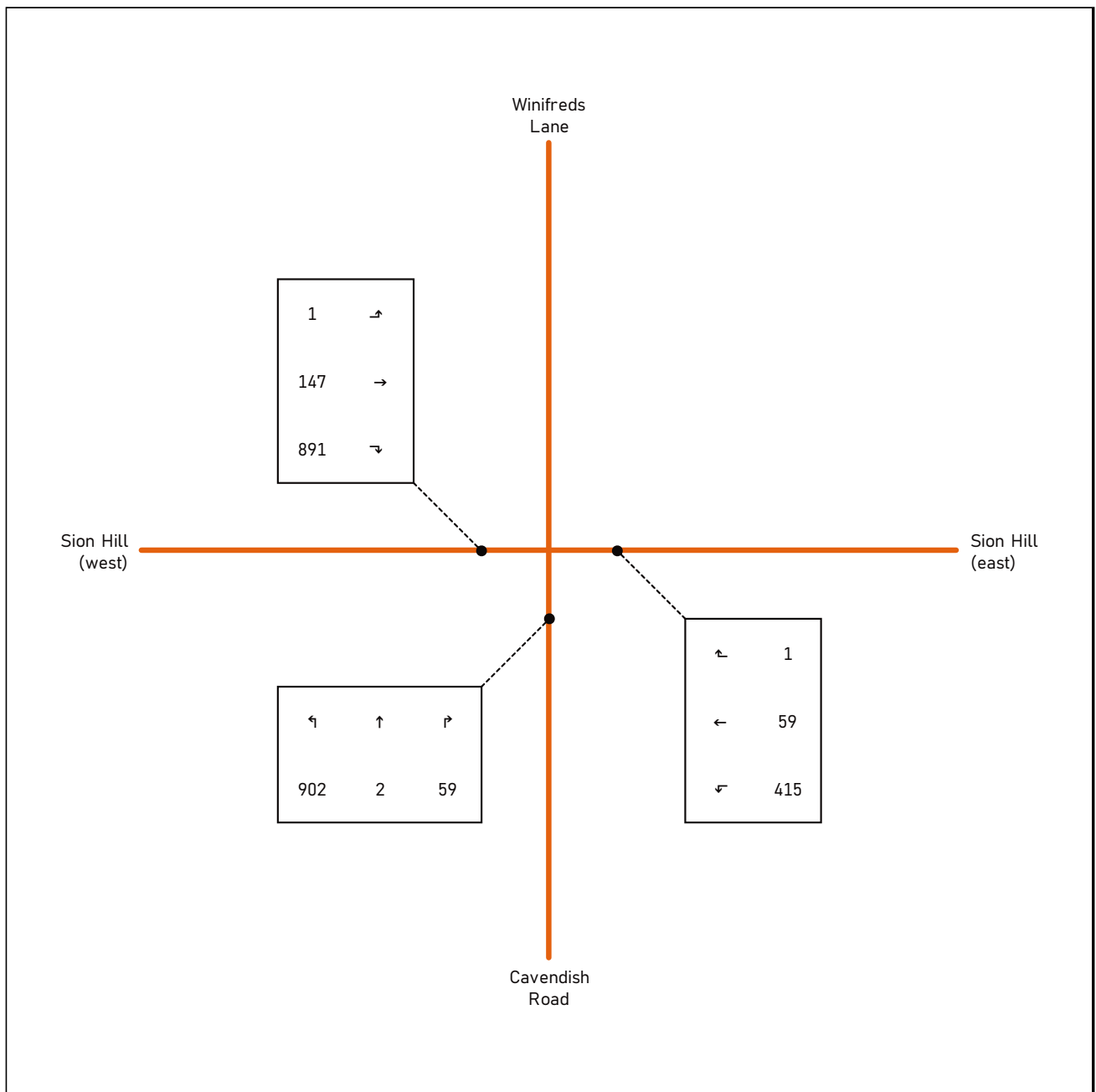


Table 15 Sion Hill Junction In-trial Turning Counts Average Day March 2025

Sion Hill In-Trial – All Vehicles – 0600-2200 March 2025	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		415	59	475
From Cavendish Road	2	59		902	963
From Sion Hill (west)	1	147	891		1,038
Total	3	206	1,306	962	2,477

3.2.148 In **March 2025**, 59 vehicles a day on average contravened the new restriction on right-hand turns at the top of Cavendish Road into Sion Hill (east). This is 59 fewer vehicles making this manoeuvre compared with November 2024 (118) and 13 fewer than February 2025 (72).

3.2.149 **3** vehicles turned onto the southern end of Winifred's Lane.

3.2.150 **902** vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is 113 fewer vehicles than in February 2025 (1,015) and 206 fewer than in November 2024 (1,108).

3.2.151 **891** vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound, which represents 33 more vehicles than February 2025 (858) and 55 fewer vehicles than November 2024 (946).

3.2.152 **415** vehicles turned left into Cavendish Road South from Sion Hill (east). This is 10 more vehicles than in November 2024 (406) and 11 fewer than February 2025 (426).

3.2.153 **147** vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east). In November 2024 that figure was 144 and in February 2025 it was 146.

3.2.154 **59** vehicles travelled from Sion Hill (east) to Sion Hill (west) which is consistent with November 2024 and February 2025.

3.2.155 **2,477** vehicles on average per day, used the junction. This is 307 fewer than November 2024 (2,784) and 99 fewer than February 2025 (2,576).

3.2.156 Junction turning counts for the Sion Hill junction during April 2025 (Week 1) are demonstrated in Figure 63 and Table 16.

Figure 63 Sion Hill In-trial Turning Counts April 2025 (Week 1)

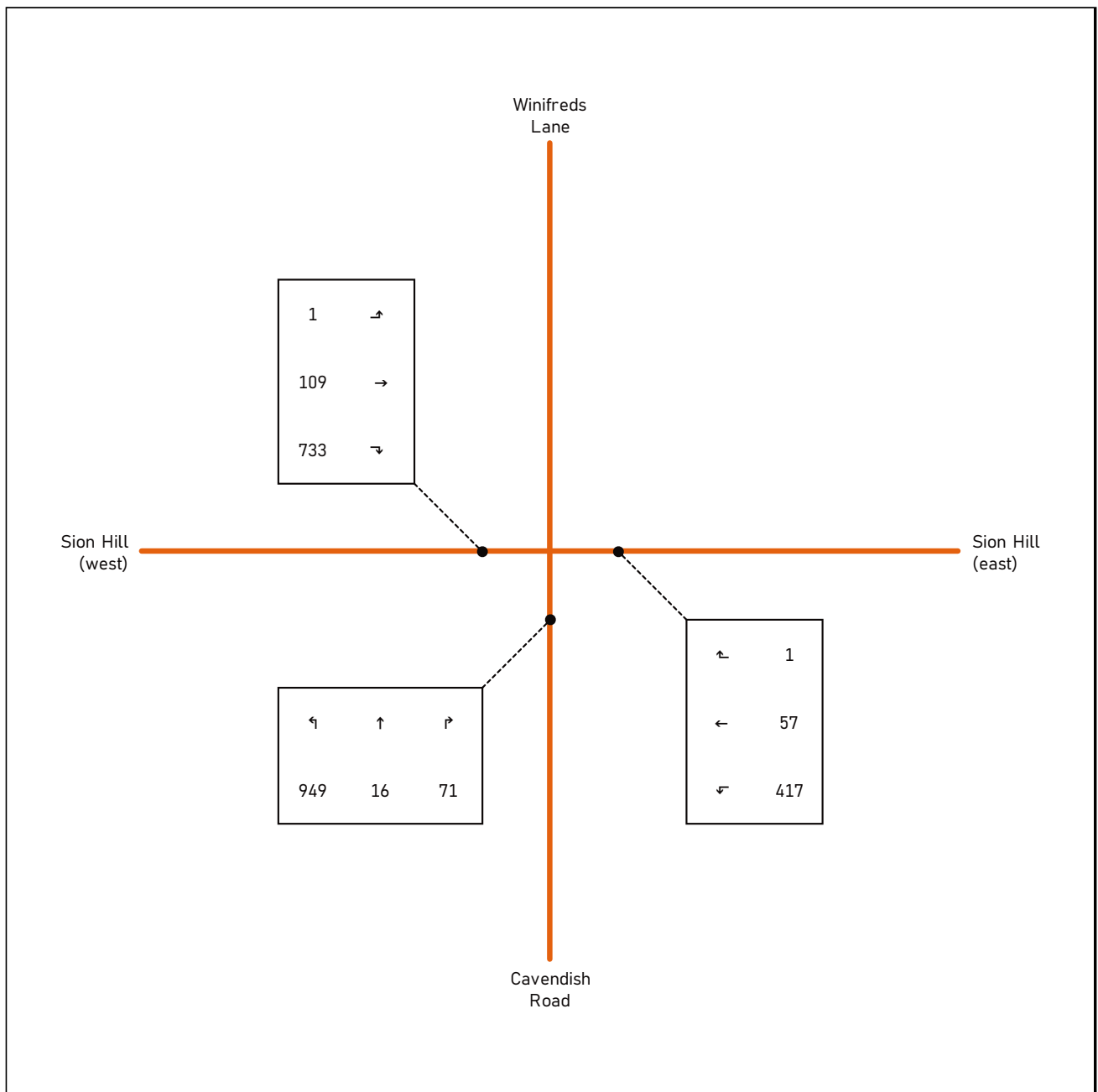


Table 16 Sion Hill Junction In-trial Turning Counts Average Day April 2025 (Week 1)

Sion Hill In-Trial – All Vehicles – 0600-2200 April 2025 Week 1	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		417	57	475
From Cavendish Road	16	71		949	1,036
From Sion Hill (west)	1	109	733		843
Total	19	180	1,150	1,006	2,354

3.2.157 In April 2025 (Week 1), 71 vehicles a day on average contravened the new restriction on right-hand turns at the top of Cavendish Road into Sion Hill (east). This represents 12 more vehicles than March 2025, 47 fewer than November 2024 (118) and 1 less than February 2025 (72).

3.2.158 19 vehicles travelled onto the southern end of Winifred's Lane which represents an average increase of between 15 and 16 more vehicles on all previous in-trial monitoring periods.

3.2.159 949 vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is 47 more than March 2025 (902) but 66 fewer than February 2025 (1,015) and 159 fewer than November 2024 (1,108).

3.2.160 733 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound which represents an average of 125 fewer vehicles than February 2025 (858) and 213 fewer than November 2024 (946).

3.2.161 On average 417 vehicles turned left into Cavendish Road travelling southbound from Sion Hill (east). This is similar to the average volume in March 2025 (415), 10 more than November 2024 (406) and 11 fewer than February 2025 (426)

3.2.162 On average, 109 vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east). 38 fewer than March 2025 (147), 39 fewer than February 2025 (146) and 35 fewer than November 2024 (144).

3.2.163 57 vehicles travelled from Sion Hill (east) to Sion Hill (west) on average, per day, which is consistent with other trial periods (November 2024, February 2025 and March 2025 i.e. 53-59).

3.2.164 2,354 vehicles on average per day, used the junction. This is 123 fewer vehicles than in March 2025 (2,477) 430 fewer than November 2024 (2,784 vehicles) and 222 fewer than February 2025 (2,576)

3.2.165 Junction turning counts for the Sion Hill junction during the April 2025 (Week 2) in-trial period are demonstrated in Figure 64 and Table 17.

Figure 64 Sion Hill In-trial Turning Counts April 2025 (Week 2)

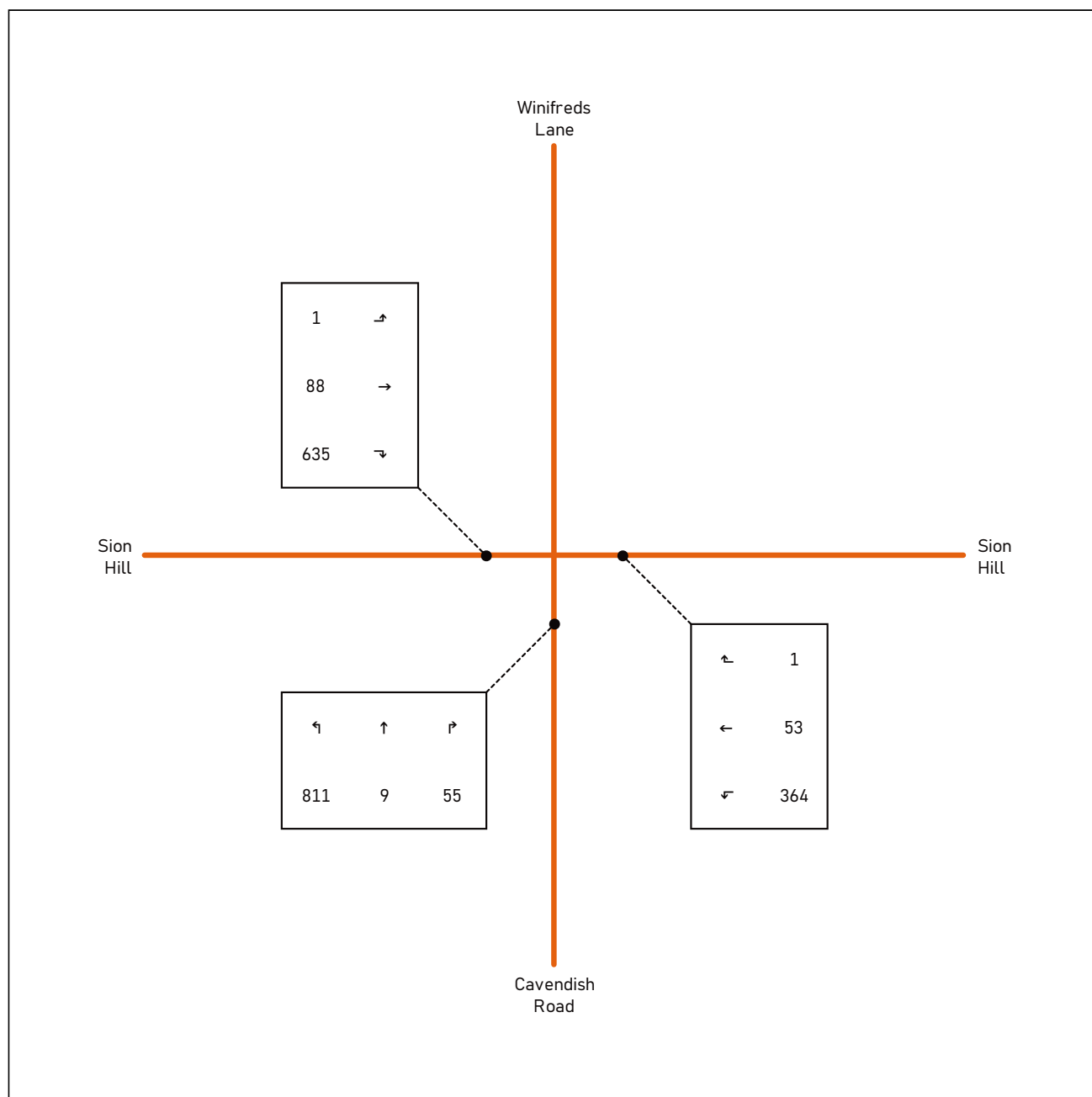


Table 17 Sion Hill Junction In-trial Turning Counts Average Day April 2025 (Week 2)

