

## Annex F:

# Stakeholder Communications and Engagement Report

## Lower Lansdown and The Circus ETRO Trials

Prepared by the Liveable Neighbourhoods project team, Bath & North East Somerset Council

## Section 1: Introduction

This report sets out Bath & North East Somerset Council's (B&NES) community and key stakeholder engagement relating to the Lower Lansdown through-traffic restriction trials comprising three linked trials in Winifred's Lane, Catharine Place and Gay Street.

The three trials were installed at the beginning of November 2024 for a minimum of six months under an experimental traffic regulation order (ETRO).

The trials remain in place until all outcomes of the ETRO public consultation are analysed; and a Single Member Decision is made on whether to make the trials permanent under a standard Traffic Regulation Order (TRO). The TRO must be made within 18 months of the start of the trial (30 April 2026).

During the first six months of the trial (1 November until 30 April 2025), we held a public consultation to gather people's feedback using an online survey.

We also collected evidence on the impacts of the trial on air quality, traffic and active travel. The outcomes of this activity are presented in separate consultation reports.

This report provides a log of the activity conducted by the project team from December 2023 to November 2025, including:

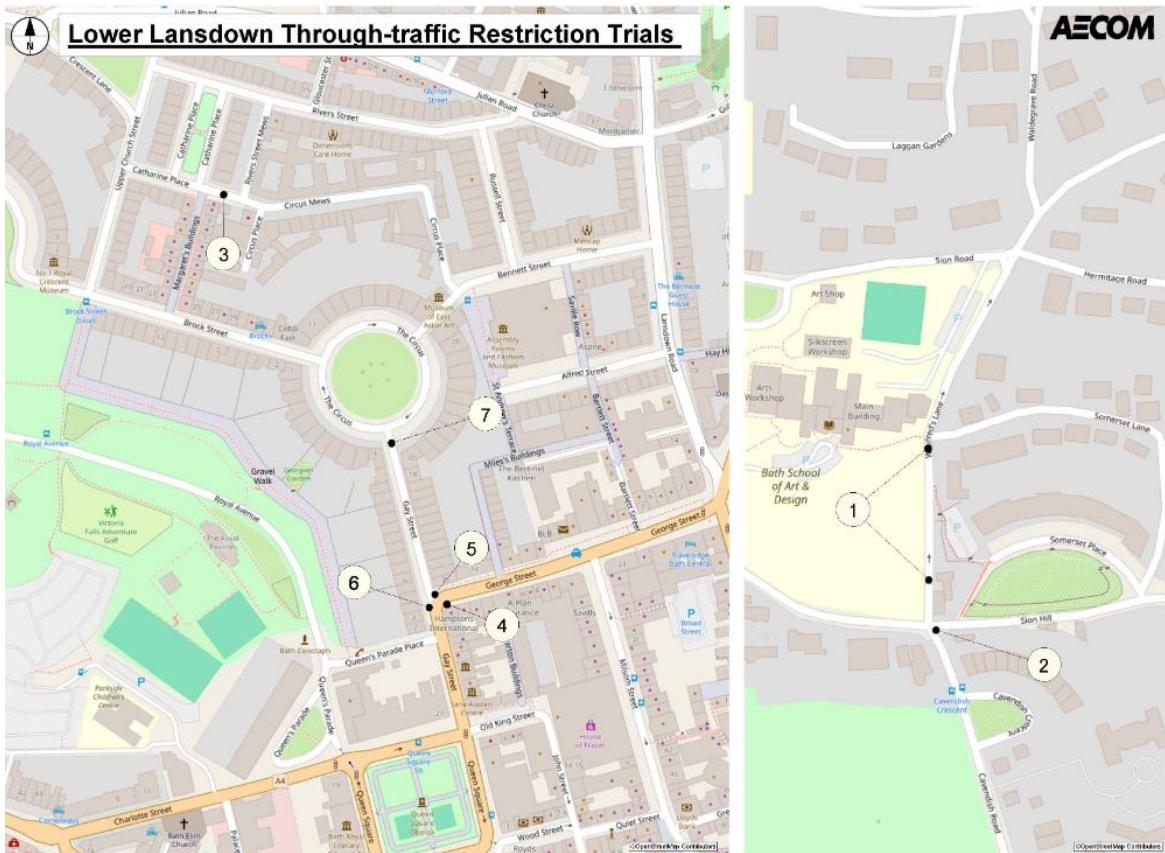
- press, print, web, events and direct mail used to promote the proposal and consultation
- more in-depth stakeholder meetings/engagement, including with schools and organisations and campaign groups and their outcomes
- the outcome of engagement work carried out by our partner, Sustrans - now known as The Walk, Wheel and Cycle Trust – which is a specialist organisation that helps us to engage directly with people using the area including school children and students
- consideration of petitions and legal challenges
- considerations of reports, including videos of poor driver behaviour

To read all the reports relating to this consultation, including the single member decision (SMD) report, please go to [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro)

## Section 2: About the trials

The linked through-traffic restriction trials are in Lower Lansdown. The numbers below correspond to the numbers on the map.

**Figure 1 Location of trials**



### Winifred's Lane through-traffic restriction

Installed on Wednesday 6 November.

(1) A through-traffic restriction on Winifred's Lane comprising of 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

### Gay Street traffic restrictions

Installed on Monday 4 and Tuesday 5 November.

(4) A no-entry into Gay Street from the George Street junction applying to all northbound vehicles but not cyclists

(5) A left-turn-only into George Street for vehicles exiting this stretch of Gay Street

(6) Vehicles are prohibited from travelling south to Queen Square when exiting this stretch of Gay Street

(7) Two-way traffic is maintained on Gay Street, but with entry via The Circus

### **Catharine Place through-traffic restriction**

Installed on Friday 1 November.

(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

Vehicle access to properties is maintained from either side of the restrictions.

***Figure 2: Gay Street Trial***



*Figure 3: Catharine Place trial*



*Figure 4: Winifred's Lane trial*



## Section 3: Pre-trial communications and engagement

### Early communications/engagement from December 2023

On Friday 8 December 2023, the council published single member decision reports outlining proposals for through-traffic restriction trials in Bath. See <https://democracy.bathnes.gov.uk/documents/s79915/E3491-3%20-%20Lower%20Lansdown%20Liveable%20Neighbourhood%20Proposed%20Trials.pdf>

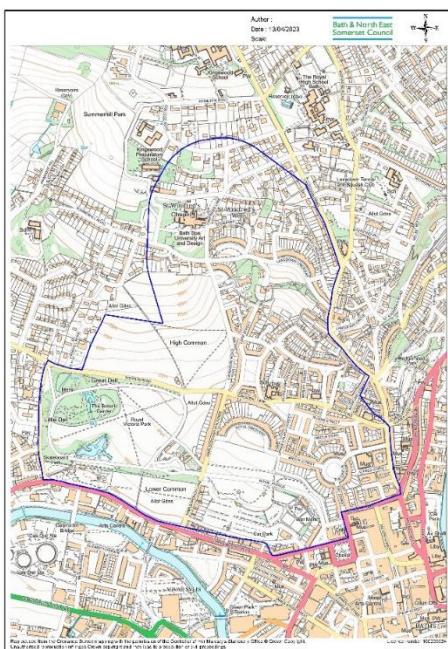
On 9 December 2023, the council published a media release (and associated social media and e-newsletter posts) announcing its proposal to run up to five new Liveable Neighbourhoods (LN) trials, including the through-traffic restrictions in Lower Lansdown and The Circus area:

<https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods>.

The proposal was the result of previous consultation and engagement on Liveable Neighbourhoods in Lower Lansdown and The Circus area since 2021. These consultations and engagements are outlined in more detail on our web page: [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro)

On 12 December 2023, the project team sent a letter to 4551 properties in the Lower Lansdown LN area informing them of the proposal and forthcoming decision on whether the experimental trials would go ahead.

**Figure 5: Mailing area for 12 December 2023.**



Note: This mailing area was extended for a mailing in May 2024.

The letter on 12 December informed residents that a decision would be made in the new year (2024) on whether to proceed with the Lower Lansdown and The Circus trials in the Spring. **See Appendix 1**

Maps with details on each trial were enclosed with the letter, and residents were invited to contact the council's team of advisors should they have any concerns about the design or the proposal.

Prior to making decisions on the trials, members considered the feedback from the communities, which was shared with them via the Project Team leader on a weekly basis.

In general, the themes raised reflected many of the same themes now recorded in the public consultation outcome reports. They included:

- Restrictions would only benefit a few people.
- That the scheme was not a good use of resources.
- That traffic calming would have been preferable.
- Concerns over increased traffic on other roads as a result and that more consultation on the scheme, prior to the ETRO consultation, would have been appropriate.

### **3.2 Communications on the decision to run the trial (February 2024)**

On 2 February 2024, the council issued a media release on the single member decision to run five new trials under ETROs from the Spring of 2024, including three in Lower Lansdown. ETRO trials include traffic and air-quality monitoring and a minimum six-month public consultation with the trials in place before any decisions are made. See <https://newsroom.bathnes.gov.uk/news/five-new-liveable-neighbourhoods-trials-bath-set-go-ahead>. This was accompanied by social media and an e-newsletter post.

The media release also informed residents that the council would continue to run a period of informal engagement until the trials were installed to allow people to raise any concerns. This would include key stakeholders such as schools, businesses, and other organisations.

Read the single member decision report:

<https://democracy.bathnes.gov.uk/mgListPlanItems.aspx?PlanId=926>

The LN web page for Lower Lansdown and The Circus area was updated (see [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) (Lower Lansdown) while the council develop a dedicated web page for the trials.

### 3.3 Pre-trial engagement on the decision to run the trial (February to May 2024)

News on the decision to run the trials generated enquiries from residents for several months (directed into our team of advisors and to ward councillors and members who read and passed on the correspondence to the team).

Liveable Neighbourhood Advisors were available to answer questions from the public, Mon-Fri 9am to 5pm from December 2023; and weekly meetings were held to discuss the key themes arising and these were fed back to designers and decision makers.

#### New web content

In May 2025, a new web page was developed to outline the aims of the trial and showcase the design. See [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro). This web page launched prior to correspondence to residents outlining the decision and next steps by letter.

#### Direct mail: 16 May 2024

On 16 May 2024, a letter was sent to 5151 residents' properties in Lower Lansdown and The Circus confirming the decision to proceed with the trials and the council's intention to install them from 15 July 2024. **See Appendix 2.**

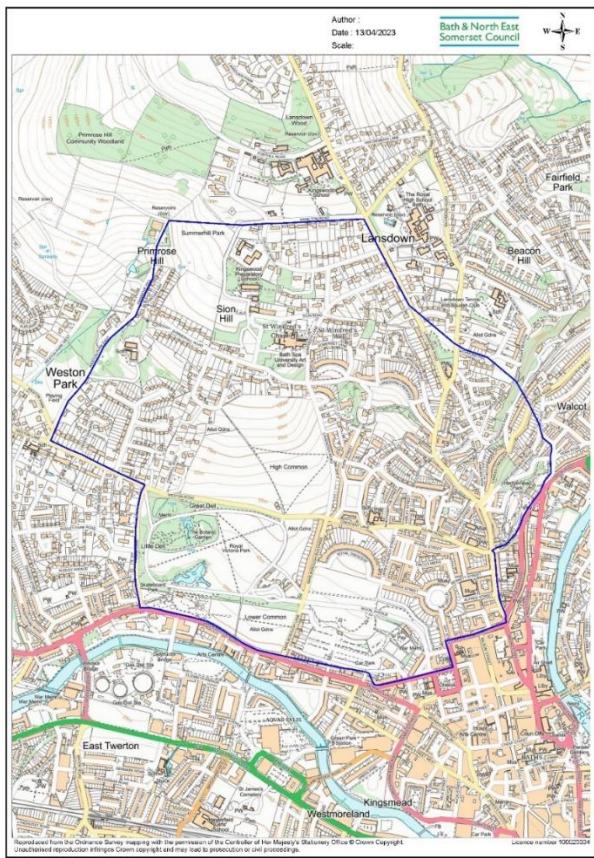
The letter on 16 May reiterated the aims and reasons for the trial, and how we would formally consult residents once the trial was in place. It also informed them of the trial's new web page, and how to engage with the project team during May and June, including opportunities for residents to book appointments at an event on 5 June 2024 in The Guildhall between 10.30-6.30pm.

**Please note:** the event and installation dates promoted in this letter were delayed over several months due to an election and a legal injunction. See the following sections for details.

The intention was to help people understand how ETRO consultations work, address any concerns, and answer questions on the aims and design of the scheme.

The decision-letter was sent to a wider area than the earlier letter(s). This was in response to requests from residents and ward councillors to include certain streets that they felt might be impacted by the trial, but which were not included in the December mailing. This included more addresses to the south-west of Cavendish Lane (nr Winifred's Lane) and Morford Street, Camden Crescent, and Belvedere north-east of Gay Street and Catharine Place. **See Figure 6**

**Figure 6: Mailing area for letter drops (16 May 2024)**



### **3.4 Pre-trial Engagement (June to July 2024)**

#### **Community Event (Postponed to June 2024)**

On 23rd May a general election was announced for 4th July. Due to the controversial nature of the proposal, installation of the trials and the event scheduled for 5 June 2024 (promoted in the letter sent on 16 May) was postponed due to pre-election rules.