Sion Hill In-Trial – All Vehicles – 0600-2200 April 2025 Week 2	To Winifred's Lane	To Sion Hill (east)	To Cavendish Road	To Sion Hill (west)	Total
From Winifred's Lane					
From Sion Hill (east)	1		364	53	418
From Cavendish Road	9	55		811	875
From Sion Hill (west)	1	88	635		724
Total	11	143	999	864	2,017

3.2.166 In April 2025 (Week 2) during all-school holidays, 55 vehicles on average, per day, contravened the new restriction on right turns at the top of Cavendish Road into Sion Hill (east). This represents 16 fewer than April 2025 Week 1 (71), 4 fewer than March 2025 (59), 17 fewer than February 2025 (72) and 63 fewer than November 2024 (118).

3.2.167 11 vehicles turned onto the southern end of Winifred's Lane which is fewer than April 2025 Week 1 (16) but more than other monitoring periods which were constant at 3-4 a day.

3.2.168 811 vehicles turned left from the top of Cavendish Road into Sion Hill (west) which is 138 fewer vehicles than in April 2025 Week 1 (949), 91 fewer than in March 2025 (902), 204 fewer than in February 2025 (1,015), and 297 fewer than in November 2024 (1,108).

3.2.169 635 vehicles turned right from Sion Hill (west) into Cavendish Road travelling southbound which is 98 fewer vehicles than in April 2025 Week 1 (733), 256 fewer than March 2025 (891), 223 fewer than February 2025 (858) and 311 fewer than November 2024 (946).

3.2.170 364 vehicles turned left into Cavendish Road travelling southbound from Sion Hill (east). This is 53 fewer vehicles than in April 2025 Week 1 (417), 51 fewer than March 2025 (415), 62 fewer than February 2025 (426) and 42 fewer than November 2024 (406).

3.2.171 88 vehicles crossed the junction travelling from Sion Hill (west) to Sion Hill (east). This is 21 fewer than April 2025 Week 1 (109), 59 fewer than March 2025 (147), 58 fewer than February 2025 (146) and 56 fewer than November 2024 (144).

3.2.172 53 vehicles travelled from Sion Hill (east) to Sion Hill (west) which is consistent with and lower than the other trial periods.

3.2.173 2,017 vehicles, on average, per day, used the junction. This is 337 vehicles fewer than April 2025 Week 1 (2,354), 460 fewer than March 2025 (2,477), 559 fewer than February 2025 (2,576), and 767 fewer than November 2024 (2,784 vehicles).

## Travel Times

3.2.174 Travel time data for links (sections of roads) has been compared for three sets of time periods comprising average day 24 hours, average weekday AM peak hours (07:30 to 10:30), and average weekday PM peak hours (15:30 to 18:30). Travel time data was obtained for the baseline month of March 2024 and the in-trial month of March 2025.

3.2.175 The travel time data is based on GPS tracking data, which does not involve physical surveying, therefore allowing a large sample size to be collected.

3.2.176 Travel times were analysed for the links set out in Table 18.

*Table 18 Travel Time Links*

Travel Time Link	Road Name
TTL1	Lansdown Road, between College Road and Sion Road
TTL2	Lansdown Road, between Sion Road and Lansdown Place East
TTL3	Lansdown Road, between Morford Street and Lansdown Place East
TTL4	Lansdown Road, between Morford Street and Julian Road
TTL5	Lansdown Road, between Julian Road and Bennett Street
TTL6	Lansdown Road, between Bennett Street and George Street
TTL7	A4 George Street, between Gay Street and Lansdown Road
TTL8	A4 Gay Street, between George Street and Queen Square
TTL9	Gay Street, between The Circus and George Street
TTL10	Bennett Street, between Lansdown Road and The Circus
TTL11	Brock Street, between The Circus and Upper Church Street
TTL12	Upper Church Street, between Brock Street and Crescent Lane
TTL13	Crescent Lane, between Julian Road and Upper Church Street
TTL14	Julian Road, between Crescent Lane and Morford Street
TTL15	Julian Road, between Morford Street and Lansdown Road
TTL16	Morford Street, between Lansdown Road and Julian Road
TTL17	Cavendish Road, between Sion Hill and Weston Road
TTL18	Sion Hill, between Winifred's Lane and Somerset Place
TTL19	Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road
TTL20	Winifred's Lane, between Sion Hill and Sion Road
TTL21	Sion Hill, between Sion Road and Winifred's Lane
TTL22	Sion Road, between Sion Hill and Winifred's Lane
TTL23	Sion Road, between Lansdown Road and Winifred's Lane

3.2.177 Table 19 sets out the mean and median travel times per link for the average day 24 hours in March 2024 and March 2025. It also sets out the change in mean and median travel times for the average day 24 hours between March 2024 and March 2025.

3.2.178 Table 20 sets out the mean and median travel times per link for the average weekday AM peak in March 2024 and March 2025. It also sets out the change in mean and median travel times for the average weekday AM peak in March 2024 and March 2025.

3.2.179 Table 21 sets out the mean and median travel times per link for the average weekday PM peak in March 2024 and March 2025. It also sets out the change in mean and median travel times for the average weekday PM peak in March 2024 and March 2025.

3.2.180 It should be noted that summation errors in the tables are due to rounding.



Table 19 Travel Time per Link (Average Day 24 Hours)

Average Day 24 Hours		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Lansdown Road, between College Road and Sion Road	Northbound	11	9	10	8	-1	-1
Lansdown Road, between College Road and Sion Road	Southbound	9	8	9	8	0	0
Lansdown Road, between Sion Road and Lansdown Place East	Northbound	65	56	63	56	-2	0
Lansdown Road, between Sion Road and Lansdown Place East	Southbound	83	65	74	64	-9	-1
Lansdown Road, between Morford Street and Lansdown Place East	Northbound	53	35	38	33	-15	-2
Lansdown Road, between Morford Street and Lansdown Place East	Southbound	48	36	41	33	-7	-3
Lansdown Road, between Morford Street and Julian Road	Northbound	29	23	28	23	-1	0
Lansdown Road, between Morford Street and Julian Road	Southbound	33	26	34	26	1	0
Lansdown Road, between Julian Road and Bennett Street	Northbound	12	9	12	9	0	0
Lansdown Road, between Julian Road and Bennett Street	Southbound	11	9	10	8	-1	-1
Lansdown Road, between Bennett Street and George Street	Northbound	26	21	27	21	1	0
Lansdown Road, between Bennett Street and George Street	Southbound	60	32	60	32	0	0
A4 George Street, between Gay Street and Lansdown Road	Eastbound	48	31	54	35	6	4
A4 George Street, between Gay Street and Lansdown Road	Westbound	50	32	53	35	3	3
A4 Gay Street, between George Street and Queen Square	Northbound	16	14	20	16	4	2
A4 Gay Street, between George Street and Queen Square	Southbound	32	19	32	19	0	0
Gay Street, between The Circus and George Street	Northbound	39	25	30	22	-9	-3

Average Day 24 Hours

Link	Direction	March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Gay Street, between The Circus and George Street	Southbound						
Bennett Street, between Lansdown Road and The Circus	Eastbound	43	33	50	38	7	5
Bennett Street, between Lansdown Road and The Circus	Westbound	39	30	41	29	2	-1
Brock Street, between The Circus and Upper Church Street	Eastbound	34	25	36	24	2	-1
Brock Street, between The Circus and Upper Church Street	Westbound	39	27	41	28	2	1
Upper Church Street, between Brock Street and Crescent Lane	Northbound	33	24	36	24	3	0
Upper Church Street, between Brock Street and Crescent Lane	Southbound	36	26	37	26	1	0
Crescent Lane, between Julian Road and Upper Church Street	Eastbound	24	19	24	19	0	0
Crescent Lane, between Julian Road and Upper Church Street	Westbound	22	18	22	18	0	0
Julian Road, between Crescent Lane and Morford Street	Eastbound	43	36	47	37	4	1
Julian Road, between Crescent Lane and Morford Street	Westbound	45	37	46	38	1	1
Julian Road, between Morford Street and Lansdown Road	Eastbound	43	30	44	30	1	0
Julian Road, between Morford Street and Lansdown Road	Westbound	22	19	25	20	3	1
Morford Street, between Lansdown Road and Julian Road	Northbound	38	30	44	31	6	1
Morford Street, between Lansdown Road and Julian Road	Southbound	33	30	36	30	3	0
Cavendish Road, between Sion Hill and Weston Road	Northbound	62	56	61	55	-1	-1
Cavendish Road, between Sion Hill and Weston Road	Southbound	82	66	80	63	-2	-3
Sion Hill, between Winifred's Lane and Somerset Place	Eastbound	21	17	21	17	0	0

Average Day 24 Hours

Link	Direction	March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Sion Hill, between Winifred's Lane and Somerset Place	Westbound	22	20	22	20	0	0
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Eastbound	76	58	82	59	6	1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Westbound	65	51	63	49	-2	-2
Sion Hill, between Sion Road and Winifred's Lane	Eastbound	32	29	29	26	-3	-3
Sion Hill, between Sion Road and Winifred's Lane	Westbound	38	28	32	27	-6	-1
Sion Road, between Sion Hill and Winifred's Lane	Northbound	71	56	58	50	-13	-6
Sion Road, between Sion Hill and Winifred's Lane	Southbound	56	51	64	55	8	4
Sion Road, between Lansdown Road and Winifred's Lane	Eastbound	48	38	48	38	0	0
Sion Road, between Lansdown Road and Winifred's Lane	Westbound	39	32	39	32	0	0

Table 20 Travel Time per Link (Average Weekday AM Peak)

Weekday AM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Lansdown Road, between College Road and Sion Road	Northbound	10	8	13	9	3	1
Lansdown Road, between College Road and Sion Road	Southbound	9	8	10	8	1	0
Lansdown Road, between Sion Road and Lansdown Place East	Northbound	73	58	73	57	0	-1
Lansdown Road, between Sion Road and Lansdown Place East	Southbound	99	69	89	67	-10	-2
Lansdown Road, between Morford Street and Lansdown Place East	Northbound	61	39	41	34	-20	-5
Lansdown Road, between Morford Street and Lansdown Place East	Southbound	50	37	51	35	1	-2
Lansdown Road, between Morford Street and Julian Road	Northbound	31	24	31	24	0	0
Lansdown Road, between Morford Street and Julian Road	Southbound	35	28	43	27	8	-1
Lansdown Road, between Julian Road and Bennett Street	Northbound	13	10	14	11	1	1
Lansdown Road, between Julian Road and Bennett Street	Southbound	12	9	13	9	1	0
Lansdown Road, between Bennett Street and George Street	Northbound	26	21	28	22	2	1
Lansdown Road, between Bennett Street and George Street	Southbound	67	36	77	35	10	-1
A4 George Street, between Gay Street and Lansdown Road	Eastbound	49	32	61	36	12	4
A4 George Street, between Gay Street and Lansdown Road	Westbound	42	31	55	38	13	7
A4 Gay Street, between George Street and Queen Square	Northbound	16	14	33	20	17	6
A4 Gay Street, between George Street and Queen Square	Southbound	32	20	22	16	-10	-4
Gay Street, between The Circus and George Street	Northbound	35	25	33	24	-2	-1