Those who had booked an event appointment were notified directly of the postponement and the booking page was updated with a message to say that the event was postponed and would be updated once a new date was planned.

In early July 2024 two new event dates were publicised and those who had booked an appointment for 5 June were notified and invited to re-book for July (using the same web page/URL).

Attendees at the event were able to book up to 4 slots of 20 min with two members of the LN project team.

- 19th July 13:30 to 17:00.
- 27 people booked, 19 people attended and there were no walk-ins
- 22nd July 16:30 to 19:00.

- 7 people booked, 4 people attended and there were 4 walks-ins

The event was held by council officers and consultancy staff. We circulated simplified technical drawings of the schemes (also downloadable from the web site), plus copies of recent correspondence to support our discussions.

Key themes that arose during the events:

- Concerns that some roads likely to be impacted by displaced traffic had not been monitored during baseline traffic counts (conducted in November 2023) and that the raw baseline traffic counts had not been published.
- Concerns that the Winifred's Lane Trial would increase traffic speeds on Sion Hill (East) because of the loss of traffic turning onto this road from Cavendish Road.
- Queries on how the council would determine the success of the through-traffic restriction trial, particularly on Winifred's Lane.
- The appropriateness of Winifred's Lane for cycling due to the gradient
- Concerns over driver behaviour on roads surrounding Winifred's Lane where drivers already mount the pavement and do not give way when they should
- Additionally, residents told us that they had stopped traffic on Winifred's Lane to ask about where they were driving to/from and said that 98% of the drivers they stopped were "local" to the area.

In response to these concerns, the project team reviewed which roads had been monitored, and additional monitoring data was collected on the roads requested. Existing traffic monitoring data was uploaded to the website in its raw form on 23<sup>rd</sup> August 2024 (raw data = not analysed).

### **3.5 Engagement with individuals and campaign groups (May to July 2024)**

Please see **Section 5** which outlines a summary of correspondence (including legal correspondence) from individuals and campaigners primarily around the Winifred's Lane Trial, and our responses and mitigating actions.

#### **Direct mail: 9 July 2024**

After the election, on 9 July 2024, we sent a letter to 5152 properties in Lower Lansdown announcing that we now intended to install the trials in Gay Street, Catharine Place and Winifred's Lane from Monday 5 August 2024. See **Appendix 3.**

The letter reminded residents of the previous letter (sent on 16 May) and of the dedicated web pages at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) which described the trials in more detail, including their aims.

It went on to describe how we would install the trials and that signs would alert motorists and residents of the temporary restrictions during the works. We provided contact details for anyone requiring support.

### **3.6 Pre-trial Engagement August to November (postponement of launch)**

#### **Press Statement, 1 August (suspension of plans due to legal proceedings)**

On Thursday 1 August, we issued a short press statement to inform the public that we had paused the Lower Lansdown Experimental Traffic Regulation Order (ETRO) pending a legal hearing due on 8 August. **See Appendix 4**

#### **Direct mail: 2 August 2024**

On 2 August we also sent a first-class letter to properties directly on or around the trial streets (574 addresses) informing them that the planned installation of the trials was suspended. The mailing area was limited to be mindful of postage costs and on the assumption that the news would spread virally among the community on the back of the press release, social posts, and residents' associations. **See Appendix 5.**

Both the press release and the letter informed residents that the suspension was the outcome of legal proceedings following an application for an injunction brought by a group of B&NES residents, and that a court hearing was listed for Thursday August 8 for a judge to either lift the suspension or continue (pending a judicial review hearing). The letter and press release encouraged residents to go online to [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) to keep informed of proceedings.

#### **About the injunction/legal proceedings**

In the hearing the Council requested the opportunity to re-make the ETRO and address the technical issues which had been highlighted during the proceedings. These were that:

- An official 'statement of reasons' had not been deposited in the ETRO notices. (However, it should be noted that the reasons for the trial had been promoted via correspondence and the dedicated web page).
- We had not contacted one of the statutory consultees (the Road Haulage Association and Logistics UK, previously known as the Freight Transport Association) for comments prior to depositing the legal notice.

To address these issues, and in accordance with the outcome of the hearing, we deposited a new Experimental Traffic Regulation Order in October 2024. A Statement of Reasons was included, and comments on the trial were sought from the statutory consultees. The reports supporting the introduction of the ETRO can

be found at <https://www.bathnes.gov.uk/traffic-order/24-027-lower-lansdown-bath-experimental-traffic-regulation-order>

The Road Haulage Association and Logistics UK provided no comments on the scheme.

We also took the opportunity to address some of the other issues raised by campaigners on the design of the trial.

**Please see Section 5** which includes a summary of the correspondence (including legal correspondence) around the trial and our responses and mitigations.

### **Launch Press Release and Social Media posts (17 Oct to 6 Nov 2024)**

A media release on 17 October 2024 outlined the plans for launching the trials in three areas from 1 November, the aims of the trials, and how the public could submit feedback over the course of six months via an online/printed survey. See **Appendix 6**.

Social media posts were scheduled to promote the installation and any temporary disruptions during this time. These were scheduled for the days prior to installation for each of the three areas from the end of October through to 5 November.

### **Direct mail: 17 October 2024 (Launch Letter)**

On 17 October 2024 as the new ETRO was being deposited, we sent a letter to 5152 properties in Lower Lansdown (living in the area in **Figure 6**), covering all three trial areas and neighbouring areas to inform them of when and how the trials would be installed from 1 to 6 November 2024, and any temporary restrictions that were required during installation. We also explained how the ETRO works and how people could have their say on the trial for six months. We provided a QR code linking to the web page where background information and the online survey were published. We advised people to experience the trial for several weeks before replying. See **Appendix 7**.

We updated our web pages with the relevant installation information and the new ETRO notices.

## **Section 4: Six-month Experimental TRO Public Consultation**

During the six-month consultation we collected feedback via the official consultation surveys for each element of the trial (Winifred's Lane, Catharine Place and Gay Street interventions) available in print and online via the trial's website at [www.bathnes.gov.uk/lansdownETRO](http://www.bathnes.gov.uk/lansdownETRO) .

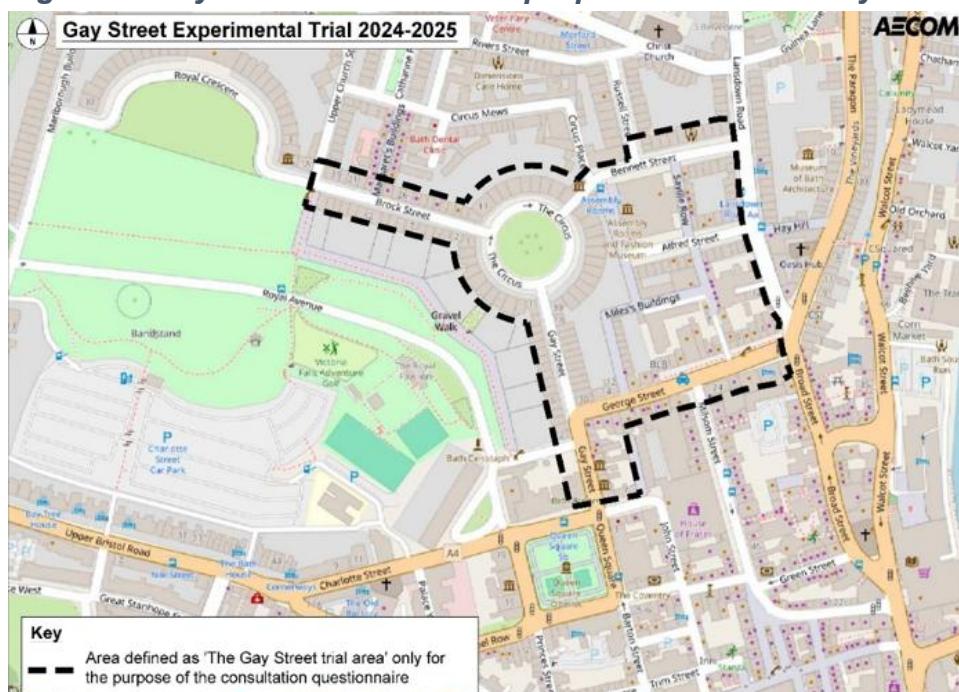
The results, summarised in brief below, have been analysed by an independent third party and are published in separate reports under the Single Member Decision Report.

## 4.1 Gay Street Public Consultation Survey summary

For the full report see **Annex B** to the Single Member Decision report at [www.bathnes.gov.uk/lansdownETRO](http://www.bathnes.gov.uk/lansdownETRO).

- 157 responses via the online survey and 2 via email (not answering all the questions). Of the 157:
  - 24 (15%) were from those who lived in the trial area
  - 133 (85%) were from residents living outside the trial area who either travelled through the area or visited the area
  - Almost two-thirds (60%) wholly or mainly objected to making the trial permanent
  - A third (37%) either wholly or mainly supported it being made permanent.
  - 71% of responses from those who lived in the trial area supported the scheme being made permanent compared with 31% who lived outside the trial area
  - Two-thirds (67%) of responses from those who lived outside the trial area objected to making the trial permanent
  - 59 (86%) of those supporting mainly walked or cycled in the area since the introduction of the trial
  - Of the 95 respondents who objected to the trial being made permanent, two-thirds (65%) used a personal motorised vehicle and 13% mainly walked or cycled in the area. The remaining 22% used a different mode (van, public transport).

**Figure 7: Gay Street Trial area for purposes of the survey**



## 4.2 Catharine Place Public Consultation Survey summary

For the full report see **Annex A** to the Single Member Decision report at [www.bathnes.gov.uk/lansdownETRO](http://www.bathnes.gov.uk/lansdownETRO) .

- 50 responses via the online survey and 1 via email (not answering all the questions). Of the 50:
  - 17 (around one-third of responses) were from those who lived in the trial area and 32 (two-thirds) were from those who lived outside the trial area and either travelled through the area or visited the area.
  - 31 responses were from those who either wholly or mainly objected to making the trial permanent.
  - 17 (one-third) either wholly or mainly supported it being made permanent
  - The proportion of people who supported the trial (either wholly or with suggested improvements) was similar whether they lived inside the trial area (6 out of 17) or outside it (11 out of 32).
  - Of those who wholly or partly objected to the trial being made permanent, 11 out of 17 lived in the trial area, and 20 out of 32 lived outside it.
  - Over half of the responses came from those who mainly travelled on foot in the trial area (n=26) before the trial.
  - Of 17 responses supporting the trial being made permanent, 13 had mainly walked, 3 had mainly cycled in the area and 1 travelled as a vehicle passenger.
  - Of the 31 who objected to the trial being made permanent, 16 (half) used a personal motorised vehicle, 12 walked in the area and 3 used other modes of transport.

**Figure 8: Catharine Place Trial area for purposes of the survey**



## 4.3 Winifred's Lane Public Consultation Survey summary

For the full report see **Annex B** to the Single Member Decision report at [www.bathnes.gov.uk/lansdownETRO](http://www.bathnes.gov.uk/lansdownETRO).

- 1,289 responses via the online survey; and 8 responses by email (not answering all the questions)
- 35% of responses (one-third) were from those who lived in the trial area and 65% (two-thirds) were from those who lived outside the trial area and either travelled through the area or visited the area
- 84% of the responses (more than three quarters) wholly or mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent
- 16% wholly or mainly supported it being made permanent.
- 26% (a quarter) of responses from those who lived in the trial area supported the scheme being made permanent. This was more than those who lived outside the trial area (9%).
- 72% (three-quarters) of responses from those who lived in the trial area objected to the trial scheme being made permanent, either wholly or 'due to elements not considered'.
- Almost three quarters (72%) of responses were from those who travelled along Winifred's Lane at least once a week before the trial.
- Of those who travelled on Winifred's Lane at least once a week, 12% (114) supported the trial and 87% (815) objected to it.
- Of the 200 responses supporting the trial, half (56%) mainly walked or cycled and 39% (n=78) used a personal motorised vehicle. 5% used a different mode of transport.
- Of the 1,080 responses in objection, most (72%) used a personal motorised vehicle and 15% mainly walked or cycled in the area. 13% used a different mode of transport.

**Figure 9: Winifred's Lane Trial area for purposes of the survey**



## Contact with advisors

During the trial, we responded directly to residents and stakeholders who emailed or called our team of advisors. They were available Mon-Fri 9am to 5pm. Weekly meetings were held to discuss the key themes arising and these were discussed with decision makers.