Weekday AM Peak

Link	Direction	March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Gay Street, between The Circus and George Street	Southbound						
Bennett Street, between Lansdown Road and The Circus	Eastbound	43	33	50	37	7	4
Bennett Street, between Lansdown Road and The Circus	Westbound	37	29	40	29	3	0
Brock Street, between The Circus and Upper Church Street	Eastbound	33	26	19	15	-14	-11
Brock Street, between The Circus and Upper Church Street	Westbound	37	26	17	14	-20	-12
Upper Church Street, between Brock Street and Crescent Lane	Northbound	26	18	25	17	-1	-1
Upper Church Street, between Brock Street and Crescent Lane	Southbound	27	20	25	18	-2	-2
Crescent Lane, between Julian Road and Upper Church Street	Eastbound	19	15	19	15	0	0
Crescent Lane, between Julian Road and Upper Church Street	Westbound	16	14	17	14	1	0
Julian Road, between Crescent Lane and Morford Street	Eastbound	47	37	53	37	6	0
Julian Road, between Crescent Lane and Morford Street	Westbound	46	39	49	39	3	0
Julian Road, between Morford Street and Lansdown Road	Eastbound	54	36	57	37	3	1
Julian Road, between Morford Street and Lansdown Road	Westbound	23	20	26	21	3	1
Morford Street, between Lansdown Road and Julian Road	Northbound	36	29	48	31	12	2
Morford Street, between Lansdown Road and Julian Road	Southbound	37	30	40	31	3	1
Cavendish Road, between Sion Hill and Weston Road	Northbound	65	59	63	57	-2	-2
Cavendish Road, between Sion Hill and Weston Road	Southbound	105	72	96	69	-9	-3
Sion Hill, between Winifred's Lane and Somerset Place	Eastbound	23	18	23	18	0	0

Weekday AM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Sion Hill, between Winifred's Lane and Somerset Place	Westbound	23	20	23	19	0	-1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Eastbound	80	61	84	61	4	0
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Westbound	62	50	62	49	0	-1
Sion Hill, between Sion Road and Winifred's Lane	Eastbound	32	28	28	25	-4	-3
Sion Hill, between Sion Road and Winifred's Lane	Westbound	36	28	34	27	-2	-1
Sion Road, between Sion Hill and Winifred's Lane	Northbound	84	61	66	54	-18	-7
Sion Road, between Sion Hill and Winifred's Lane	Southbound	57	51	69	57	12	6
Sion Road, between Lansdown Road and Winifred's Lane	Eastbound	62	39	57	39	-5	0
Sion Road, between Lansdown Road and Winifred's Lane	Westbound	40	33	40	32	0	-1

Table 21 Travel Time per Link (Average Weekday PM Peak)

Average Weekday PM Peak		March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
Link	Direction	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Lansdown Road, between College Road and Sion Road	Northbound	13	9	11	9	-2	0
Lansdown Road, between College Road and Sion Road	Southbound	10	8	9	8	-1	0
Lansdown Road, between Sion Road and Lansdown Place East	Northbound	67	58	65	58	-2	0
Lansdown Road, between Sion Road and Lansdown Place East	Southbound	90	67	73	65	-17	-2
Lansdown Road, between Morford Street and Lansdown Place East	Northbound	55	39	40	35	-15	-4
Lansdown Road, between Morford Street and Lansdown Place East	Southbound	50	38	40	35	-10	-3
Lansdown Road, between Morford Street and Julian Road	Northbound	31	25	31	25	0	0
Lansdown Road, between Morford Street and Julian Road	Southbound	34	27	34	26	0	-1
Lansdown Road, between Julian Road and Bennett Street	Northbound	13	10	14	11	1	1
Lansdown Road, between Julian Road and Bennett Street	Southbound	11	9	11	9	0	0
Lansdown Road, between Bennett Street and George Street	Northbound	28	22	29	23	1	1
Lansdown Road, between Bennett Street and George Street	Southbound	62	37	65	35	3	-2
A4 George Street, between Gay Street and Lansdown Road	Eastbound	52	34	62	38	10	4
A4 George Street, between Gay Street and Lansdown Road	Westbound	53	35	57	39	4	4
A4 Gay Street, between George Street and Queen Square	Northbound	17	15	37	23	20	8
A4 Gay Street, between George Street and Queen Square	Southbound	37	24	22	17	-15	-7
Gay Street, between The Circus and George Street	Northbound	41	29	35	26	-6	-3

Average Weekday PM Peak

Link	Direction	March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to	Change March 2024 to
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	March 2025	March 2025
Gay Street, between The Circus and George Street	Southbound						
Bennett Street, between Lansdown Road and The Circus	Eastbound	43	33	50	37	7	4
Bennett Street, between Lansdown Road and The Circus	Westbound	40	30	40	29	0	-1
Brock Street, between The Circus and Upper Church Street	Eastbound	36	27	19	15	-17	-12
Brock Street, between The Circus and Upper Church Street	Westbound	39	27	17	14	-22	-13
Upper Church Street, between Brock Street and Crescent Lane	Northbound	26	18	28	18	2	0
Upper Church Street, between Brock Street and Crescent Lane	Southbound	26	19	27	20	1	1
Crescent Lane, between Julian Road and Upper Church Street	Eastbound	18	15	19	15	1	0
Crescent Lane, between Julian Road and Upper Church Street	Westbound	17	14	17	14	0	0
Julian Road, between Crescent Lane and Morford Street	Eastbound	44	37	51	38	7	1
Julian Road, between Crescent Lane and Morford Street	Westbound	46	38	47	39	1	1
Julian Road, between Morford Street and Lansdown Road	Eastbound	54	37	60	40	6	3
Julian Road, between Morford Street and Lansdown Road	Westbound	23	20	26	22	3	2
Morford Street, between Lansdown Road and Julian Road	Northbound	48	35	60	42	12	7
Morford Street, between Lansdown Road and Julian Road	Southbound	34	30	37	31	3	1
Cavendish Road, between Sion Hill and Weston Road	Northbound	63	58	62	56	-1	-2
Cavendish Road, between Sion Hill and Weston Road	Southbound	85	72	80	67	-5	-5
Sion Hill, between Winifred's Lane and Somerset Place	Eastbound	20	17	21	18	1	1



Average Weekday PM Peak

Link	Direction	March 2024 Baseline	March 2024 Baseline	March 2025 In-Trial	March 2025 In-Trial	Change March 2024 to March 2025	Change March 2024 to March 2025
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Sion Hill, between Winifred's Lane and Somerset Place	Westbound	23	20	22	19	-1	-1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Eastbound	74	58	74	57	0	-1
Lansdown Crescent / Lansdown Place, between Somerset Place and Lansdown Road	Westbound	64	51	62	49	-2	-2
Sion Hill, between Sion Road and Winifred's Lane	Eastbound	30	27	28	25	-2	-2
Sion Hill, between Sion Road and Winifred's Lane	Westbound	36	26	30	26	-6	0
Sion Road, between Sion Hill and Winifred's Lane	Northbound	76	59	59	52	-17	-7
Sion Road, between Sion Hill and Winifred's Lane	Southbound	56	51	65	57	9	6
Sion Road, between Lansdown Road and Winifred's Lane	Eastbound	46	37	45	37	-1	0
Sion Road, between Lansdown Road and Winifred's Lane	Westbound	41	33	37	32	-4	-1

## **Average Day 24 Hours Travel Times**

- 3.2.181 24-hour average day travel times for motor vehicle traffic on roads across the study area are shown in Table 19. The data shows that changes in travel times between March 2024 and March 2025 were generally minimal across the roads within the study area, with the majority of roads experiencing a change in travel times of less than ten seconds. No roads had a travel time increase of more than eight seconds.
- 3.2.182 The greatest increase in mean travel time during March 2025 was 8 seconds on Sion Road, between Sion Hill and Winifred's Lane (southbound). The greatest decrease in mean travel time was a reduction of 15 seconds on Lansdown Road, between Morford Street and Lansdown Place East (northbound).
- 3.2.183 The greatest increase in median travel time during March 2025 was on Bennett Street, between Lansdown Road and The Circus (eastbound) with an increase of 5 seconds. The greatest decrease in median travel time was a reduction of 6 seconds on Sion Road, between Sion Hill and Winifred's Lane (northbound).

## **Average Weekday AM Peak Travel Times**

- 3.2.184 Travel times for motor vehicle traffic on roads during the hours of 07:30-10:30 (AM peak) per average weekday are shown in Table 20. The data shows that in the AM peak, the changes in travel times between March 2024 and March 2025 were minimal across the roads in the study area, with all roads having a travel time change of 20 seconds or less.
- 3.2.185 The greatest increase in mean travel time during March 2025 was 17 seconds on A4 Gay Street, between George Street and Queen Square (northbound). The greatest decrease in mean travel time was a reduction of 20 seconds on both Lansdown Road, between Morford Street and Lansdown Place East (northbound) and Brock Street, between The Circus and Upper Church Street (westbound).
- 3.2.186 The greatest increase in median travel time during March 2025 was 7 seconds on the A4 George Street, between Gay Street and Lansdown Road (westbound). The greatest decrease in median travel time was a reduction of 12 seconds on Brock Street, between The Circus and Upper Church Street (westbound).

## **Average Weekday PM Peak Times**

- 3.2.187 Travel times for motor vehicle traffic on roads during the hours of 15:30-18:30 (PM peak) per average weekday are shown in Table 21. The data shows that in the PM peak, the changes in travel times between March 2024 and March 2025 were minimal across the roads in the study area, with all roads (apart from Brock Street westbound) having a travel time change of 20 seconds or less.
- 3.2.188 The greatest increase in mean travel time during March 2025 was 20 seconds on the A4 Gay Street, between George Street and Queen Square (northbound). The greatest decrease in mean travel time was a reduction of 22 seconds on Brock Street, between The Circus and Upper Church Street (westbound).

3.2.189 The greatest increase in median travel time during March 2025 was 8 seconds on the A4 Gay Street, between George Street and Queen Square (northbound). The greatest decrease in median travel time was a reduction of 13 seconds on Brock Street, between The Circus and Upper Church Street (westbound).

## Active Travel Flows

### Baseline

3.2.190 Baseline daily average active travel flows on Catharine Place and Winifred's Lane, across 7 days, are presented in a graph in Figure 65 and Figure 66 and set out in Table 22 and Table 23.

Figure 65 Baseline Active Travel Flows Catharine Place (7-Day Average)

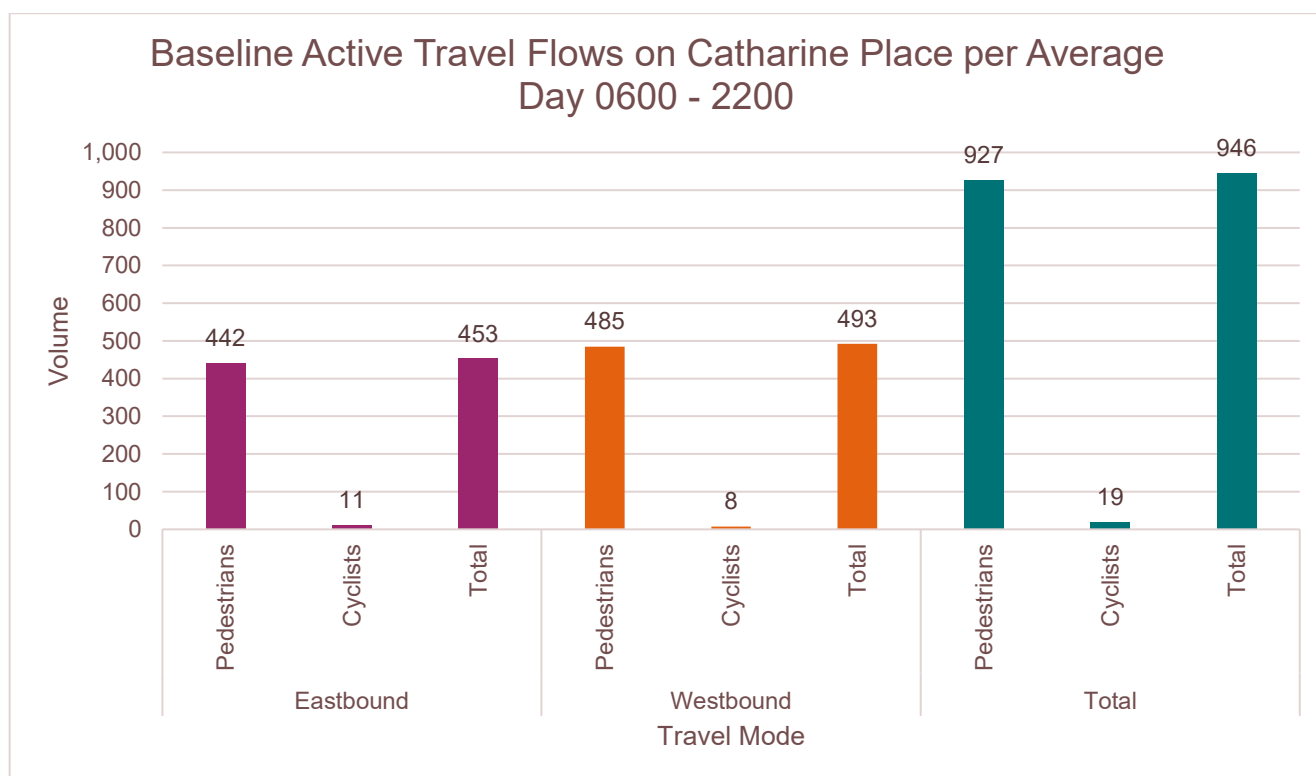


Table 22 Baseline Active Travel Flows Catharine Place (7-Day Average)

Mode	Eastbound	Westbound	Total
Pedestrians	442	485	927
Cyclists	11	8	19
Total	453	493	946

Figure 66 Baseline Active Travel Flows Winifred's Lane (7-Day Average)