## 4.4 Engagement during March and April 2025 (end of trial)

### Toolkit and reminders via residents' associations

We sent a toolkit of short articles, social media posts and images to local Ward Councillors and Chairpersons of nine residents' associations (RAs) in the area to help promote the close of the consultation and encourage residents (who had not already done so) to complete the online/printed surveys on the trials. The associations contacted were:

- Catharine Place Association
- Cavendish Crescent Association
- Cavendish Road Society
- Circus Area RA
- Lansdown Crescent Association
- Marlborough lane and buildings RA
- Royal Crescent Society
- Sion Hill and Summerhill Road RA
- St James's Square Bath Ltd

These are residents' associations that are registered with Federation of Bath Residents Associations (FOBRA) and have agreed to share their contact details. See [Appendix 8](#)

We also encouraged ward councillors and RAs to send the toolkit to other non-registered groups in the area. See [Appendix 9](#)

### Social media

The council scheduled a series of social media posts sent in the last month of the trial to remind the public to submit survey responses had they not already done so.

## Section 5: Summary of legal correspondence from campaign groups/individuals and mitigating actions.

### 5.1 Summary of direct contacts and concerns (prior to trial)

Prior to launching the trial, we received several direct contacts from individuals and campaign groups raising issues which we have sought to summarise below. These were duly considered, and responses were sent to the groups and individuals.

- The potential for the trial to increase congestion on Sion Road by the exit of Kingswood School where children and parents are walking
- The potential for displacement of traffic into areas where there are lower-income households e.g. Morford Street and Julian Road
- Concerns that we were removing traffic from Winifred's Lane (with only a few homes) into areas with more housing
- The potential for the trial to force people to take longer journeys
- That the trial would not do as intended and reduce traffic on Cavendish Road

### 5.2 Summary of legal letter and the concerns/themes raised

One month prior to the installation planned initially for August 2024, we received a legal letter sent on behalf of an individual representing around 54 residents. It raised the following concerns/themes which were duly considered and responded to.

- An overarching argument that the issues (set out in the legal letter) should inform a decision to withdraw the ETRO rather than install it and monitor for any issues.
- The suitability of Winifred's Lane to accommodate safe cycle movements due to retained vehicle access at the bottom and top of the lane.
- That the design of the trial on Winifred's Lane did not meet DfT LTN/120 guidance for the design of cycle infrastructure including, among other things, the steep gradients that could potentially lead to high-speed collisions with vehicles and poor visibility of the bollards and the junction with Cavendish Road.
- That a more appropriate walking and cycling route through the Bath Spa University campus had been set out in the Local Plan and that this would be a better solution.
- Concerns about vehicles reversing out of the lower parts of Winifred's Lane into the junction with Cavendish Road.
- Potential traffic displacement into neighbouring areas, including Julian Road (the location of St Andrew's C of E Primary School) and Marlborough Buildings, Sion Hill, and Sion Road.

- No measures to address speeding.

During the trial, we continued to receive direct contact (outside of the official survey) from individuals and a campaign group regarding primarily Winifred's Lane trial. These were also duly considered and responded to.

- Congestion and poor driver behaviour on Sion Road
- Non-compliance to no-right-turn sign on Cavendish Road (into Sion Hill East)
- Non-compliance to the mandatory left-hand-turn at the junction of upper Gay Street and George Street
- Concerns over the amount of signage on Gay Street
- Around the launch of the trial, we received an independent Transport Planning Review from a campaign group, which we reviewed at the time. The report did not present any issues suggesting the trial should not proceed. The intention of the trial was to monitor and understand its impacts with the scheme in place.

### 5.3 Summary of mitigations put in place to address concerns

We considered all the points and put in place the following mitigations before and during the trial. We also corresponded with individuals, providing them with the information that was available at the time about this work.

- We conducted **three Road Safety Audits** with independent highway experts who reviewed the scheme. They noted driver's non-compliance with the new signage and advised us to manage vegetation growth to ensure signs are not obscured. These audits were completed before and after launch. They did not highlight any concerns around cyclists' safety due to the vehicle movements on either side of the bollards or the incline.
- It should be noted that the lane is not a dedicated cycle lane, and DfT LTN/120 guidance does not therefore apply. This guidance also acknowledges that it is difficult to alter vertical dimensions on existing routes without major reconstruction (Section 5.9.4) and that cycle routes along existing roads and paths will usually have to follow the existing gradient (Section 5.9.8).
- It should also be noted that LTN 1/20 represents national guidance and not a regulatory framework, a point confirmed in correspondence between DfT and the MP for Bath ([see Appendix 13](#)). However, every effort has been made to create a safe space for walking and cycling:
  - When the scheme was launched, we added extra temporary signage at the top of Cavendish Road indicating the no right turn onto Sion Hill East to discourage non-compliance with signage.
  - We revised the design ahead of installation from 1 November (under the new ETRO deposited in October 2025):
  - To improve visibility, we installed plastic, high visibility bollards with reflective strips on Winifred's Lane to reduce the chance of serious injury in any collision with them.

- We laid high friction surfacing on Winifred's Lane before the junction with Cavendish Road to support cyclists to brake effectively towards the junction. We painted a solid stop line at the junction.
- We undertake regular leaf clearance on Winifred's Lane to ensure the road surface does not become slippery.
- We erected extra signage at the bottom of Winifred's Lane to remind people of the new modal filter. This was to help embed the required behaviour change and to stop people driving up and reversing out. Delivery drivers for the houses can turn in the driveways to exit Winifred's Lane at the Cavendish Road junction.
- We completed five sets of traffic monitoring within six months – some of which was completed during the state and private school holidays to understand the differences in traffic volumes during the school break, particularly on Sion Road. The outcomes are published in **Annex D to the Single Member Decision Report**.
- We met with the Royal High and Kingswood School several times to discuss impacts and mitigations. We reached out to St Andrew's C of E Primary School due to circumstances at the school, and we have not heard from them directly about the impacts. A meeting was held prior to the launch of the trial.
- We also monitored Air Quality in the area, and the outcomes are presented in **Annex E: Air Quality Report** to the Single Member Decision Report.
- We put Variable Messaging Signs from the launch for the duration of the Christmas Market at the junction of Weston Road and Cavendish Road advising drivers that there was no through route to the A46.
- We also engaged the local taxi-driver community to advise them not to use Cavendish Road as a route north.

The council will consider mitigations to further address the issues raised, particularly on Sion Road, should the trial be made permanent. These may include:

- Increasing the visibility for drivers on Sion Road around the rear exit of Kingswood School
- Creating more passing places on Sion Road by removing some on-street parking
- Reviewing the signage at the northern end of Winifred's Lane
- Automatic Number Plate Recognition (ANPR) camera enforcement on George Street and Cavendish Road

See also **Section 9** outlining the series of face-to-face meetings with residents' associations and campaign groups in November 2025. These were conducted with two Cabinet Members (the decision makers) enabling them to discuss their concerns in person prior to a decision being made.

## Section 6: Summary of targeted engagement with local businesses and school offices

The project team identified key stakeholders in the area including some businesses and schools.

- The Royal High School
- Kingswood School
- St Andrews Primary School
- Taxi drivers
- Residents of Winifred's Lane
- Some businesses on Gay Street regarding cellars

These stakeholders were contacted by email in October 2024 (prior to the scheme being installed). The email invited them to contact the LN project manager and engagement team leader should they have concerns, and to arrange a meeting. In some cases, such as with Kingswood School, this contact was ongoing.

### 6.1 Taxi drivers

Prior to launch we sent several texts out to taxi drivers in B&NES via the Licensing Team (which is their preferred method of communication) to ensure drivers were aware of the forthcoming changes to street layout.

We did not hear back from taxi drivers (as a group), however individual comments from taxi drivers may have been submitted via the trials' public consultation surveys during the six-month consultation, and responses will have been captured in these separate reports. See **Annex A-C Public Consultation Reports** attached to the Single Member Decision Report.

### 6.2 Residents of Winifred's Lane

We met with residents living on properties of Winifred's Lane so they could discuss any issues. We received mixed responses (in support and in opposition). There was some concern about vehicles using their driveway to turn around and the potential for damage to their vehicles parked in the driveway.

### 6.3 Kingswood Schools

We met with the Director of Finance and Operations and Director of Estates four times (before and during the trial).

It was shared that pupils attending Kingswood are not all from the Bath area. They also shared that the school has around 400 members of staff, which is a mixture of full-time and part-time staff

The school offers four coach routes from Corsham, Tetbury, Bishop Sutton and Tunley. All routes, with the exception of Tetbury, do pick-ups in Bath, but they are not used to capacity.

The school had already surveyed staff, parents and students as part of their Modeshift STARS accreditation.

A concern was raised over the potential impact of traffic using Sion Road on parents leaving the premises by car via The Gardens (a private road through their grounds that meets Sion Road), particularly during morning drop-off which has a more condensed timeline than afternoon collection.

They told us that the school coaches use the main roads and therefore it was felt that these services would not be directly affected by the scheme.

In a meeting after the trials were installed it was shared that the concern over back-up of cars leaving The Gardens (the exit from the Nursery and Prep School) had not played out however they felt that Julian Road and Morford Street were busier.

The school asked whether more could be done to improve the ease of exit and improve safety and visibility when exiting from The Garden's onto Sion Road and The Council committed to looking into this. **See Section 5.2**

Closer to the end of the trial, the school shared that residents of other roads surrounding the school (to the north of Winifred's Lane) had complained to them that more parents were using these roads (Hamilton Road in particular), to park in when collecting pupils. The school felt that this was as a result of parents not wanting to exit the premises via the Gardens and onto Sion Road. The school also felt that traffic had increased on Lansdown Road during the trial.

The school shared that the volume of cars being brought on site and needing parking was an issue for the school and that they were looking for ways to control/reduce this. The school also requested that the Council consider allowing the school staff to use Lansdown Park and Ride as an additional support for staff, rather than relying only on staff being able to park on site. The Cabinet Members acknowledge this request and following on from the decision-making process, will continue discussions with the school.

Before and during the trial, we provided the school with information to help them raise awareness of the trial and to promote walking, cycling and the use of the park and ride. The School shared this information in their newsletter to parents.

Our partner Sustrans (now known as The Walk, Wheel and Cycle Trust) conducted workshops with some of the children from Kingswood School, and the outcomes of this are published in **Section 8**.

## 6.4 Royal High School

We met with the Director of Finance and Operations and the Vehicles and Equipment Manager

In a meeting prior to the launch of the schemes, they told us that the school uses their private minibuses to transport pupils between sites and typically use the roads around Winifred's Lane to do so. It was felt that this route is better for their vehicles.

They were supportive of the aims of the LN trials but felt that more enforcement of current parking restrictions and new restrictions in the wider area need addressing to help traffic flow better.

They felt that the trials would result in increased traffic on other roads local to the trials.

During the trial they told us they had witnessed drivers acting erratically on the roads around Winifred's Lane. They also shared that during the school holidays, traffic moved more easily.

A local resident shared a video of drivers mounting the pavement around the Winifred's Lane trial area and the school were proactive in instructing their drivers to ensure they did not do this.

It was felt that whilst transporting pupils between sites, their buses were spending more time in traffic on the roads around Winifred's Lane following the launch of the trial and they supplied some detailed observations about traffic volumes.

We provided information on the trial and the consultation for the school to share with its community.

## 6.5 St Andrews Church of England Primary School

We met with the Acting Headteacher and School Governor. They shared their concerns that the school and the local community had concerns that Julian Road (the main road outside the school) would receive more traffic.

Both representatives shared that they had witnessed near misses and examples of poor driver behaviour before the trial launched. Recent recruitment for a school crossing patrol had been unsuccessful.

The school raised concerns about air quality and officers shared that there was a monitoring station outside of the school and that air quality changes would be monitored.

(Please note that Julian Road saw improvements in air quality during the trial when compared against baseline during some quarters. See [Annex E: Air Quality Report](#) under the Single Member Decision Report.)

The school governor felt that the ideas that were shared during the co-design process for the Lower Lansdown and The Circus LN which would benefit the school had not been progressed. Officers explained that the trials were the first of several measures that had been put forward for funding.

Following the launch of the trials, the school were unable to meet with officers due to circumstances at school. However, the school governor said that they remain committed to working with the council and that they had not heard complaints from parents about traffic related to the trial, but that other roadworks in the area were causing some issues.

We provided information on the trial and the consultation for the school to share with its community.

## Section 7: Summary of pop-up events in Lower Lansdown area

Council officers from the LN team spent a morning on the streets in the area in March to gather feedback from local people travelling actively in the streets in and around the trial area.

### 7.1 Julian Road Pop-up

While on Julian Road, traffic was light and moving freely (7 March). 8 people walking along **Julian Road** stopped to share their experiences of the changes within the areas, and shared their reason for using the area, including:

- Accessing local schools or other services
- Visiting someone locally
- Volunteering in the locality
- Walking their dog

All 8 people travelled actively through the area prior to the trial. Opinions about the impact of the trial were mixed:

- 5 people shared that their experience today was better than or the same as before the trial
- 3 people felt that their experience was worse.

- 2 people reported seeing examples of poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required)
- 3 people felt that this was happening more frequently since the trial was installed.
- 5 people felt that driver behaviour had improved since or stayed the same as before the trial.
- 6 people felt that the changes should be made permanent because there was less traffic on Cavendish Road and the traffic that remained was moving slower.
- In addition, while some felt that traffic had been displaced onto other roads, they were still supportive of the changes.