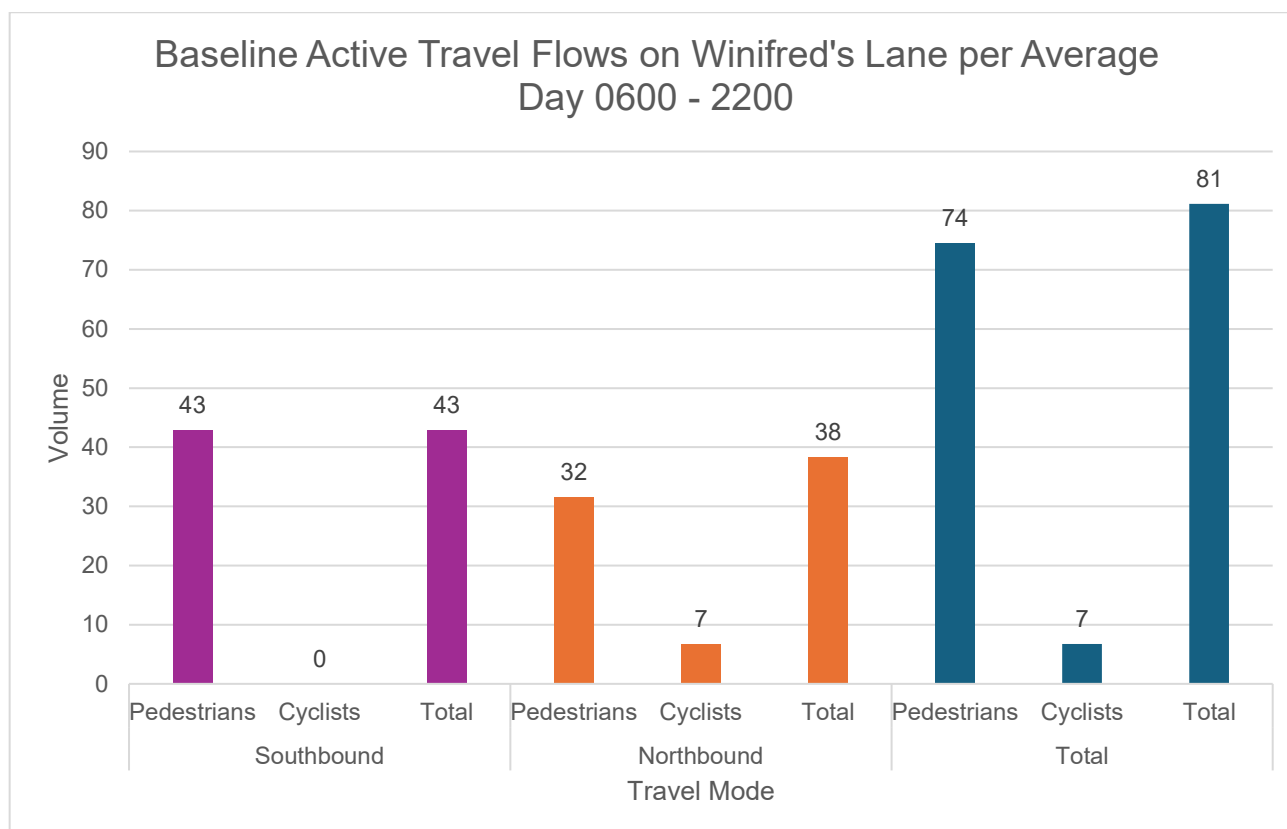


Table 23 Baseline Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	43	32	74
Cyclists	0	7	7
Total	43	38	81

3.2.191 The data shows that on Catharine Place the daily average active travel users was 946 during baseline monitoring, of which 98% were pedestrians and 2% were cyclists. The flows were broadly similar in each direction, with a slightly higher proportion travelling westbound compared to eastbound.

3.2.192 The data shows that on Winifred's Lane the daily average active travel users was 81 during baseline monitoring, of which 91% were pedestrians and 9% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling southbound compared to northbound. There were no cyclists recorded as travelling southbound.

In-trial

3.2.193 In-trial active-travel-flow data is set out below in the form of a graph and table for each of the five monitoring periods, followed by a written comparison with the baseline data in section 3.2.204.

Figure 67 November 2024 Active Travel Flows Catharine Place (7-Day Average)

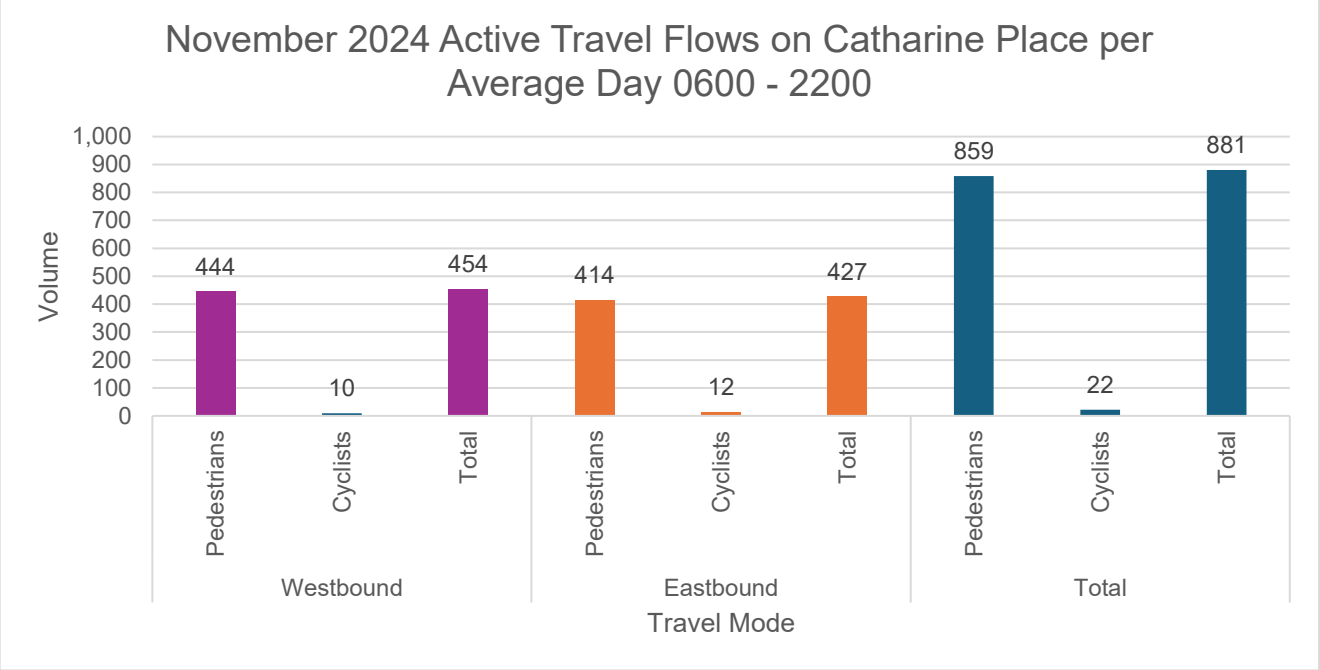


Table 24 November 2024 Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	444	414	859
Cyclists	10	12	22
Total	454	427	881

3.2.194 The data shows that the daily average of active travel users on Catharine Place was 881 in November 2024, of which 98% were pedestrians and 2% were cyclists. The flows were broadly similar per direction, with a slightly higher proportion travelling westbound compared to eastbound.

Figure 68 February 2025 Active Travel Flows Catharine Place (7-Day Average)

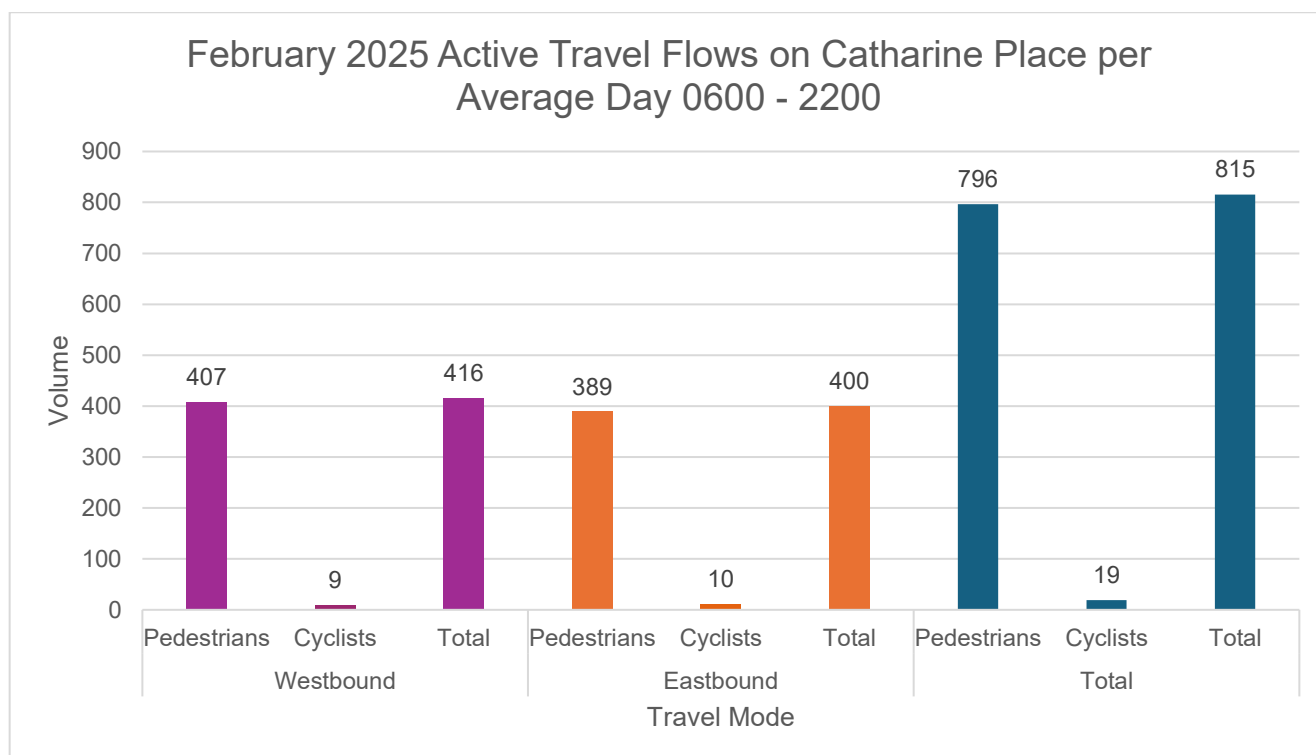


Table 25 February 2025 Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	407	389	796
Cyclists	9	10	19
Total	416	400	815

3.2.195 The data shows that the daily average active travel users on Catharine Place was 815 in February 2025, of which 98% were pedestrians and 2% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.

Figure 69 March 2025 Active Travel Flows Catharine Place (7-Day Average)

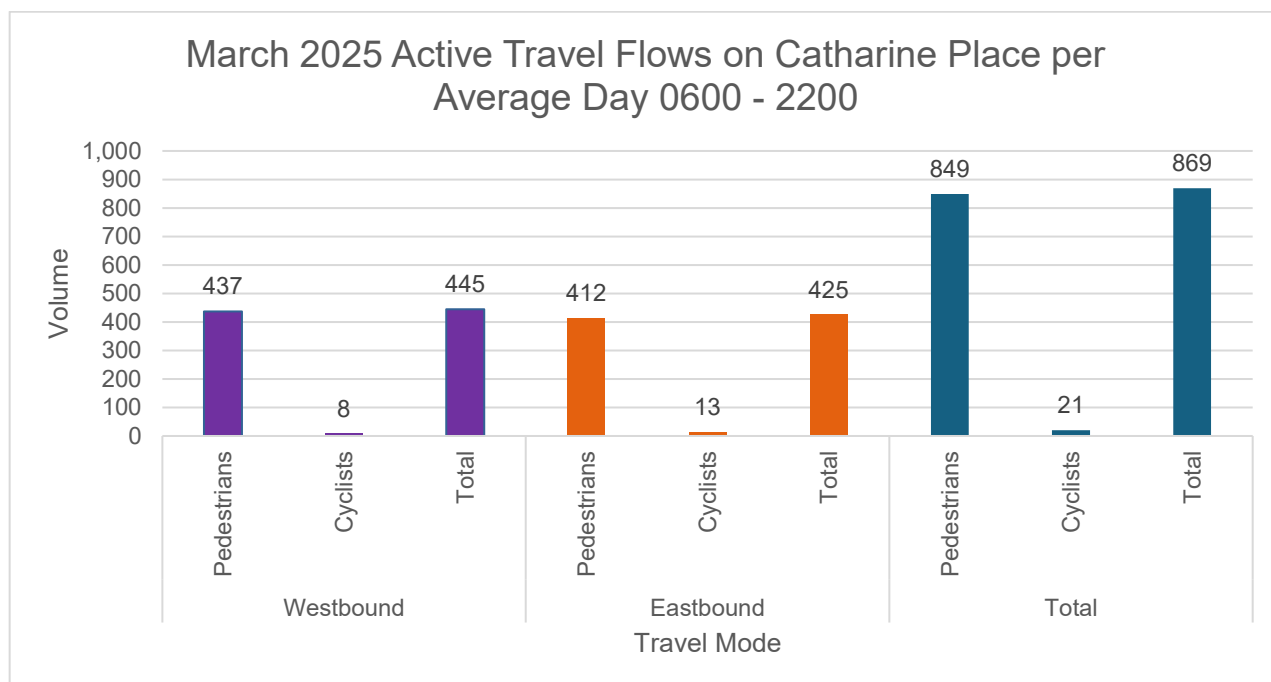


Table 26 March 2025 Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	437	412	849
Cyclists	8	13	21
Total	445	425	869

3.2.196 The data shows that the daily average active travel users on Catharine Place was 869 in March 2025, of which 98% were pedestrians and 2% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.