## 7.2 Gay Street Pop-up

While on Gay Street, road traffic was light but consistent and moving freely in the area (7 March).

7 people walking through **Gay Street** stopped to share their experiences of the changes within the area. Those who stopped shared that they used the area before the trial, and travel through to:

- access local services
- visit someone locally

Opinions about the impact of the trial were mixed:

- 5 people shared that their experience today was better than before the trial
- 2 people felt it was the same
- 3 people reported seeing examples of poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required)
- 5 people felt that driver behaviour had improved since the trial whereas 1 person didn't think this had changed since the changes were made.
- 5 people felt that the changes should be made permanent. 1 person was neutral to making changes permanent and 1 person did not want to see the changes made permanent.

People that stopped to talk mostly only want to provide short, yes/no type answers rather than detailed feedback about the changes.

One of the eight people shared some extra information. This was that while they were supportive of the left turn only from Gay Street onto George Street, they were not supportive of not being able to travel north along the full length of Gay Street.

## 7.3 Catharine Place Pop-up

While on Catharine Place, road traffic was light, and it was to provide services to homes and business in the area (7 March 2025).

12 people walking through Catharine Place stopped to share their experiences of the changes within the area, including one business owner based in Margaret's Buildings who came out to speak to officers. Those who stopped were travelling through to:

- access or work in the local area
- visit someone locally
- dog walking
- access homes in the area.

All 12 people had used the area prior to the trial and opinions about the impact of the trial were mixed.

7 people shared that their experience today was better than, or the same as before the trial and 5 people felt it was worse.

11 people shared that they have seen examples of poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required) with 7 people sharing that they felt this had become more frequent since the start of the trial and 4 people sharing that this had become less frequent or it had not changed.

5 people agreed or strongly agreed with making the changes permanent. 6 people strongly disagreed, and 1 person who strongly disagreed with making the changes permanent said this specifically about the changes on and around Winifred's Lane only. 1 person neither agreed nor disagreed with making the changes permanent.

The types of comments we received from the 12 people who stopped included sentiments as follows:

### **Negative comments**

- It does not fulfil aims to reduce through traffic and doesn't benefit anyone.
- It wasted taxpayers' money and was expensive when there was no need for it (it was never a rat run).
- There was no proper consultation prior to installation.
- That it does/would push more traffic onto River St Mews including more noise and air pollution
- That it does/would push more traffic onto Julian Road (although this was something they had heard other people say but had not experienced it themselves)
- That it causes traffic displacement and have longer journey times making travel by car more difficult and congesting roads at delivery times
- That they experience more traffic while walking
- That it was concerning for the school (St Andrew's).
- There was a loss of parking and tradespeople are parking on pavements, causing damage to pavements.

- There is not enough enforcement in the area
- Footfall decreased because people can't be bothered to drive around the trial, deliveries are impacted, shops are feeling the pinch and that shop keepers not happy (Please note this was not said by shop keeper).

### Positive comments

- That it was good, quieter and easier for cycling (especially Gay Street), but harder for pedestrians as a result
- Traffic should stay on main roads
- Fewer cars on the road is good – too many people drive short distances.
- Less traffic means it's easier to cross the roads (especially at Gay Street where it was difficult to cross).
- It's better.
- Despite having to take a slightly longer route they do not mind.

### 7.4 Cavendish Road, Sion Hill (west), Sion Road and Winifred's Lane Pop Ups

While on site in the area, road traffic was light and moving freely. 3 people walking through these streets stopped to share their experiences of the changes within the area. Those who stopped were travelling through to:

- Access or work in the local area
- Exercise
- Access homes in the area.

1 person walking through the area did not feel they were travelling actively through the area and therefore did not want to answer questions about their experience in doing so.

All 3 people had travelled actively through the area prior to the trial and opinions about the impact of the trial were mixed:

- 1 person shared that their experience today was the same as before the trial and 2 people shared that their experience was worse.
- 2 people shared that they have seen poor driver behaviour (such as vehicles mounting kerbs or failing to give way when required) and that this had become more frequent since the start of the trial.
- 1 person felt that this had not changed since the trial.

2 people disagreed with making the changes permanent. They felt that traffic was displaced onto other roads locally and only benefits a small number of residents.

1 person did not know whether the trial should be made permanent and said that they don't drive this way any longer and use Julian Road or Morford Street instead.

## Section 8: Overview of Sustrans' engagement events and summary of key findings

Our partner Sustrans, now known as The Walk, Wheel and Cycle Trust, is helping to widen our engagement by talking to people in the community with different and seldom-heard voices, running hour-long in-person engagement events to gather attendees' opinions, thoughts and feedback. These are people who may or may not be motivated to take part in our consultation survey.

The trust visited three groups in February and March 2025 during the trial. They could not conduct visits prior to the trial (for the purposes of comparison) due to the trials' launch being postponed several times.

The three groups were:

- Curo residents living in or around Julian Road (workshop with residents)
- Kingswood Preparatory School (workshop with Year 6 pupils)
- Bath Spa University students and staff (pop-up event)

The purpose was to gather opinions in person from younger voices attending school or university in the area and residents living in Curo social housing on Julian Road that may not have been motivated to reply to our consultation survey.

### **8.1 Summary of Kingswood Preparatory School's Workshop**

Approximately 20 attendees took part from Year 6 on 3 March 2025.

The feedback was predominantly negative, with most reporting no journey improvements and significant concerns about increased car journey times (10-15 minutes longer for school trips) and traffic displacement to areas like Sion Hill, creating new crossing hazards.

Local pupils shared they felt more negatively impacted than non-locals, while neutral respondents typically didn't use the affected roads, though often recognised the walking, wheeling and cycling versus driving 'trade-off'.

When asked if the area had been improved for walking, wheeling and cycling, the feedback was predominantly positive, therefore suggesting a supportive view towards more sustainable travel options in principle (outside of their own experience of journeys to and from school).

The feedback on the location-specific trial changes yielded varying responses across all three locations, revealing a fundamental tension between walking, wheeling and cycling improvements and vehicular convenience.

At Catharine Place, some participants reported enhanced walking comfort despite previously low traffic levels.

Gay Street changes were generally appreciated with improvements for pedestrians and for those with different experiences of disability, though traffic displacement to George Street was noted.

Winifred's Lane generated the strongest feelings with pupils citing increases in school journey times and perceptions of traffic displacement rather than reduction.

Some pupils valued the improved walking conditions outside school hours.

Overall, experiences varied based on participants' main choice of route and the time they travelled.

These responses should be contextualised with the following points:

- The school's elevated location relative to Bath's centre
- The participants being Year 6 pupils (likely not travelling independently);
- And the school's status as independent with a potentially unlimited catchment area, meaning some students travel considerable distances.

Key themes:

- There is a trade-off between car journey times and benefits to walking, wheeling and cycling
- The trial was seen to improve walking, wheeling and cycling in the Lower Lansdown and The Circus Liveable Neighbourhood area
- There are concerns over displaced traffic, particularly on Sion Hill
- There are mixed views of the traffic interventions and impacts across the three different trial areas
- Limited impact on personal safety perception

See [Appendix 10](#) for Sustrans' full report.

## 8.2 Summary of Bath Spa University's Drop-in Event on Sion Hill

There were 16 attendees in total, 2 over 35 and 14 under 35. Most were students, and some were staff (on 13 February).

Willing participants came to talk in-between classes or during lunch.

Due to the engagement being a drop-in format, participants chose which activities to complete, resulting in varying response rates across locations and activities.

For Catharine Place, feedback was limited as few participants regularly travelled through this area. Those who did respond indicated a slight improvement in walking, wheeling, and cycling enjoyment.

At Winifred's Lane, which had the most participant familiarity, feedback was more substantial. Participants generally found the area safer and more enjoyable for walking, wheeling and cycling, particularly noting improved space for people who cycle.

There were mixed opinions on traffic reduction, with some reporting no difference in driving times while others mentioned increased driving times, but this was caveated with differences across different days/times.

Participants did raise an ongoing issue of near misses, based on people driving and not abiding by the 'no right turn' from Cavendish Road onto Sion Hill.

Gay Street received mostly positive feedback, with participants indicating increased enjoyment for walking, wheeling, and cycling after the changes.

A specific improvement mentioned was the pedestrian island providing safer crossing options, though one participant noted a missing safe crossing point over George Street from the southern half of Gay Street to the Northern half.

Unlike the other locations, the trial in Gay Street had a more positive response regarding traffic reduction, with four participants agreeing that the changes helped prevent through traffic using this route.

There was minimal change in people's perception of personal safety following the ETRO implementation.

Key themes:

- There was a perception of modest improvements to walking, wheeling and cycling
- Participants shared that changes are having limited impact on travel patterns, particularly when driving.
- Further infrastructure is needed, particularly on Gay St on the north-south road crossing) and the no-right turn from Cavendish Road to Sion Hill.
- Limited impact on personal safety perception

See **Annex 11** for Sustrans' full report.

### **8.3 Summary of Curo Residents Workshop, on 10 March at Christchurch Hall (Lower Mews), Julian Road, BA1 2RB**

There were only two attendees in total (both female, one age 45-54 and another 65 and over). Both were local Curo residents.

The focus group was intended to be a small group of up to 10 people but there was a significant delay in advertising the event within Curo due to the manager being on leave for a considerable time. The feedback was mixed.

Participants shared that the changes failed to improve their journeys or encourage walking, wheeling, and cycling.

They felt that traffic had been displaced to Julian Road and Morford Street, making those areas more congested and dangerous, which was a concern due to the nearby St Andrew's Primary School.

Both participants perceived the project as primarily benefiting wealthier areas rather than addressing needs across all communities.

The response to specific ETRO changes varied by location.

At Catharine Place, participants felt the area was already quiet and pleasant before changes, with no noticeable improvement in enjoyment or personal safety afterwards, though there was some acknowledgement of reduced traffic.

At Winifred's Lane participants were positive about the area after the trial, though perceptions of traffic reduction and safety were mixed.

At Gay Street the two participants were negative or neutral about the changes saying that they did not make the area more enjoyable for active travel.

Both participants said that they hadn't experienced significant traffic issues in this area before the changes were implemented.

One participant specifically criticised the changes at Gay Street as aesthetically unpleasant, creating excessive street clutter and detracting from the area's character.

Key themes:

- Mixed perceptions of traffic interventions and impacts across different locations
- Traffic displacement concerns, particularly on Julian Road
- Socio-economic divide in project benefits
- Aesthetic concerns
- Disruption to existing travel patterns

See **Appendix 12** for Sustran's full report.

## Section 9: Decision-makers' meetings with residents' associations and campaign groups (post-trial)

Private meetings were held with the residents' associations in the area registered with the Federation of Bath Residents' Associations (FOBRA) and community/campaign groups and non-registered residents' associations who had voiced opinion on the impacts of the scheme throughout the trial. Attendees were invited via email.

The purpose of the meetings was to give them the opportunity to speak directly with the decision-makers, Cllr Joel Hirst and Cllr Manda Rigby, so that their opinions and evidence could be taken into consideration when reaching a decision about the trial.

The meetings were held on 29 and 30 October 2025. Each meeting began at 6pm and lasted for approximately 1 hour. Attendees (from the council side) were:

- Cllr Manda Rigby – cabinet member for Communications and Community
- Cllr Joel Hirst – cabinet member for Sustainable Transport Strategy
- Cathryn Brown – Senior Programme Manager
- Chris Major – Director of Place Management

The meeting on 29th October was for those who had expressed opinions that they were not in favour the schemes in Lower Lansdown. The meeting on 30th October was for those who had expressed opinions that they were broadly in favour of the schemes in Lower Lansdown.

The group sessions were represented by no more than three attendees from each group. To ensure that there was a fair and accurate record of the discussion, the meetings were recorded using Microsoft Teams which are not included in this report.

The groups invited (although not all attended) were

- Heart of Lansdown Conservation Group
- Royal Crescent Society
- Sion Hill and Summerhill Road Residents Association
- Marlborough Lane and Buildings Association
- Sion Place Association
- Lansdown Crescent Association
- Catharine Place Association
- Circus Area Residents Association
- Cavendish Crescent Association
- St James's Square Bath Ltd
- Cavendish Road Society

## Section 10: Consideration of videos/reports of poor driving behaviour

Following the introduction of the trials, the council received direct contact from residents including reports and videos evidencing poor driving behaviour around the trials including ignoring the new restrictions.

We watched the videos and shared them with the decision makers; and to help us better understand the issue, we conducted several site visits. During these site visits, incidents of poor driving behaviour were low, but we also instructed contractors to install temporary cameras to record the incidents.

The videos and reports concerned:

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

The analysis of vehicles ignoring the no right turn signage from Gay Street and Cavendish Road is covered in **Annex D: Traffic Monitoring Report** to the Single Member Decision report.

The analysis of data collected by cameras on Sion Road and Winifred's Lane is included in **Annex G: Driver Behaviour Analysis** to the Single Member Decision Report.

## Section 11: Consideration of a petition submitted by business owners in Margaret's Buildings

In April 2025 the council was sent a petition on behalf of business owners in Margaret's Buildings and other areas locally who opposed the through traffic restriction on Catharine Place.