Figure 70 April 2025 (Week 1) Active Travel Flows Catharine Place (7-Day Average)

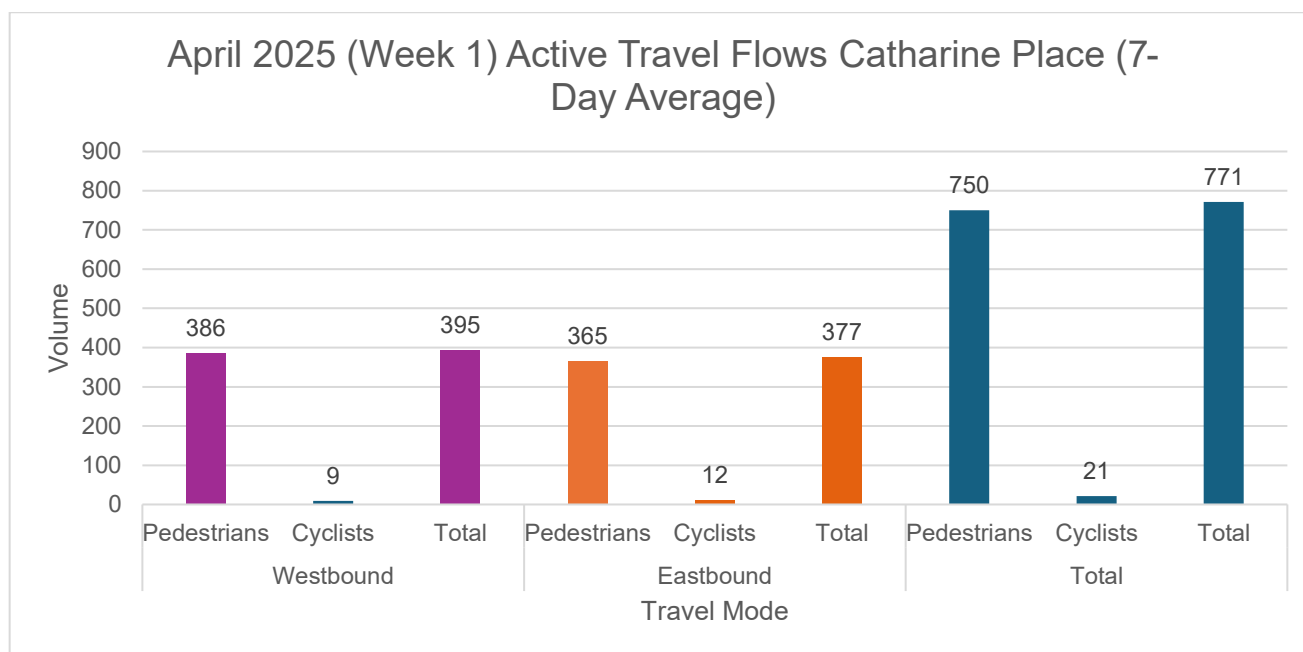


Table 27 April 2025 (Week 1) Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	386	365	750
Cyclists	9	12	21
Total	395	377	771

3.2.197 The data shows that the daily average active travel users on Catharine Place was 771 in April 2025 (Week 1), of which 97% were pedestrians and 3% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.



Figure 71 April 2025 (Week 2) Active Travel Flows Catharine Place (7-Day Average)

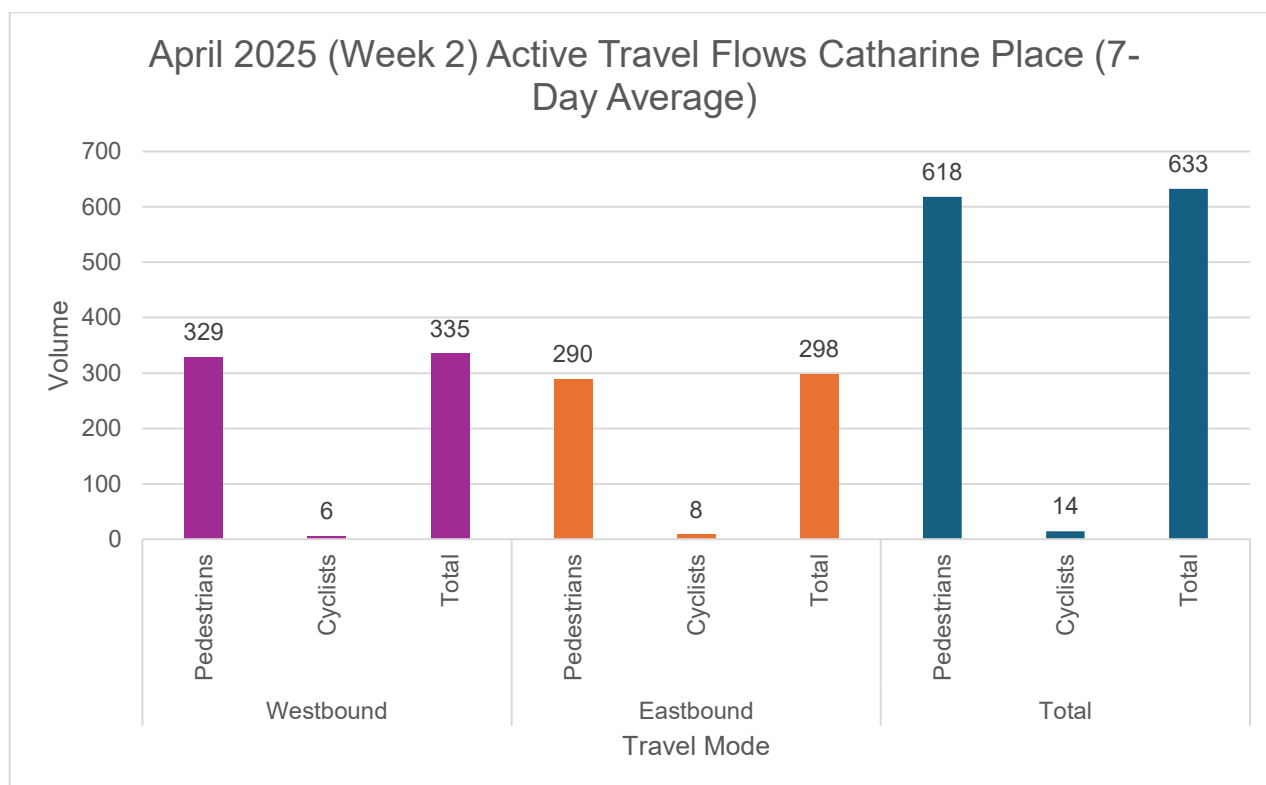


Table 28 April 2025 (Week 2) Active Travel Flows Catharine Place (7-Day Average)

Mode	Westbound	Eastbound	Total
Pedestrians	329	290	618
Cyclists	6	8	14
Total	335	298	633

3.2.198 The data shows that the daily average active travel users on Catharine Place was 633 in April 2025 (Week 2), of which 98% were pedestrians and 2% cyclists. The flows were broadly similar per direction, with a slightly higher proportion traveling westbound compared to eastbound.

Figure 72 November 2024 Active Travel Flows Winifred's Lane (7-Day Average)

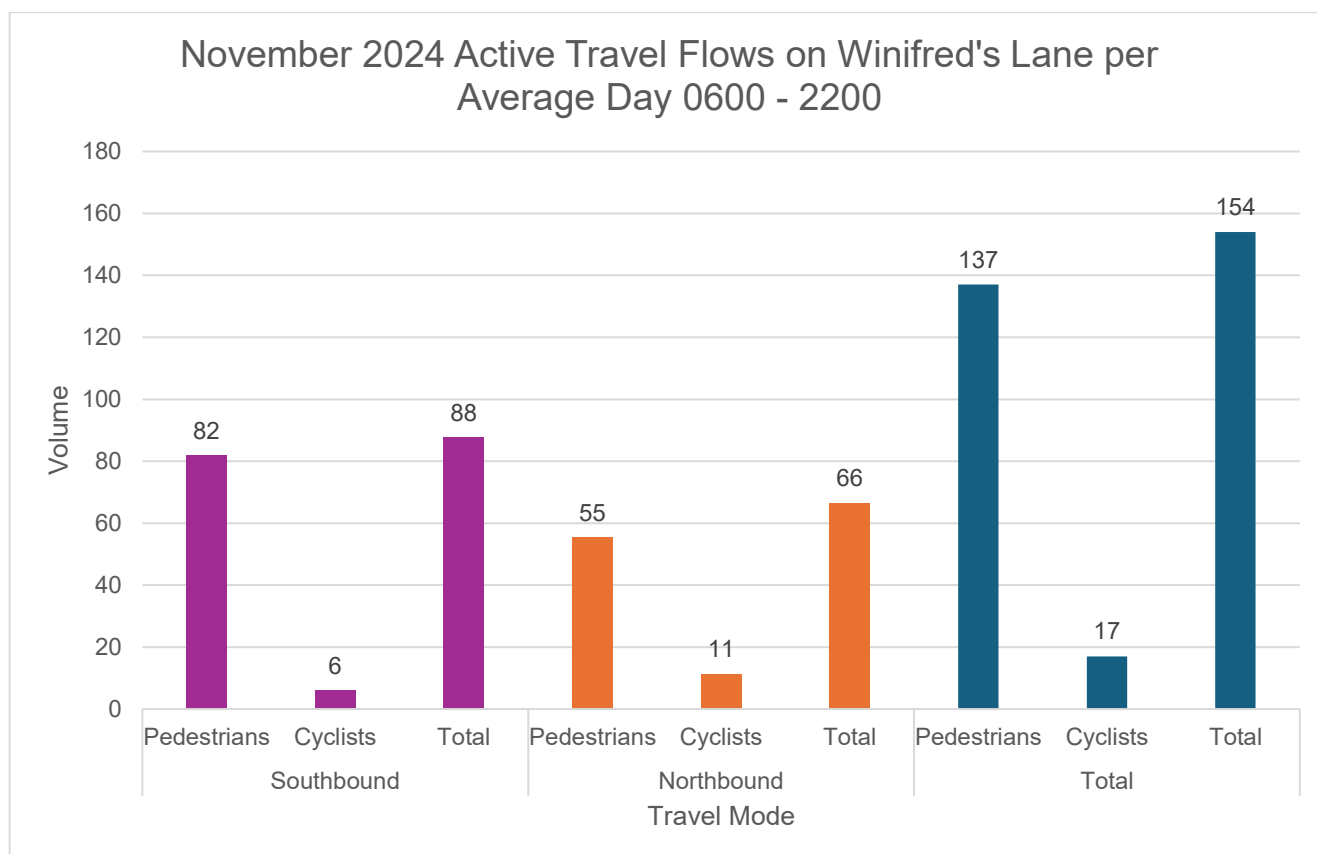


Table 29 November 2024 Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	82	55	137
Cyclists	6	11	17
Total	88	66	154

3.2.199 The data shows that the daily average active travel users on Winifred's Lane was 154 in November 2024, of which 89% were pedestrians and 11% cyclists. The flows were slightly higher in the southbound direction for both pedestrians and cyclists.

Figure 73 February 2025 Active Travel Flows Winifred's Lane (7-Day Average)

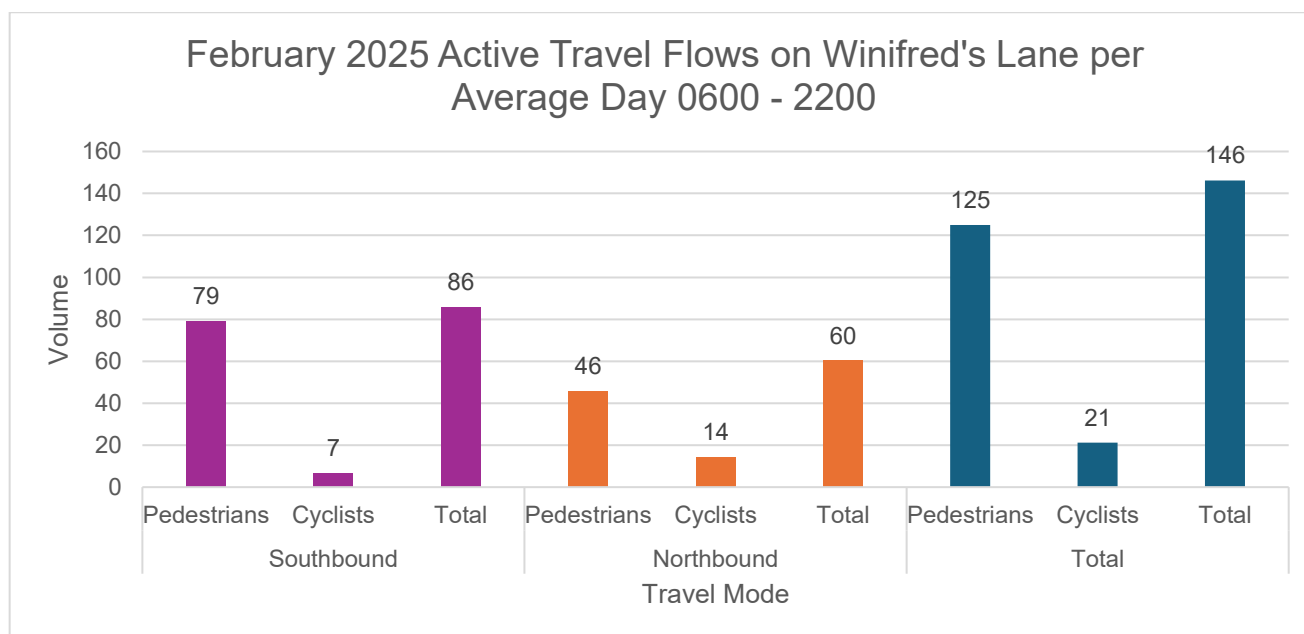


Table 30 February 2025 Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	79	46	125
Cyclists	7	14	21
Total	86	60	146