The petition, signed by 27 individuals, stated that business owners and residents in the area were opposed to the modal filter and wanted it to be removed. They felt that the modal filter had depressed footfall resulting in fewer customers to businesses on Margaret's Buildings.

In response to the petition, the council commissioned access to current and historic footfall data which was based upon mobile phone GPS data for Margaret's Buildings. Data for 2023, 2024 and 2025 (to the end of October) was provided and is shown in Figure 10, and Tables 1 and 2 overleaf.

**Figure 10: Graph showing footfall in Margaret's Buildings in 2023, 2024 and January to October 2025. The trial was introduced on 1 November 2024.**

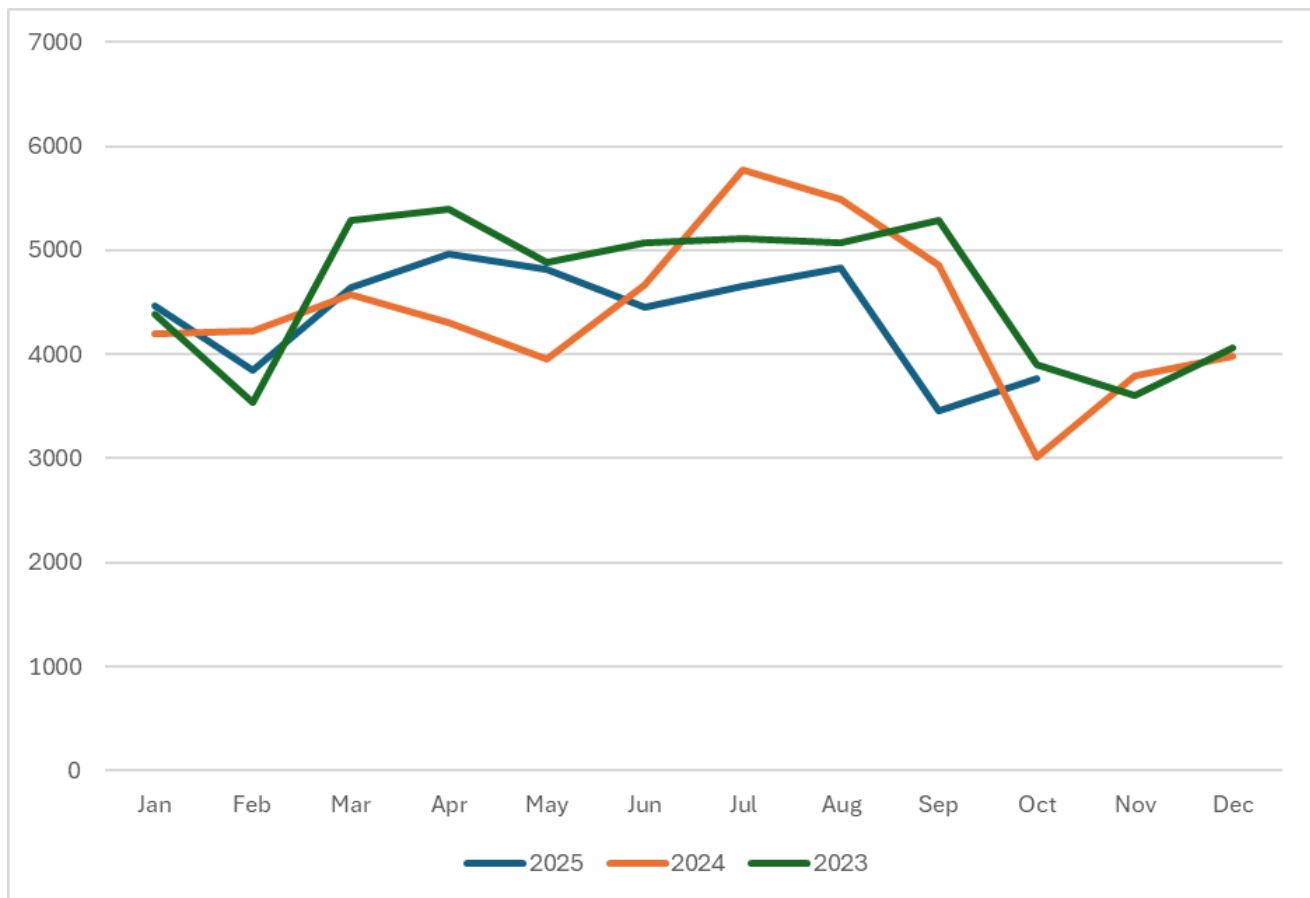


Figure 10 shows that footfall in Margaret's Buildings fluctuated across the year in 2023, 2024 and 2025. Table 1 (overleaf) shows that footfall in 2024 was higher than the same period in 2023 in February, July, August and November. In all other months, footfall in 2024 was lower than in 2023.

Footfall in 2025 was higher than in the same period in 2024 in January, March, April, May and October (noting that November and December data is not available).

Table 1 also shows that since the trial was launched, footfall in Margaret's Buildings was higher than the same period in the previous year in 6 out of 12 months. In the 10 months leading up to the installation of the trial (for which data is available), footfall was higher than the same period in the previous year in 3 months.

**Table 1: Footfall in Margaret's Buildings in 2023, 2024 and January to October 2025**

\* denotes footfall data while the trial was active

	2023	2024	2025
<b>Jan</b>	4,380	4,201	<b>4,463*</b>
<b>Feb</b>	3,538	4,220	<b>3,850*</b>
<b>Mar</b>	5,288	4,577	<b>4,641*</b>
<b>Apr</b>	5,400	4,311	<b>4,960*</b>
<b>May</b>	4,887	3,949	<b>4,815*</b>
<b>Jun</b>	5,073	4,670	<b>4,460*</b>
<b>Jul</b>	5,119	5,777	<b>4,660*</b>
<b>Aug</b>	5,069	5,493	<b>4,825*</b>
<b>Sep</b>	5,286	4,851	<b>3,453*</b>
<b>Oct</b>	3,898	3,011	<b>3,765*</b>
<b>Nov</b>	3,612	<b>3,797*</b>	N/A
<b>Dec</b>	4,062	<b>3,989*</b>	N/A
<b>Year to October total</b>	47,938	45,060	43,892
<b>Whole year total</b>	55,612	52,846	N/A

**Table 2: Change in footfall in Margaret's Buildings, year on year**

	<b>Change in footfall Jan to Oct, year on year</b>	<b>% change in footfall Jan to Oct, year on year</b>	<b>Change in footfall year on year</b>	<b>% change in footfall, year on year</b>
<b>2023</b>	N/A	N/A	N/A	N/A
<b>2024</b>	-2,878	-6%	-2,766	-5%
<b>2025</b>	-1,168	-3%	N/A	N/A

Table 2 shows that footfall has decreased year on year for the past 2 years. Compared to 2023, footfall in 2024 was 5% lower in Margaret's Buildings. This represents 2,766 fewer people visiting this area in 2024, compared to 2023.

Between January and October 2025 (the months for which data is available), footfall in Margaret's Buildings was 3% lower than across the same months in 2024. This represents 1,168 fewer people visiting this area in this period in 2025, compared to 2024.

In conclusion, monthly footfall levels have varied across the year in 2023, 2024 and 2025. Since the trial was installed, footfall in Margaret's Buildings was higher than the same period in the previous year in 6 out of 12 months. Footfall between January and October was lower in 2025 and 2024 when compared to the same period the previous year. However, in 2024 this represented a decrease of 2,878 visitors to this area compared to 2023, whereas the decrease noted in 2025 was smaller at 1,168 fewer visitors when compared to 2024.

We feel there is no strong evidence to suggest that footfall in Margaret's Buildings has been negatively impacted by the trial itself.

**REPORT ENDS. Please see Annex 1-13 on the following pages.**

#### **Appendix 1: Letter proposing trials on 12 December 2023**

# Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team  
Bath & North East Somerset Council  
Lewis House, Manvers Street, Bath, BA1 1JG  
[www.bathnes.gov.uk](http://www.bathnes.gov.uk)  
Email: [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk)  
Telephone: 01225 394025  
Our ref: Lower Lansdown ETRO Trial Proposal:

Name  
Address 1  
Address 2  
Address 3  
Address 4  
Postcode

Date: 12 December 2023

Dear Occupant

## Re: Proposal to trial traffic restrictions in Lower Lansdown and The Circus

We are writing to inform you of proposals to trial three linked through-traffic restrictions in Lower Lansdown, including on Winifred's Lane, Catharine Place and Gay Street from spring 2024. The proposal is the outcome of significant consultation and co-design already conducted with the local community as part of our Liveable Neighbourhood (LN) programme. You will find more information overleaf and attached.

Should the proposals be approved, we would install the trials in spring 2024 for a minimum of six months as part of an ongoing consultation. During this time, you would be able to feedback your thoughts on how each of them work before we decide whether to make them permanent or not. A report is currently with the cabinet member for transport to inform their decision on whether these trials should go ahead. We expect a decision in January.

A link to the report is available on our website at [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) which you can visit by scanning the QR code opposite. You can also request the report in a printed or alternative format. See over for contact details.



### Aim of the proposed trials

The aim of these three trials is to address speeding and excessive through traffic in residential areas and provide safe routes for walking and cycling. These residential streets are frequently used by motorists to avoid the main roads linking the A46/M4 to the south of Bath.

### Scheme details

We have provided summaries overleaf and attached maps with annotations showing what we propose. In all cases, access to homes and businesses would be retained, but drivers may need to take alternative routes. Advance signage would be provided.

The proposed through-traffic restriction trial for Winifred's Lane would be a modal filter comprising two sets of bollards to prevent motor vehicles from travelling north

up Winifred's Lane. One set of bollards would be placed south of the junction with Somerset Lane. Another set would be placed north of the entrance to Holywell House. The restriction would be supplemented by a no-right-turn onto Sion Hill from the northern end of Cavendish Road. The lane north of the restrictions would remain one way (northbound). Access to Holywell House would be retained from the junction with Cavendish Road/Sion Hill. Properties in Somerset Lane would be accessed via Lansdown Road/Lansdown Crescent/ Somerset Lane. Emergency services and service vehicles would collapse the bollards for access.

The proposed trial on Gay Street comprises a no-entry for motor vehicles into Gay Street from its junction with George Street. This would be supplemented by a left-turn-only onto George Street from the upper end of Gay Street to prevent southbound vehicles from travelling straight on to Queens Square. The upper end of Gay Street would remain two-way, with access to homes/businesses via The Circus. Alternatively, vehicles could exit using the left-only turn into George Street.

The proposed through-traffic restriction trial on Catharine Place would take the form of a set of bollards placed across the road between its junctions with Margaret's Buildings and Rivers Street Mews. Pedestrians and cyclists would be able to pass through, but not motor vehicles. Vehicle access to homes and businesses would be retained from either side of the restriction with room to turn provided on either side. This would require the removal of a few parking spaces. Service vehicles could collapse the bollards in an emergency.

#### **Having your say**

This proposal is the outcome of previous LN engagement and co-design opportunities with the local community. You can find out more about the outcome of these consultations at [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) (Lower Lansdown and The Circus area).

We would introduce the trials under experimental traffic regulation orders (ETROs), which is an ongoing public consultation for a minimum of six months with the trials in place. During this time, you would be able to feedback your experience using an online or paper consultation form. We would also monitor any impact on traffic and air quality in the local area.

A decision on whether to remove the trials or make them permanent would be made within 18 months of their start, considering traffic and air quality impacts, public feedback, and relevant council policy. We would publish all consultation reports and decisions on our website, and keep you informed by letter.