3.2.200 The data shows that the daily average active travel users on Winifred's Lane was 146 in February 2025, of which 86% were pedestrians and 14% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

Figure 74 March 2025 Active Travel Flows Winifred's Lane (7-Day Average)

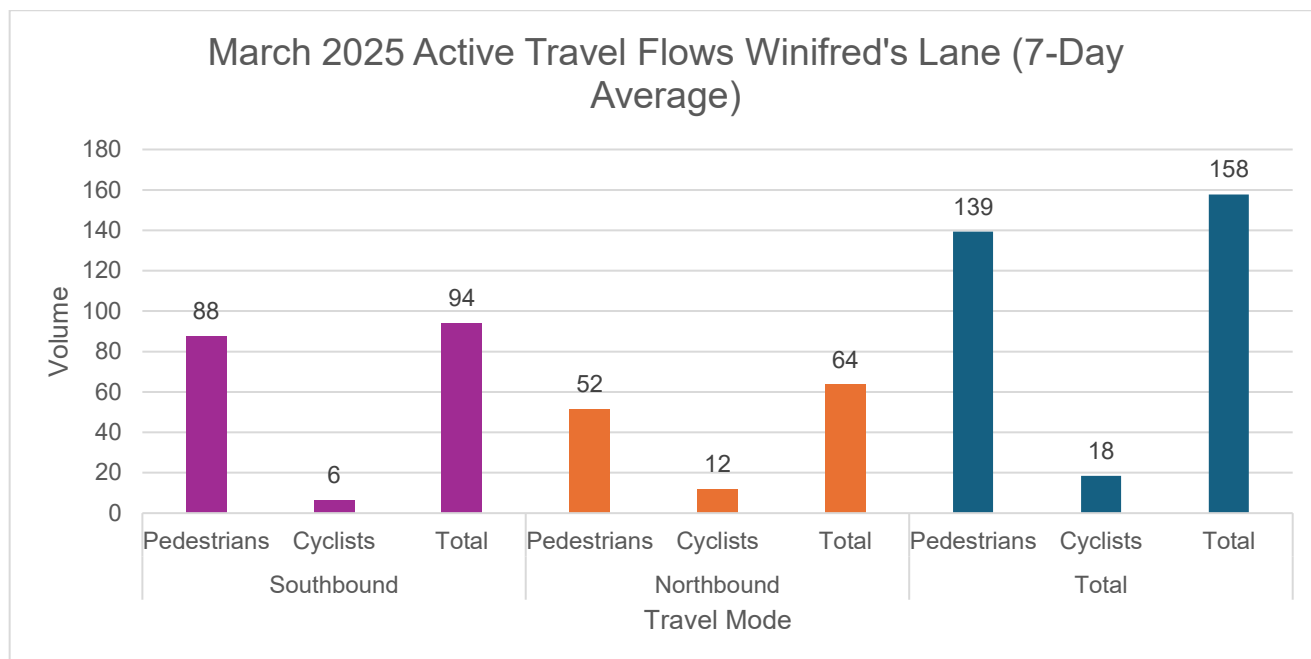


Table 31 March 2025 Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	88	52	139
Cyclists	6	12	18
Total	94	64	158

3.2.201 The data shows that the daily average active travel users on Winifred's Lane was 158 in March 2025, of which 88% were pedestrians and 12% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

Figure 75 April 2025 (Week 1) Active Travel Flows Winifred's Lane (7-Day Average)

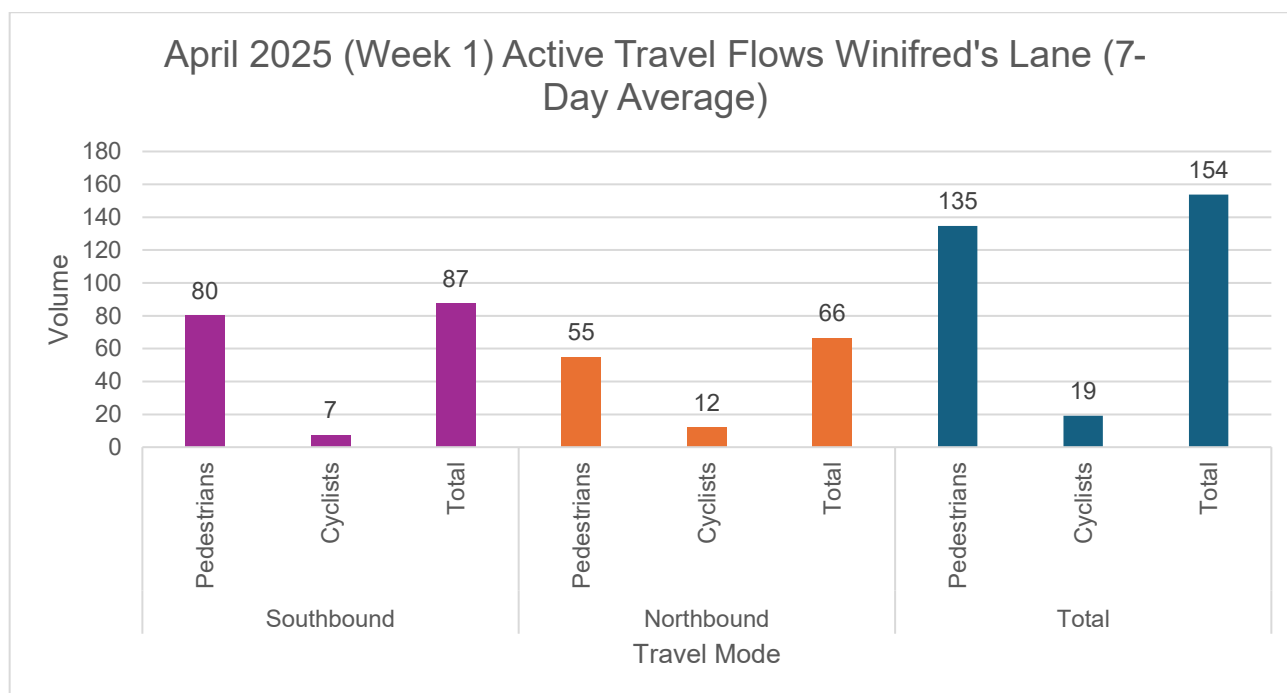


Table 32 April 2025 (Week 1) Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	80	55	135
Cyclists	7	12	19
Total	87	66	154

3.2.202 The data shows that the daily average active travel users on Winifred's Lane was 154 in April 2025 (Week 1), of which 88% were pedestrians and 12% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

Figure 76 April 2025 (Week 2) Active Travel Flows Winifred's Lane (7-Day Average)

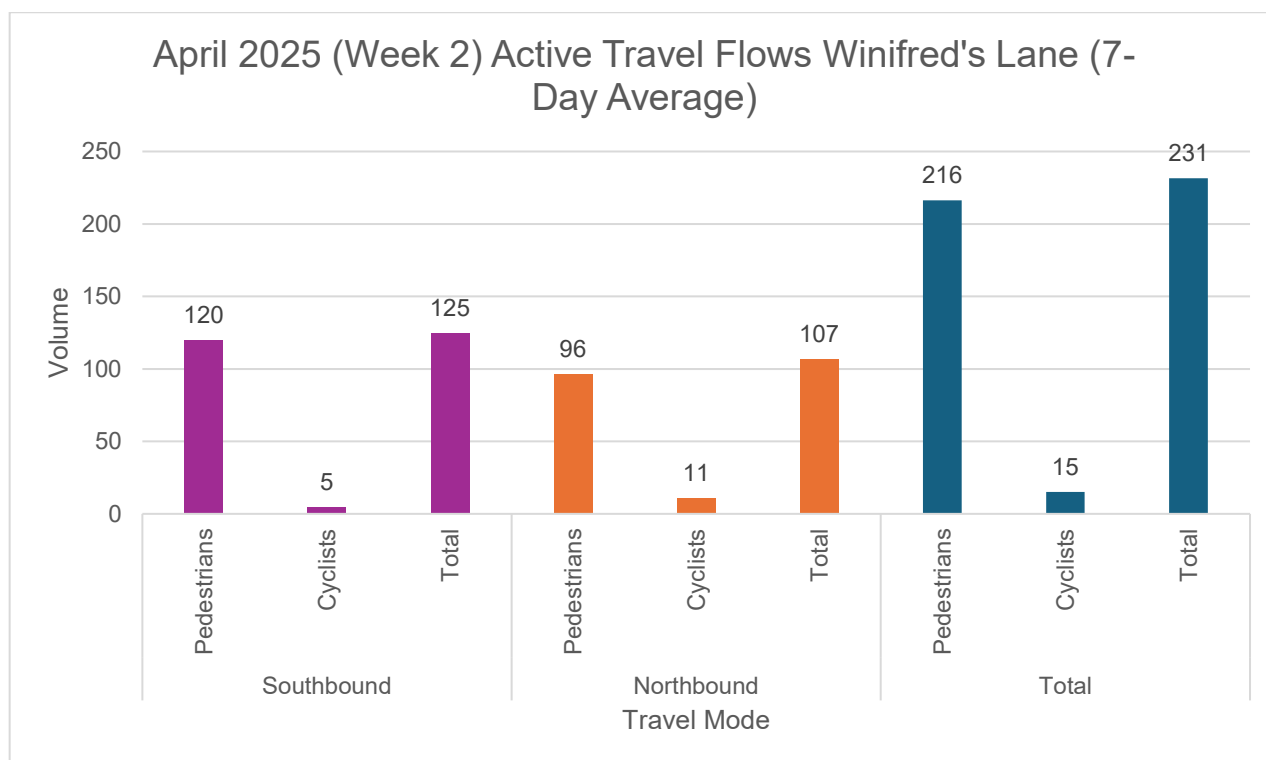


Table 33 April 2025 (Week 2) Active Travel Flows Winifred's Lane (7-Day Average)

Mode	Southbound	Northbound	Total
Pedestrians	120	96	216
Cyclists	5	11	15
Total	125	107	231

3.2.203 The data shows that the daily average active travel users on Winifred's Lane was 231 in April 2025 (Week 2), of which 94% were pedestrians and 6% cyclists. The flows were slightly higher in the southbound direction for pedestrians and higher in the northbound direction for cyclists.

## Comparison of Results

3.2.204 A comparison of the 7-day average active travel flows on Catharine Place and Winifred's Lane between the baseline and the in-trial periods is presented in a graph in Figure 77 and Figure 78 and set out in Table 34 and Table 35.

Figure 77 Comparison of Active Travel Flows on Catharine Place (7-day average)

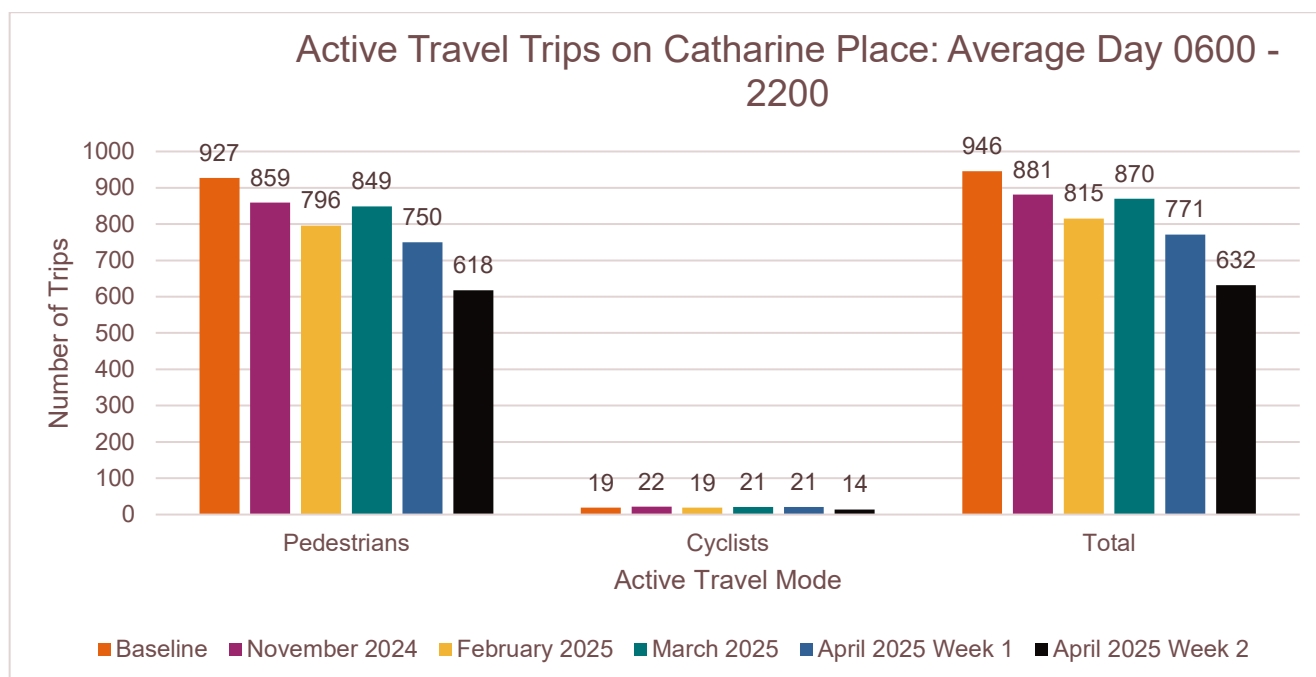


Table 34 Comparison of Active Travel Flows on Catharine Place (7-day average)

Mode	Baseline	November 2024	February 2025	March 2025	April 2025 (Week 1)	April 2025 (Week 2)
Pedestrians	927	859	796	849	750	618
Cyclists	19	22	19	21	21	14
Total	946	881	815	870	771	632

3.2.205 When looking at **pedestrians** on **Catharine Place** compared with baseline (927), 68 fewer pedestrians used the route in November 2024 (859), 131 fewer in February 2025 (796), 78 fewer in March 2025 (849), 177 fewer in April 2025 Week 1 (750) and 309 fewer in April 2025 Week 2 (618). The number of **cyclists** remained consistent fluctuating between 19-22 cyclists per day during the in-trial periods against baseline (19).

3.2.206 Overall, the daily average number of **active travellers** (pedestrians and cyclists) during the trial on **Catharine Place** was lower than the baseline (946). 881 were recorded in November 2024 (65 fewer), 815 in February 2025 (131 fewer) and 870 (76 fewer) in March 2025. This represents a 7%-14% reduction. The biggest drop was in the school holidays with 771 active travellers recorded in April 2025 Week 1 (175 fewer) and 632 in April 2025 Week 2 (314 fewer). This represents a 19%-33% drop in active travel.

3.2.207 While there was a drop in pedestrians using the area, the numbers of cyclists remained constant throughout the trial on **Catharine Place** against baseline (19), varying between 19 and 22 cyclists per day.

Figure 78 Comparison of Active Travel Flows on Winifred's Lane (7-day average)

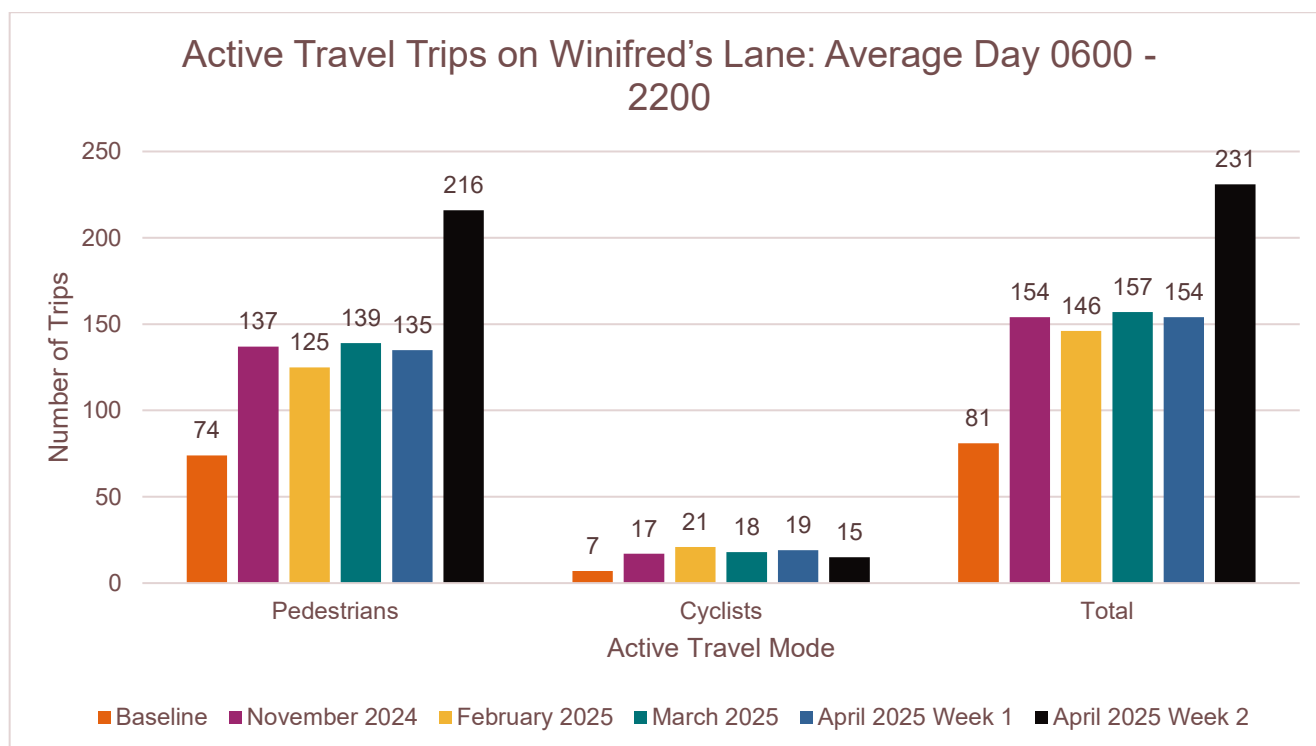


Table 35 Comparison of Active Travel Flows on Winifred's Lane (7-day average)

Mode	Baseline	November 2024	February 2025	March 2025	April 2025 (Week 1)	April 2025 (Week 2)
Pedestrians	74	137	125	139	135	216
Cyclists	7	17	21	18	19	15
Total	81	154	146	157	154	231

3.2.208 When looking at pedestrians on Winifred's Lane, more were recorded during each monitoring period compared with the baseline of 74. 137 pedestrians in November 2024 (63 more); 125 in February 2025 (51 more) and 139 in March 2025 (65 more). This represents a 69%-88% uplift on baseline during term-time monitoring. 135 were recorded in April 2025 Week 1 (61 more) and 216 in April 2025 Week 2, (142 more).

3.2.209 Looking at cyclists, more were recorded on Winifred's Lane during each monitoring period compared with the baseline count of 7. 17 cyclists were recorded in November 2024 (10 more), 21 in February 2025 (14 more) and 18 in March 2025 (11 more). This represents a 143%-200% uplift in cyclists during termtime. During the holidays, 19 (12 more) were recorded in April 2025 Week 1 and 15 (8 more) were recorded in April 2025 Week 2.

3.2.210 Overall, the daily average number of active travellers (pedestrians and cyclists) was higher than baseline during all five in-trial periods, ranging from 65 to 76 more active travellers using the lane. This is an 80%-185% uplift. 150 more active travellers were recorded using the lane during the second week of April 2025 during the school holiday period.



## Gay Street (North)

3.2.211 Using the turning count undertaken at the junction of the A4 Gay Street / A4 George Street / Gay Street, an analysis has been undertaken of cyclist flows on Gay Street (north) per average day for the hours 0600 to 2200. It should be noted that junction turning counts are undertaken for the purposes of recording vehicle movements in the carriageway therefore the flows may be an underrepresentation, as cyclists on the footway may not have been captured.

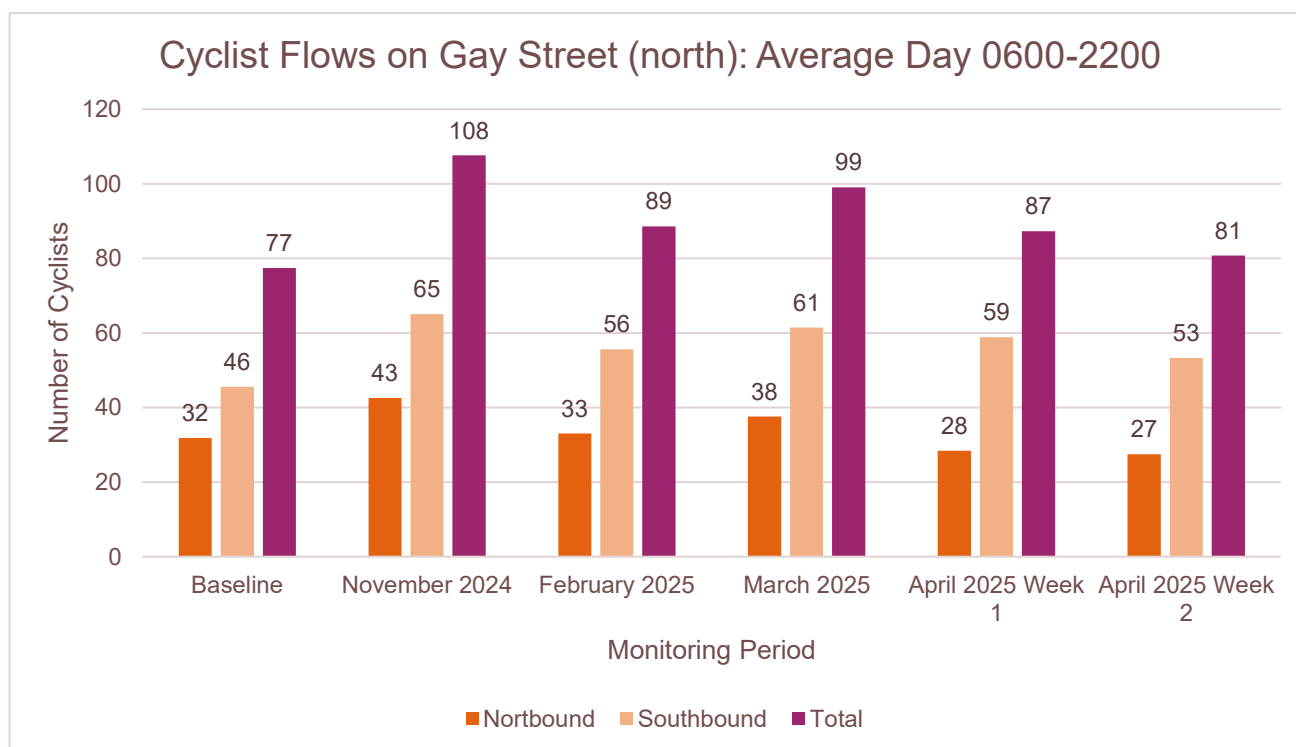
3.2.212 The recorded cyclist flows on Gay Street (north) are tabulated in Table 36 and graphed in Figure 79.

Table 36 Cyclist Flows on Gay Street (north) (7-day average)

Period	Northbound	Southbound	Total
Baseline	32	46	77
November 2024	43	65	108
February 2025	33	56	89
March 2025	38	61	99
April 2025 Week 1	28	59	87
April 2025 Week 2	27	53	81

Note: Summation errors due to rounding.

Figure 79 Cyclist Flows on Gay Street (north) (7-day average)



3.2.213 During the baseline, on average, per day, 77 cyclists were recorded on Gay Street (north). The number of cyclists was higher during each of the in-trial periods. During termtime, 108 cyclists were recorded in November 2024, 89 in February 2025, and 99 in March 2025. During school holidays, 87 cyclists were recorded in April 2025 Week 1, and 81 in April 2025 Week 2.

## 4 Summary and Key Observations

- 4.1.1 This report has been prepared by Arcadis on behalf of Bath & North East Somerset Council. It has set out the findings of traffic monitoring undertaken in association with the introduction of three, linked through traffic restrictions on Gay Street, Catharine Place, and Winifred's Lane in Lower Lansdown, Bath.
- 4.1.2 The aim of the trials is to prevent motor vehicles from using residential streets in this area as short cuts while maintaining vehicle access to properties on the trial streets. The trials also aim to provide safer routes for active travel (walking, cycling and wheeling) through the area.
- 4.1.3 The purpose of the baseline and in-trial monitoring has been to understand changes in motor vehicle and active travel flows since the implementation of the through traffic restrictions.
- 4.1.4 Baseline traffic data was collected in November 2023 and was comprised of link counts, automatic traffic counters, active travel link counts, and junction turning counts as described in Section 2. Outside of the standard baseline monitoring periods, baseline data was collected in June 2024 on Somerset Lane.
- 4.1.5 During the traffic restriction trials, which were fully installed by 6<sup>th</sup> November 2024, motor-vehicle traffic and active travel was monitored for 7 consecutive days in November 2024, in February 2025, and in March 2025 outside of the school holidays. More information on the monitoring dates is set out in Section 2. There are several schools in the area, so to assess the impact of the school run, motor-vehicle traffic and active travel was also monitored for 7 consecutive days at the beginning of April 2025 (Week 1 – private school holidays) and during April 2025 (Week 2 – private and state school holidays) while all schools were on holiday. In-trial data was compared with baseline data where available to establish the impacts of the trial on the immediate roads and surrounding areas.

## 4.2 Lower Lansdown: Key outcomes from traffic flow and active travel data

### Traffic Flow

- 4.2.1 Baseline and in-trial counts were collected on Winifred's Lane, Sion Road, Cavendish Road and Lansdown Road between Lansdown Park and Fonthill Road. No baseline monitoring was conducted on Sion Hill (east).
- 4.2.2 Due to the nature and intention of through-traffic restrictions, the numbers of vehicles using Winifred's Lane and Catharine Place decreased during the trial. **Winifred's Lane** carried 1,303 vehicles a day on average during baseline monitoring and this was reduced by 99-100% during the trial.
- 4.2.3 **Cavendish Road** carried 3,248 vehicles a day on average during baseline monitoring. This reduced during the trial by 16% in November 2024, 25% in February 2025, and 22% in March 2025. In the school holidays, vehicle numbers dropped further by 31% in April 2025 Week 1 and by 41% in April 2025 Week 2.