#### **Next steps**

Should we decide to proceed with the trials, we will send you another letter outlining the next steps and opportunities to engage with us on detailed designs prior to installation. Your comments are important to us, and our advisors will be happy to talk to you and address any concerns you might have. In the meantime, you can contact an advisor on 01225 394025 or at [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk)

Yours sincerely

The Liveable Neighbourhoods Team  
Bath and North East Somerset Council

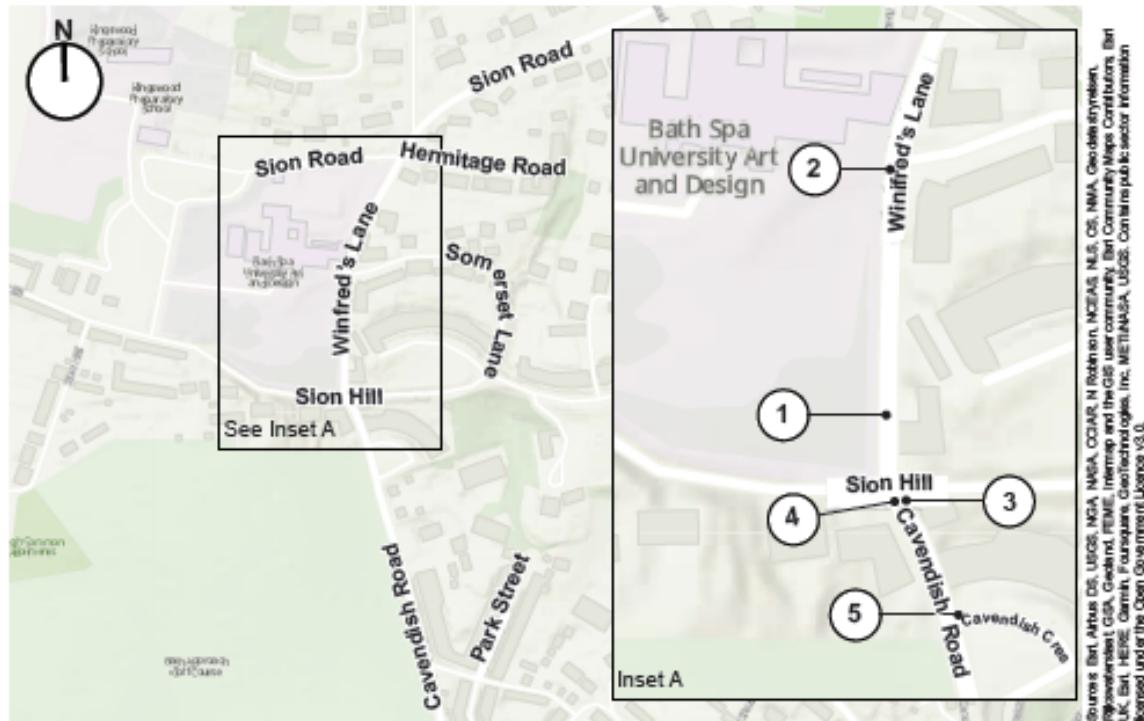
Annexe 1 cont. Maps attached to Residents' Letter 12 December 2023

## Proposed trial of three (linked) through-traffic restrictions for Lower Lansdown and The Circus area

Bath & North East  
Somerset Council

## Improving People's Lives

## 1. Proposed through-traffic restriction trial on Winifred's Lane



We are proposing a modal filter comprising two sets of bollards on Winifred's Lane to prevent northbound vehicles using the lane as a short cut. Pedestrians, cyclists and people with mobility aids will be able to pass through. The restriction would be supplemented by a no-right-turn onto Sion Hill from the northern end of Cavendish Road.

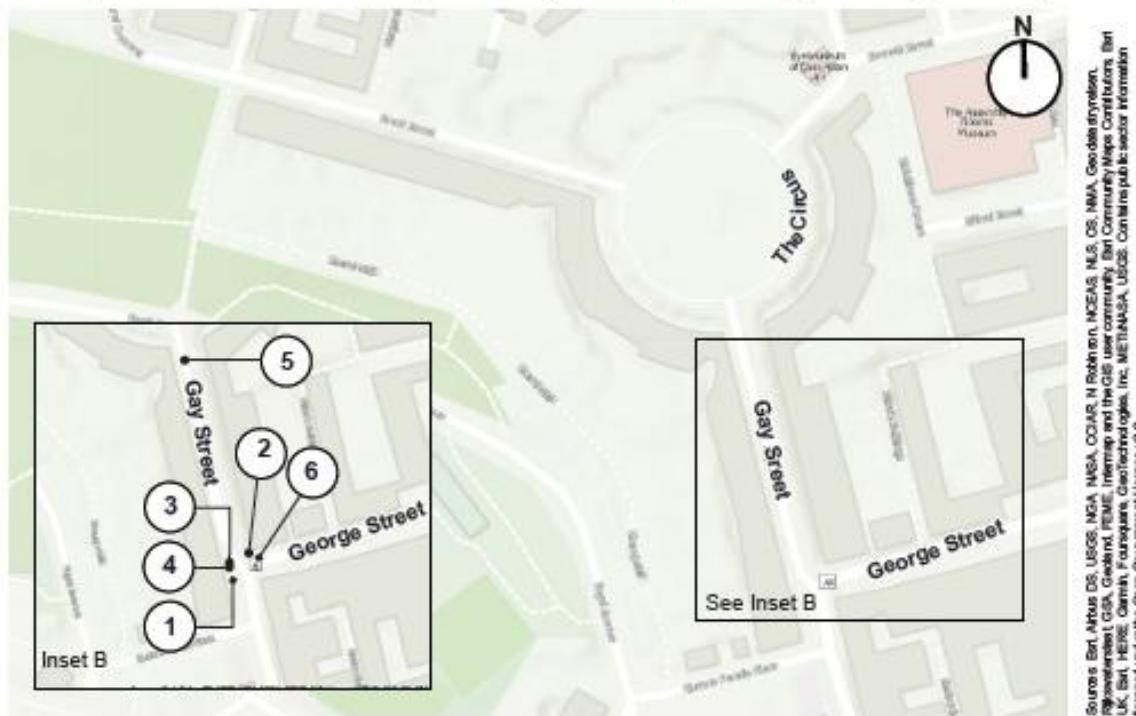
The section of Winifred's Lane north of the restrictions would remain one way (northbound). Properties in Somerset Lane would be accessed via Lansdown Road/Lansdown Crescent/ Somerset Lane. Emergency and service vehicles would be able to collapse the bollards to gain access.

This is one of three linked trials that aims to reduce speeding and excessive traffic in a residential area often used by drivers to avoid the main roads linking the A46/M4 to the south of Bath.

- 1 First set of bollards to be placed just north of Holywell House (with access to and from the property maintained from the southern end of Winifred's Lane).
- 2 Second set of bollards to be placed just south of the junction with Somerset Lane.
- 3 A sign at the southern entrance of Winifred's Lane giving advance warning to motorists of the restriction.
- 4 A 'no right turn' sign at the northern end of Cavendish Road preventing all northbound traffic from turning right into Sion Hill.
- 5 A sign on Cavendish Road at its junction with Cavendish Crescent giving motorists advance warning of the restrictions.

Keep up to date at [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) (Lower Lansdown and the Circus).

## 2. Proposed trial of a no-entry into Gay Street (at George Street junction)



The trial on Gay Street would comprise a no-entry for motor vehicles into Gay Street from its junction with George Street. This would be supplemented by a left-turn-only into George Street for southbound vehicles on Gay Street to prevent them from travelling straight on to Queens Square. Gay Street would remain two-way and access to homes and business would be via The Circus. There would be adequate space to turn vehicles with no loss of existing parking space. Alternatively, vehicles could exit via the left-only turn into George Street.

This is one of three linked trials that aims to reduce speeding and excessive traffic in a residential area often used by drivers to avoid the main roads linking the A46/M4 to the south of Bath.

- 1 A 'no entry' sign at the junction to prevent northbound motorists from entering Gay Street.
- 2 A left-turn-only into George Street from upper Gay Street to prevent southbound vehicles from travelling straight ahead to Queens Square.
- 3 A temporary island build-out to support the restriction and narrow the junction at the foot of Gay Street. This would incorporate an informal crossing with dropped kerbs and tactile paving.
- 4 A short section of cycle lane and sign to support northbound cyclists entering Gay Street.
- 5 Gay Street would remain two-way with access to all homes and businesses from The Circus. There is adequate space to turn vehicles with no loss of parking. Alternatively motorists can exit by turning left onto George Street.
- 6 A 'no right turn' sign on George Street (westbound) to prevent vehicles turning right into Gay Street.

### 3. Proposed through-traffic restriction trial for Catherine Place



We are proposing a modal filter on Catherine Place between the junction with Margaret's Buildings and Rivers Street Mews. A set of bollards would be placed across the road allowing pedestrians, cyclists and people with mobility aids to pass through, but not motor vehicles. Access to homes would be from either side of the restriction with space to turn provided. In an emergency, service vehicles would be able to collapse the bollards. To facilitate turning there would be some loss of parking.

This is one of three linked trials that aims to reduce speeding and excessive traffic in a residential area often used by drivers to avoid the main roads linking the A46/M4 to the south of Bath.

- 1 A set of bollards placed across Catherine Place to prevent motor vehicles from passing. Space to turn vehicles would be provided on either side of the bollards. A secure cycle parking facility for residents (known as a 'cycle hangar') will be retained to the south side of the bollards.
- 2 One 'residents only' parking bay to be removed opposite number 3 Rivers Street Mews to improve visibility and enable turning.
- 3 Three 'residents only' parking bays to be removed outside number 3 Catherine Place to provide a turning space.

Keep up to date at [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) (Lower Lansdown and the Circus).

## Appendix 2: Letter 14 May

### Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team  
Bath & North East Somerset Council  
Lewis House, Manvers Street, Bath. BA1 1JG  
[www.bathnes.gov.uk](http://www.bathnes.gov.uk)  
Email: [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk)  
Telephone: 01225 394025  
Our ref: Lower Lansdown ETRO Trials

Name  
Address 1  
Address 2  
Address 3  
Address 4  
Postcode

Date: 14 May 2024

Dear Occupant

#### Decision on Lower Lansdown and The Circus area experimental traffic restrictions



We are writing to inform you of our decision to trial three linked traffic restrictions on Gay Street, Catharine Place and Winifred's Lane from 15 July 2024.

The experimental trials will be in place for a minimum of six months while we monitor their impact and invite people to share their views in a public consultation. No decision will be made on whether to make the trials permanent until we have considered all the outcomes.

The trials are part of our Liveable Neighbourhood (LN) programme, funded by the UK Government.

#### Aims

The trial streets are frequently used by motorists to avoid the main roads linking the A46/M4 to the south of Bath, so the aim is to address speeding and excessive through traffic, and to disperse traffic across a wider area. The impacts will be monitored. Additionally, we hope to create a safe and pleasant active travel route through the area. While some residents may have to drive a little longer to access properties, we expect the trials will encourage residents, where able, to walk, wheel or cycle short journeys, with benefits to health and the local environment.

The trials are the result of community engagement and you can find out more about this, and the decision to go ahead with the trials, at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) (or by scanning the barcode above).

#### Scheme details

In summary, the experimental trials will comprise:

- A through-traffic restriction on Catharine Place between Margaret's Buildings and Rivers Street Mews.
- A through-traffic restriction on Winifred's Lane preventing motorists (but not pedestrians or cyclists) from using this route as a short cut. This restriction is

supplemented by a no-right turn (except cycles) into Sion Hill East from the top of Cavendish Road.

- A no-entry restriction preventing northbound motor vehicles from entering Gay Street from its junction with George Street. Access to this stretch of Gay Street, which remains two-way, will be from The Circus only. On exiting, vehicles can turn and exit via The Circus, or turn left into George Street. Motorists exiting this stretch of Gay Street will not be able to travel straight ahead to Queen Square.

Please note that vehicle access to homes and businesses is maintained during the trials, although some drivers may have to use a different route.

#### **Informal engagement and installation**

Our intention is to install the schemes from the week beginning 15 July 2024. This should take just a few days for each trial. We will write again to residents living on or near the trial streets to confirm dates and arrangements.

Until then, we are keen to continue a period of informal engagement, and to hear about any specific issues you might have on the scheme's design. We welcome your feedback via email at [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk) or you can contact us using the details at the top of the letter. You may also wish to attend a surgery session.

#### **Community surgery on Wednesday 5 June**

On Wednesday 5 June, between 10am and 6.30pm at the Guildhall, we are holding a surgery for residents directly impacted by the trial who wish to speak to us. To book an appointment, go online to [www.bit.ly/4baMf9X](http://www.bit.ly/4baMf9X) or scan the QR code opposite. If you cannot access this form, please contact us using the details at the top of this letter, stating that you would like to arrange an appointment.



#### **Public consultation (from the start of the trial)**

We will install the trials for a minimum of six months from 15 July 2024 (dates to be confirmed). During the first six months, residents and the wider public can share their views by completing a consultation questionnaire, available from the start of the trial. We will hold a formal consultation event and conduct further engagement with key services and stakeholders.

#### **Traffic and air quality monitoring**

We have already collected baseline traffic and air quality data from around the area. To measure the impact of the trial, we will repeat the same exercise during the trial and again after one year of operation.

#### **Decision-making**

Once the six-month consultation is closed, we will analyse and report on all the consultation outcomes, including monitoring data, and consider these in the context of wider council policy. The trial will remain in place until a decision is made on whether to permanently adopt the linked schemes or remove them.

More information is available at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro).

Yours sincerely  
The Liveable Neighbourhoods Team  
Bath and North East Somerset Council

## Annex 3: Letter 9 July

### Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team  
Bath & North East Somerset Council  
Lewis House, Manvers Street, Bath. BA1 1JG  
[www.bathnes.gov.uk](http://www.bathnes.gov.uk)  
Email: LNs@bathnes.gov.uk  
Telephone: 01225 394025  
Our ref: Lower Lansdown ETRO Trials

Name  
Address 1  
Address 2  
Address 3  
Address 4  
Postcode

Date: 9 July 2024

Dear Occupant

#### Installation of Lower Lansdown experimental traffic restrictions

We are writing to inform you that we will install through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane from Monday 5 August 2024. The three, linked trials will run for a minimum of six months and will allow pedestrians and cyclists safer routes through these areas.

We wrote to you in May to tell you about the decision to proceed with the trials, how they will work and how we will monitor their impact. This letter tells you more about their installation, and how you can have your say on the trials from 5 August. More information is available at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro).

#### Winifred's Lane Through-Traffic Restriction Installation: Monday 5 August

- Two sets of bollards will be installed on Winifred's Lane on Monday 5 August to create a no-through-route to Lansdown from the junction with Cavendish Road for a minimum of six months. Access to properties at the south of Winifred's Lane will be retained, and the exit into Winifred's Lane from Somerset Lane heading north will also be retained.
- A no-right-turn from Cavendish Road into Sion Hill (East) will also be in place for a minimum of six months. Work to narrow the junction (which helps to prevent right turns) means that vehicles will not be able to pass through this junction on Monday 5 August. Please follow signed diversions on the day.
- Appropriate signage will also be installed including temporary advance signage on Weston Road and Marlborough Buildings to deter northbound vehicles from using Cavendish Road/Winifred's Lane as a through-route.

#### Gay Street Traffic Restrictions Installation: Tuesday 6 August and Wednesday 7 August

- From Tuesday 6 August, there will be no entry into the upper stretch of Gay Street from its junction with George Street for the duration of the trial (a minimum of six months). Entry will be via The Circus.

- During works on 6-7 August, there will be no vehicle access (at all) into this stretch of Gay Street. Site advisors will be on hand to help with vehicle access for blue badge holders. Please call or email us in advance if you require support.
- On 6-7 August we will temporarily suspend all parking on Gay Street. Parking restriction signs will be in place from 30 July. Please remove any parked vehicles from the area before 7am on Tuesday 6 August.
- From Thursday 8 August, vehicle entry to this stretch of Gay Street is from The Circus (only) for the duration of the trial. Exit is via The Circus or by turning left into George Street. Vehicles can no longer exit south towards Queen Square.

### Catharine Place Through-Traffic Restriction

Installation: Thursday 8 August (all day)

- On Thursday 8 August, a set of bollards will be installed on Catharine Place just before the junction with Rivers Street Mews to create a no-through-route for vehicles for a minimum of six months. Appropriate signage will be installed.
- From 8 August, access to homes on all sides of Catharine Place is from Upper Church Street and Rivers Street. Access to 21 and 3 Catharine Place, and to Circus Mews, Rivers Street Mews and Circus Place is either from Rivers Street or Bennett Street/Circus Mews.
- Several parking spaces are being removed in the area to improve visibility and/or for turning vehicles, and we will temporarily suspend the bay to the west of the cycle hanger to safely install the bollards. On 6 August parking restriction signs will be in place. Please remove any parked vehicles in these signed bays before 7 am on Thursday 8 August.

For more information on the installation works and the trials go to [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) or scan the QR code.

### Have your say on the trials from 5 August

- The through-traffic restrictions will remain in place for a minimum of six months alongside public consultations.
- You can complete questionnaires from 5 August at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro)
- Information will also be available at your local Library and Information Centre and in print on request (from 5 August).
- We advise that you experience the trials for several weeks before completing the questionnaires.
- If you are unable to complete our questionnaire (in any format), you may instead send a letter (or email) which clearly states your objection or support. Please tell us which of the three trials you are referring to and you must include your full name and address (including an email if you have one).



If you require support or any of our information in alternative or printed format, please email [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk) or call 01225 39 40 25

If you are a business in the area, please let your customers and clients know of the trials and the temporary restrictions.

Yours sincerely  
 The Liveable Neighbourhoods Team  
 Bath and North East Somerset Council

## Appendix 4: Press Statement 1 August

### Media Release

Published in the council's newsroom on Thu, 08/01/2024 - 17:25

### Installation of Lower Lansdown experimental traffic restrictions paused

Plans to install three linked through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane have been paused.

Work on the scheme, being put in under an Experimental Traffic Regulation Order, was due to start on Monday 5 August and the trials were planned to run for a minimum of six months.

The scheme has been paused pending legal proceedings following an application for an injunction brought by a group of B&NES residents.

A court hearing is listed for Thursday August 8 for a judge to either lift the suspension or to decide if the suspension continues pending a judicial review hearing.

Councillor Manda Rigby, Cabinet Member for Highways, said: "Our immediate priority is to make people aware that the scheme is paused until the outcome of next week's hearing. We will be writing to let residents know and encourage people to check our Liveable Neighbourhoods webpage for updates."

Planned highways work to improve traffic signal operation in George Street, involving the installation of a new above ground detector will continue to be undertaken on 6 to 7 August. As a result:

On 6-7 August, there will be no vehicle access (at all) into the upper stretch of Gay Street from its junction with George Street. Site advisors will be on hand to help with vehicle access for blue badge holders. Please call or email us in advance if you require support.

- On 6-7 August we will temporarily suspend all parking on Gay Street. Parking restriction signs will be in place from 30 July. Please remove any parked vehicles from the area before 7am on Tuesday 6 August.
- The road closure will be lifted as soon as is reasonably practicable on completion of the works.

For updates from 8 August go to [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro)

FNDS

## Annex 5: Letter sent on 2 August to 581 residents

### Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team  
Bath & North East Somerset Council  
Lewis House, Manvers Street, Bath. BA1 1JG  
[www.bathnes.gov.uk](http://www.bathnes.gov.uk)  
Email: [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk)  
Telephone: 01225 394025  
Our ref: Lower Lansdown ETRO Trials

Name  
Address 1  
Address 2  
Address 3  
Address 4  
Postcode

Date: 2 August 2024

Dear Occupant

#### Installation of through-traffic restriction trials paused

We are writing to inform you that we have paused plans to install three linked through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane which were scheduled for this week (from Monday 5 August).

This suspension is the outcome of legal proceedings following an application for an injunction brought by a group of B&NES residents. A court hearing is listed for Thursday August 8 for a judge to either lift the suspension or to decide if the suspension continues pending a judicial review hearing.

Temporary restrictions in Gay Street will still apply on 6 and 7 August to complete other works in the area. We have provided more details below.

From 9 August, we encourage you to visit our web pages at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) for updates, and we will write to you again once we know more about the future of the scheme. Meanwhile, we apologise for any inconvenience you may have experienced.

#### Gay Street roadworks (temporary restrictions still apply)

Work to improve unrelated traffic signal operation in the area will go ahead this week, so please continue to expect some disruption on Gay Street:

- On 6-7 August, there will be no vehicle access (at all) into the upper stretch of Gay Street from its junction with George Street.
- On 6-7 August, we will temporarily suspend all parking on Gay Street. Please remove any parked vehicles from the area before 7am on Tuesday 6 August.
- We will open the road and lift suspensions as soon as work is completed.

If you require support, please email [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk) or call 01225 39 40 25.

Yours sincerely  
The Liveable Neighbourhoods Team  
Bath and North East Somerset Council



## Appendix 6: Media release 17 October about the launch

### **Media Release: 17 October 2025**

#### **Date set for through-traffic restriction trials in Bath**

Three new through-traffic restriction trials in the Lower Lansdown area of Bath will be installed from November 1 as part of Bath & North East Somerset Council's Liveable Neighbourhoods programme.

The linked trials in Gay Street, Catharine Place and Winifred's Lane, which aim to reduce through-traffic in the Lower Lansdown area, will be in place for a minimum of six months under an Experimental Traffic Regulation Order (ETRO), and their impact will be monitored.

People are encouraged to take part in the ETRO consultation and share their views during the first six months of the trial at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro). No decision will be made on the future of the trials until the council has considered all the outcomes and collected data on traffic volumes and air quality.

The trials are the result of ongoing community engagement since 2021, and the decision to install them, along with a detailed description of each trial, is published on the council's website at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro).

Councillor Manda Rigby, Cabinet Member for Highways, said: "Motorists often use the trial streets to avoid the main roads linking the south of Bath to the A46/A420/M4, so the aim is to address speeding and excessive through traffic in these central, residential areas. We also want to create a safe and pleasant active travel route through the area. I want to reassure residents and businesses that vehicle access to properties will be maintained during the trials, although some drivers may have to use a different route."

"We currently have other Liveable Neighbourhood schemes in place, and these have shown us that the best method of consulting on through-traffic changes is via an ETRO. It gives us time to monitor the impacts of the scheme and for people to respond to the interventions, having experienced the scheme, before we make a final decision on whether to make them permanent."

The dates for installing the through-traffic restrictions, subject to weather conditions, are:

- **Catharine Place Through-Traffic Restriction:** Friday 1 November
- **Gay Street Traffic Restrictions:** Mon 4 November & Tues 5 November
- **Winifred's Lane Through-Traffic Restriction and a no-right-turn into Sion Hill (East) from the top of Cavendish Road:** Wednesday 6 November

Full details of the installation programme have been set out in a letter to all residents and businesses in the area and can be found on the Liveable Neighbourhood webpages <https://beta.bathnes.gov.uk/lansdownetro>

The trials were due to start in August but were put on hold to address a procedural error in legal notices which have now been fixed. The new Experimental Traffic Regulation Order (ETRO) notices will be published on 24 October, and a copy together with a map and a statement of reasons, may be inspected at B&NES' One Stop Shops at The Hollies, Midsomer Norton, 3-4 Manvers Street, Bath and at the Keynsham Civic Centre, Market Walk, Keynsham during normal office hours. They can also be viewed online at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro)

The Liveable Neighbourhoods Programme is funded through the Government's City Regional Sustainable Transport Settlement (CRSTS) scheme. The West of England Mayoral Combined Authority is responsible for distributing the UK Government's City Regional Sustainable Transport Settlement (CRSTS) funds to viable schemes in the region. Its members, including the West of England Mayor and leaders from the Mayoral Combined Authority's three constituent councils: Bath & [North East Somerset Council](#), Bristol City Council and South Gloucestershire Council.

**Bath & North East  
Somerset Council**

**Improving People's Lives**

Name  
Address 1  
Address 2  
Address 3  
Address 4  
Postcode

Liveable Neighbourhoods Team  
Bath & North East Somerset Council  
Lewis House, Manvers Street, Bath. BA1 1JG  
[www.bathnes.gov.uk](http://www.bathnes.gov.uk)  
Email: [LNS@bathnes.gov.uk](mailto:LNS@bathnes.gov.uk)  
Telephone: 01225 394025

Ref: Lower Lansdown ETRO Trials

Date : 17 October 2024

Dear Occupant

**Installation of Lower Lansdown experimental traffic restrictions**

We are writing to inform you of our intention to install through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane from Friday 1 November 2024. We are aiming to install the trials by the end of Wednesday 6 November, and they will run for a minimum of six (and a maximum of 18) months. During the first six months, we will invite your feedback on the trial and monitor any impacts.

Our original plan was to install these trials on 5 August. Unfortunately, we had to put these plans on hold to address a procedural error in our legal notices which have now been fixed. The new Experimental Traffic Regulation Order (ETRO) notices will be published on 24 October in the local paper, at our one stop shops, and at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro).

In previous letters we have outlined the aim and designs of each trial. If you no longer have these letters, we encourage you to find out more at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) or by contacting an advisor. The information below specifically outlines our installation plans and how to share your views during the trial.

**Catharine Place Through-Traffic Restriction: Friday 1 November**

- On Friday 1 November, a set of bollards will be installed on Catharine Place just before the junction with Rivers Street Mews to create a no-through-route for vehicles for a minimum of six months. Appropriate signage will be installed.
- From early on Friday morning, access to homes on all sides of Catharine Place will be from Upper Church Street and Rivers Street. Access to 21 and 3 Catharine Place, and to Circus Mews, Rivers Street Mews and Circus Place is either from Rivers Street or Bennett Street/Circus Mews.
- Several parking spaces are being removed in the area to improve visibility and/or for turning vehicles, and we will temporarily suspend the bay to the west of the cycle hanger to safely install the bollards. Parking restriction signs will be in place. Please remove any parked vehicles in these signed bays before 7 am on Friday 1 November.

### **Gay Street Traffic Restrictions: Monday 4 & Tuesday 5 November**

- From Monday 4 November, there will be no entry into the upper stretch of Gay Street from its junction with George Street for the duration of the trial.
- During works on 4 and 5 November, there will be no vehicle access (at all) into this stretch of Gay Street. Site advisors will be on hand to help with vehicle access for blue badge holders. Please contact us in advance for support.
- On 4 and 5 November we will temporarily suspend all parking on Gay Street. Parking restriction signs will be in place. Please remove any parked vehicles from the area before 7am on Monday 4 November.
- From Wednesday 6 November, vehicle entry to this stretch of Gay Street is from The Circus (only) for the duration of the trial. Exit is via The Circus or by turning left into George Street. Vehicles can no longer exit south to Queen Square.

### **Winifred's Lane Through-Traffic Restriction: Wednesday 6 November**

- Two sets of bollards will be installed on Winifred's Lane on Wednesday 6 November to create a no-through-route to Lansdown from the junction with Cavendish Road for a minimum of six months. Access to properties at the south of Winifred's Lane will be retained, and the exit into Winifred's Lane from Somerset Lane heading north will also be retained.
- A no-right-turn from Cavendish Road into Sion Hill (East) will also be in place for the duration of the trial. Work to narrow the junction (which helps to prevent right turns) means that vehicles will not be able to pass through this junction on Wednesday 6 November. Please follow signed diversions on the day.
- Appropriate signage will also be installed including temporary advance signage on Weston Road and Marlborough Buildings to deter northbound vehicles from using Cavendish Road/Winifred's Lane as a through-route.