- 4.2.4 **Lansdown Lane**, between Beresford Gardens and Leighton Road, carried 7,336 vehicles on average per day in the baseline. This increased during the trial by 8% in November 2024, 4% in February 2025, 0% in March 2025, 10% in April 2025 Week 1, and 2% in April 2025 Week 2.
- 4.2.5 During the trial, fewer vehicles were recorded on **Lansdown Road between Lansdown Park and Fonthill Road** by 2-4% on average in termtime. During the school holidays (April), traffic reduced by 6-18%. This stretch of road carried 8,346 vehicles a day, on average, during baseline monitoring.
- 4.2.6 **Somerset Lane** carried 50 vehicles on average, per day, in the baseline. This increased during the trial by 14% in November 2024, 20% in February 2025, 35% in March 2025, 14% in April 2025 Week 1, and 6% in April 2025 Week 2.
- 4.2.7 Traffic flows increased on **Sion Road**, which carried 1,022 vehicles a day, on average, during the baseline. In November 2024, average traffic flows increased by 87%. In February 2025 flows increased by 115% and in March 2025 by 94% against baseline. During the private and all-school holidays respectively, traffic increases were smaller with a 58% increase in April 2025 Week 1, and a 30% increase in April 2025 Week 2.
- 4.2.8 Turning count surveys were introduced during the trial to monitor non-compliance with the no-right-turn at the top of **Cavendish Road** into Sion Hill (east). Non-compliance reduced over the course of the trial.
- 4.2.9 In-trial monitoring showed that over the course of the trial, total turning movements at the junction reduced. Average turning movements per day were 2,784 in November 2024, 2,576 in February 2025, and 2,477 per day in March 2025, during termtime. In the school holidays, average turning movements were 2,354 per day in April 2025 Week 1 and 2,017 per day in April 2025 Week 2.

## Active Travel

- 4.2.10 On Winifred's Lane, the average number of active travellers (pedestrians and cyclists) per day was 80-185% higher compared to the baseline. 150 more active travellers were recorded using the lane during the second week of April during the school holiday periods compared with 81 active travellers, on average, per day, during baseline monitoring.

## 4.3 The Circus Area: Key Outcomes (Traffic flow and active travel)

### Traffic Flow

- 4.3.1 Due to the nature of the through-traffic restriction trial, the number of vehicles using **Catharine Place** decreased during the trial. It carried 392 vehicles a day on average, during baseline monitoring and this was reduced by 94-99% during the trial.
- 4.3.2 On **Bennett Street**, which carried 2,839 vehicles per day, on average, in the baseline, traffic flows reduced during the trial. Traffic flows reduced by 59% in November 2024 and February 2025, 62% in March 2025, 52% in April 2025 Week 1, and 66% in April 2025 Week 2. This equates to 1,484 to 1,755 fewer vehicles per day.

- 4.3.3 **Brock Street** carried 1,279 vehicles per day, on average, during the baseline. During the trial, traffic flows reduced, with reductions of 13% in November 2024, 22% in February 2025 and March 2025, 15% in April 2025 Week 1, and 22% in April 2025 Week 2.
- 4.3.4 On **Crescent Lane**, which carried 1,590 vehicles per day, on average, during the baseline, traffic flows reduced during the trial. Traffic flows reduced by 32% in November 2024, 37% in February 2025, 32% in March 2025, 31% in April 2025 Week 1, and 36% in April 2025 Week 2.
- 4.3.5 **Gloucester Street** carried 189 vehicles per day, on average, during the baseline. During the trial, traffic flows varied, with an increase of 1% in November 2024; an increase of 65% in February 2025; a decrease of 3% in March 2025; an increase of 50% in April 2025 Week 1; and an increase of 47% in April 2025 Week 2.
- 4.3.6 On **Julian Road**, between Upper Church Street and Harley Street, which carried 8,365 vehicles per day, on average, during the baseline, traffic flows varied in the trial. Traffic flows increased by 8% in November 2024; decreased by 3% in February 2025; increased by 7% in March 2025; increased by 9% in April 2025 Week 1; and increased 1% in April 2025 Week 2. This equates to changes between 287 fewer and 733 more vehicles per day.
- 4.3.7 **Lansdown Road**, between Bennett Street and Alfred Street, carried 8,452 vehicles per day, on average, during the baseline. During the trial, traffic flows varied, with increases of 13% in November 2024, 6% in February 2025, 10% in March 2025, 10% in April 2025 Week 1, and an overall change of 0% in April 2025 Week 2. This equates to between a reduction of 3 to an increase of 1,077 vehicles per day.
- 4.3.8 **Morford Street** carried 4,040 vehicles per day, on average, during the baseline. During the trial, traffic flows increased, with an increase of 10% in November 2024, 9% in February 2025, 12% in March 2025, 18% in April 2025 Week 1, and 4% in April 2025 Week 2. This equates to 170 to 730 more vehicles per day.
- 4.3.9 On **Rivers Street**, which carried 331 vehicles per day, on average, during the baseline, traffic flows varied, with an increase of 18% in November 2024; an increase of 20% in February 2025; an increase of 6% in March 2025; an increase of 5% in April 2025 Week 1; and a decrease of 19% in April 2025 Week 2.
- 4.3.10 **Russell Street** carried 630 vehicles per day, on average, during the baseline. During the trial, traffic flows reduced, with reductions of 22% in November 2024, 27% in February 2025, 60% in March 2025, 33% in April 2025 Week 1, and 90% in April 2025 Week 2.
- 4.3.11 On **Upper Church Street**, which carried 564 vehicles per day, on average, during the baseline, traffic flows varied, with an overage change of 0% in November 2024; an increase of 3% in February 2025 and March 2025; an increase of 4% in April 2025 Week 1; and a reduction of 1% in April 2025 Week 2.
- 4.3.12 The impacts of the **Gay Street trial** were derived from turning count data collected during baseline monitoring and five times during the trial at the junction of the A4 George Street / A4 Gay Street (south) / Gay Street (north), as outlined in Section 3.2.

- 4.3.13 During baseline monitoring, 13,823 motor vehicles used this junction on average, each day. The majority travelled between **A4 Gay Street (south) and A4 George Street** (in both directions) but 1,058 vehicles a day travelled from **Gay Street (North)** to A4 Gay Street (south) and 1,704 travelled north from A4 Gay Street (South) into Gay Street (North).
- 4.3.14 Access to **Gay Street (north)** was prevented during the trial, and access into **A4 Gay Street (south)** from the North was also prevented. The numbers of vehicles recorded turning right into A4 George Street from Gay Street (south) increased from 5,399 per day in the baseline to a maximum of 6,728 per day in April 2025 Week 1 (+1,329). The numbers of vehicles turning left from A4 George Street into A4 Gay Street (south) increased from 5,521 in the baseline to a maximum of 6,144 in March 2025. (+623).
- 4.3.15 Overall, fewer vehicles (on average, per day) used the **Gay Street/George Street junction** during the trial. Baseline counts were 13,823. 12,775 were recorded in November 2024 (1,048 fewer), 11,763 in February 2025 (2,063 fewer), 13,004 in March 2025 (801 fewer), 13,223 in April 2025 Week 1 (600 fewer), and 12,574 in April 2025 Week 2 (1,249 fewer).

## Active Travel

- 4.3.16 Overall, the average number of active travellers during the trial on Catharine Place was lower than the baseline, with a 7-14% reduction between the baseline and March 2025. The biggest drop was in the school holidays recorded in April 2025 Week 1 with a 19-33% reduction in active travel. While there was a reduction in pedestrians using Catharine Place, the numbers of cyclists remained constant throughout the trial against baseline.
- 4.3.17 On Gay Street (north), the number of cyclists was higher in each of the in-trial periods than the baseline of 77 cyclists per day, on average. During termtime, the number of cyclists ranged from 89 to 108, whilst during school holidays, the number of cyclists ranged from 81 to 87.

## 4.4 Travel Time: Key outcomes for the Lower Lansdown and The Circus areas

### Average Day 24 Hours

- 4.4.1 Across the average day 24 hours, changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with the majority of roads experiencing a change in travel times of less than ten seconds. No roads had a travel time increase of more than eight seconds.
- 4.4.2 The greatest increase in mean travel time was recorded on **Sion Road, between Sion Hill and Winifred's Lane (southbound)**. The greatest increase in median travel time was recorded on **Bennett Street, between Lansdown Road and The Circus (eastbound)**.
- 4.4.3 The greatest decrease in mean travel time was recorded on **Lansdown Road, between Morford Street and Lansdown Place East (northbound)**, while greatest decrease in median travel time was recorded on **Sion Road, between Sion Hill and Winifred's Lane (northbound)**.

## Average Weekday AM Peak

- 4.4.4 During the average weekday AM peak (07:30-10:30), changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with all roads having a travel time change of 20 seconds or less.
- 4.4.5 The greatest increase in mean travel time was recorded on the **A4 Gay Street, between George Street and Queen Square (northbound)**. The greatest decrease in mean travel time was recorded on **Lansdown Road, between Morford Street and Lansdown Place East (northbound)**, and on **Brock Street, between The Circus and Upper Church Street (westbound)**.
- 4.4.6 The greatest increase in median travel time was recorded on the **A4 George Street, between Gay Street and Lansdown Road (westbound)**. The greatest decrease in median travel time was recorded on **Brock Street, between The Circus and Upper Church Street (westbound)**.

## Average Weekday PM Peak

- 4.4.7 During the average weekday PM peak (15:30-18:30), changes to travel times for motor vehicle traffic on roads across the study area between March 2024 and March 2025 were generally minimal, with **all roads (apart from Brock Street westbound)** experiencing longer travel times of 20 seconds or less.
- 4.4.8 The greatest increase in mean travel time was recorded on the **A4 Gay Street, between George Street and Queen Square (northbound)**. The greatest decrease in mean travel time was recorded on **Brock Street, between The Circus and Upper Church Street (westbound)**.
- 4.4.9 The greatest increase in median travel time was recorded on the **A4 Gay Street, between George Street and Queen Square (northbound)**. The greatest decrease in median travel time was recorded on **Brock Street, between The Circus and Upper Church Street (westbound)**.

## 4.5 Conclusions

- 4.5.1 Considering total traffic volumes across all roads in the study area, there was a reduction in recorded motor vehicle traffic during all five in-trial monitoring periods. Compared with the baseline, the mean change in traffic flows per road was a reduction of 76 vehicles in November 2024; a reduction of 189 vehicles in February 2025; a reduction of 151 vehicles in March 2025; a reduction of 107 vehicles in April 2025 Week 1; and a reduction of 414 vehicles in April 2025 Week 2.
- 4.5.2 The greatest reduction in traffic flows (in terms of absolute numbers of vehicles) across all five monitoring periods was recorded on **Bennett Street**, ranging from a reduction of 1,484 to 1,862 motor vehicles per day compared with the baseline. This was followed by **Winfred's Lane**, ranging from a reduction of 1,292 to 1,299 motor vehicles compared with the baseline. During April 2025 Week 2, greater reductions in traffic flow were recorded on **Lansdown Road, between Lansdown Park and Fonthill Road** (1,513 vehicles), and on **Cavendish Road** (1,316 vehicles).

- 4.5.3 The greatest increase in traffic flow was recorded on **Lansdown Road, between Bennett Street and Alfred Street** in November 2024 and April 2025 Week 1 (private school holidays); and on **Sion Road** in February 2025, March 2025, and April 2025 Week 2 (all school holidays). Changes in traffic flow on this section of Lansdown Road ranged from a reduction of 3 vehicles to an increase 1,077 vehicles. Changes in traffic flow on Sion Road ranged from an increase of 305 vehicles to an increase of 1,174 vehicles on average per day.
- 4.5.4 Increases in motor vehicle traffic flow were recorded on **Julian Road, between Upper Church Street and Harley Street**, except for February 2025, when traffic flows decreased. The increases in traffic flow on Julian Road ranged between 115 and 733 vehicles per day, on average.
- 4.5.5 Increases in motor vehicle traffic flow were also recorded on **Morford Street**. The increases in traffic flow on Morford Street ranged between 170 and 730 vehicles per day, on average.
- 4.5.6 At the **Sion Hill / Winifred's Lane / Cavendish Road junction**, the numbers of vehicles using the junction reduced during the trial period, with an average of 2,784 vehicles per day in November 2024, 2,576 in February 2025, 2,477 in March 2025, 2,354 in April 2025 Week 1, and 2,017 in April 2025 Week 2.
- 4.5.7 At the **A4 Gay Street / George Street** junction, baseline turning movements were 13,823 vehicles per day. This reduced to between 11,763 and 13,223 vehicles per day during the in-trial monitoring periods (reductions of between 600 and 2,060 vehicles per average day).
- 4.5.8 Active travel flows on **Catharine Place** fell from the baseline of 946 active travellers per day. During the in-trial monitoring, the number of active travellers ranged from 632 to 881 per day. It is not known whether there were any events or incidents that may have affected the number of active travellers in the baseline. It was however observed that active travel flows on Catharine Place varied by up to 50% between the in-trial monitoring periods.
- 4.5.9 Active travel flows on **Winifred's Lane** increased from the baseline of 81 active travellers per day. During the in-trial monitoring, the number of active travellers ranged from 146 to 231 per day.
- 4.5.10 On **Gay Street (north)**, the number of cyclists was higher in each of the in-trial periods than the baseline of 77 cyclists per day, on average, ranging from 81 to 108 cyclists a day.
- 4.5.11 Travel time changes were generally minimal, both across the 24-hour average day, and during the average weekday AM peak and PM peak, with the majority of changes being 20 seconds or less.



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