Please note that installation could be delayed in poor weather conditions. For an up-to-date installation schedule and to review the aims and design of the trials, scan the QR code opposite or visit [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro).

### **Have your say on the trials from 1 November 2024**

- The through-traffic restrictions will remain in place for a minimum of six months alongside a six-month consultation.
- You can complete consultation questionnaires from 1 November 2024 to 30 April 2025 at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro)
- Information will also be available at one stop shops and in print on request
- We advise that you first experience the trials for several weeks
- If you are unable to complete our survey (in any format), you may instead send a letter or email which clearly states your objection or support. Please tell us which of the three trials you are referring to. You must include your full name and address (including an email if you have one).



If you require support or any of our information in alternative or printed format, please email [LNs@bathnes.gov.uk](mailto:LNs@bathnes.gov.uk) or call 01225 39 40 25. If you are a business in the area, please let your customers know of the trials and temporary restrictions.

Yours sincerely  
The Liveable Neighbourhoods Team

**Appendix 8: Email reminder to FOBRA-registered residents' associations in the Lansdown area reminding them of the opportunity for residents to have their say on the trials (March 2025).**

Dear Chair,

We are writing to you as Chair of a FOBRA-registered residents' association to remind you that a public consultation on three through-traffic restrictions in the Lower Lansdown area will end at 5pm on 30 April.

In November we installed through-traffic restrictions on the following residential streets.

- Winifred's Lane
- Gay Street
- Catharine Place

The six-month trial period allowed people to experience the change and submit feedback while the council monitored and evaluated their impact on traffic and air quality.

A decision will be made on whether to make the trials permanent once all the evidence is considered.

The council has scheduled several social media posts to remind residents of the closing date of this consultation, but it would be helpful if you could use your own communication channels to remind residents of the opportunity to respond.

If residents have already responded but their views have changed, they are welcome to respond again.

It's important that we hear a range of views from people living in the area who've experienced the trials to understand the impacts – both positive and negative.

To help with your communications and encourage participation in the public consultation, we've attached a tool kit with short articles and images that you can use in your newsletters, e-news and neighbourhood groups.

We have sent this email to other Lansdown Resident Associations that are FOBRA registered and have consented to share their contact details.

Should you require any further help, please contact the team directly.

Further information on the trials is available at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro)

With best wishes,

Cathryn Brown

Senior Project Manager

## Annex 9: Email reminder to local ward councillors in the Lansdown area reminding them of the opportunity for residents to have their say on the trials – sent with accompanying toolkit (March 2025).

Dear <name of ward councillor>,

We are writing to inform you that as part of our ongoing engagement on the Lower Lansdown and Circus area ETRO trials, we have today emailed the chair of nine residents associations (listed below).

- Catharine Place Association
- Cavendish Crescent Association
- Cavendish Road Society
- Circus Area RA
- Lansdown Crescent Association
- Marlborough lane and buildings RA
- Royal Crescent Society
- Sion Hill and Summerhill Road RA
- St James's Square Bath Ltd

These are residents' associations that are registered with FOBRA and have agreed to share their contact details, but you may know of others.

The email reminds them to encourage residents to participate in the ETRO consultation before it closes on 30 April. We have also provided a toolkit of resources (short articles, social media posts and images), that they can use to help them. As a reference, we have attached both the toolkit and the email template.



You'll know from previous ETRO trials that we hear most from residents who strongly object and not so much from those who are neutral or in favour of the restrictions.

However, it's important that we hear a wide range of views to fully understand the impacts, and you are welcome to use the toolkit yourself to communicate to residents how important it is that they share any feedback. This will be their last opportunity.

If you know of other neighbourhood groups with a wide reach who could use the toolkit – or simply a nudge to remind their members of the opportunity to feed back their thoughts – please contact them or share details if you feel this is appropriate.

More information on the trials is available at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) but if you need any further help, please contact the team directly.

Kind Regards

Cathryn Brown

Senior Project Manager

## **Toolkit for Residents Associations (Lower Lansdown ETRO Trials)**

### **Short article for print/e-news:**

#### **Have your say on the Lower Lansdown through-traffic restrictions**



A public consultation on through-traffic restriction trials in Gay Street, Catharine Place and Winifred's Lane ends on 30 April at 5pm. To have your say, please complete the council's consultation survey using this QR code or the web link below.

If you've already completed a survey but your initial position has changed, you can submit another one.

It's important to complete a survey whether you've been positively or negatively impacted by the trials. Alongside traffic and air quality monitoring data, your feedback will help the council decide on whether to remove them or make them permanent.

For more information and to complete a survey, go to [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) by 30 April 2025.

If you need support to access the online surveys, please contact the council's Liveable Neighbourhoods' Team on 01225 39 40 25 or visit your local library or one-stop-shop.

#### **Shorter post suggestions (WhatsApp/Facebook)**

The council's public consultation on through-traffic restriction trials in Lower Lansdown closes soon.

The three, linked trials in Winifred's Lane, Catharine Place and Gay Street are designed to help reduce through traffic and create safer walking and cycling routes in residential areas.

Now that you have experienced the trials, please share your views by completing the online surveys at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro). The consultation closes at 5pm on 30 April. For support call 01225 39 40 25.

#### **Reminders on FB & Twitter**

Remember to have your say on the through-traffic restriction trials in Winifred's Lane, Gay Street and Catharine Place. Now you have experienced the trials, share your views with the council by 30 April 2025 at [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro).

#### **To be posted after 20 April:**

There is one week left to have your say on the through-traffic restrictions trials in Winifred's Lane, Gay Street and Catharine Place. Go to [www.bathnes.gov.uk/lansdownetro](http://www.bathnes.gov.uk/lansdownetro) before 5pm on 30 April 2025.

### Images to use with these messages:

The following images are also attached in full size as JPGs in the accompanying email.



**Appendix 10: Sustrans' report on Engagement with Kingswood Preparatory School.** Sustrans is now known as The Walk, Wheel and Cycle Trust

Community Engagement Client Summary  
BaNES Wider Engagements Liveable  
Neighbourhoods/ETRO Engagement (Project 15172)

**Engagement Activity with Kingswood Prep School**

Gay Street, Catharine Place and Winifred's Lane ETRO engagement workshop (Pre and Post-ETRO launch)

Date & Time of Activity and Location

Date: Tuesday 3<sup>rd</sup> March 2025, 09:00 – 10:00

Venue name and address: Kingswood Prep School, College Rd, Bath BA1 5SD6

Purpose

- To inform the participants about the Liveable Neighbourhood project within Lower Lansdown and The Circus area and the ETRO trials being delivered on Gay Street, Catharine Place and Winifred's Lane.
- To understand pupils' experience of local travel in the Gay Street, Catharine Place and Winifred's Lane areas before and after the trial was installed.
- To understand pupils' opinions, thoughts and feedback regarding the trials on Gay Street, Catharine Place and Winifred's Lane.
- To present and inform the participants about different people's experiences of streets, what a liveable neighbourhood is, and why it is being explored.
- How we collected our data:
  - Post-its stuck onto A3/A1 sheets that capture thoughts, feelings and other relevant information that we captured/feedback when prompted with questions about the locations before and after the trial was installed.
  - Sticky dots based on gender (red for male, green for female & yellow for other) were used on a survey to share responses to a set of questions.

## Attendance

Approx. 20 attendees total (~10 boys, ~10 girls) in Year 6 of Kingswood Preparatory School.

## Findings from the Event

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### Summary of key findings

- Overall, pupil feedback on the ETRO and Liveable Neighbourhood project was predominantly negative, with most reporting no journey improvements and significant concerns about increased car journey times (10-15 minutes longer for school trips) and traffic displacement to areas like Sion Hill, creating new crossing hazards.
- Local pupils shared they felt more negatively impacted than non-locals, while neutral respondents typically didn't use the affected roads, though often recognised the walking, wheeling and cycling versus driving trade-off. However, when asked if the area had been improved for walking, wheeling and cycling, the feedback was predominantly positive, therefore suggesting a supportive view towards more sustainable travel options in principle outside of their own experience of journeys to and from school.
- The feedback on the location-specific trial changes yielded varying responses across all three locations, revealing a fundamental tension between walking, wheeling and cycling improvements and vehicular convenience.
- At Catharine Place, some participants reported enhanced walking comfort despite previously low traffic levels.
- Gay Street changes were generally appreciated with improvements for pedestrians and for those with different lived experiences of disability, though traffic displacement to George Street was noted.
- Winifred's Lane generated the strongest feelings with pupils citing increases in school journey times and perceptions of traffic displacement rather than reduction. Some pupils valued the improved walking conditions outside school hours. Overall, experiences varied considerably based on participants' main choice of route and the time they travelled..
- These responses should be contextualised with the following points:
  - The school's elevated location relative to Bath's centre
  - the participants being Year 6 pupils (likely not travelling independently);
  - and the school's status as independent with a potentially unlimited catchment area, meaning some students travel considerable distances.
- Numerous participants shared they had no first-hand experience of some of the locations being discussed. This then appeared to lead to a mixed set of responses

that could often be framed from the driver's perspective, compounded by the fact that many pupils live quite some distance from the school.

- Key themes:
  - There is a trade-off to improving facilities for people walking, wheeling and cycling, which may mean longer car journeys for those driving.
  - The trial was seen to improve walking, wheeling and cycling in the Lower Lansdown and The Circus Liveable Neighbourhood area
  - There are concerns over displaced traffic, particularly on Sion Hill
  - There are mixed views of the traffic interventions and impacts across the three different trial areas
  - Limited impact on personal safety perception

## Key Insights / Contributions from Participants

When asked broadly if the trials and the Liveable Neighbourhood project have improved their journeys, 12 participants responded 'no' and 6 participants responded 'neutral'. Of the participants who said 'no', the common themes were that the ETRO changes have created a longer car journey time for them getting to and from school. Some local pupils who walk to the school find the amount of traffic on Sion Hill more dangerous, and it feels unsafe for them to cross the road.

Regarding participants who responded 'neutral', the common themes were that participants don't travel using affected trial roads.

In addition, common themes were that if participants were to walk or cycle, it would be beneficial for them, yet with their current travel habits, their local car journeys are being negatively impacted by the ETRO.

During the session, we asked broadly about whether the trials and the Liveable Neighbourhood project have improved the neighbourhood area for walking, wheeling and cycling. 8 participants responded 'yes', 10 participants responded 'neutral', and 1 participant said 'no'.

- Of the pupils that responded 'yes', the common themes were that the trial had created a neighbourhood area that felt safer and more pleasant to walk, wheel and cycle around. Even though it now takes longer to drive places. With fewer cars around, there is less to worry about, which makes some participants feel happier. Lastly, one participant shared that seeing more people moving around the Liveable Neighbourhood makes them feel safer and happier.
- For the participants who responded 'neutral', the common themes were that they don't travel through the Liveable Neighbourhood area at all and/or not enough to comment. In addition, some think there aren't enough changes to make it feel safer to cycle, particularly without any segregated cycle lanes. Lastly, the changes

have impacted their car journeys, though they can see the benefit if they were to walk, wheel or cycle through the area.

- For the participant who said 'no', their rationale was due to their journey time being impacted and having to go the 'long way' to school.

#### Catharine Place ETRO trial

A number of participants shared that before the trial, they felt happy walking in this location and thought it was not busy with vehicles or unsafe. Some mentioned they hadn't visited Catharine Place before. Two participants shared that walking in and around Catharine Place can be difficult because the pavements are narrow which causes problems when users need to pass each other. They also mentioned they noticed vehicles speeding before the changes, therefore making it dangerous to cross the road and unsafe for bikes.

Some participants shared that the changes now make the Catharine Place feel more safe, comfortable and relaxing to walk along.

- When asked, '*Before the changes, did you enjoy walking, wheeling or cycling through this area?*' 3 participants responded 'no', 11 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, '*Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?*' 5 participants responded 'no', 9 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, '*Before the changes, did you notice traffic on the residential roads around here?*' 11 participants responded 'no', 6 participants responded 'neutral', and 2 participants responded 'yes'.
- When asked, '*Do you notice less car traffic on residential roads around here?*' 1 participant responded 'no', 8 participants responded 'neutral', and 10 participants responded 'yes'.
  - The responses to the questions demonstrate that participants don't notice or think the area had much traffic before the trial. However, when asked if there is even less car traffic now after the ETRO changes, the majority responded yes. This suggests that though there is a majority perception of the area not having much traffic before the changes, the trial has created noticeably less traffic on residential roads in the area from the participants' perspective.

- When asked, '*Before the changes, did the area feel safe in terms of personal safety?*' 2 participants responded 'no', 11 participants responded 'neutral', and 6 participants responded 'yes'.
- When asked, '*Have the changes made the area feel safer in terms of personal safety?*' 5 participants responded 'no', 6 participants responded 'neutral', and 8 participants responded 'yes'.
  - The responses from the participants suggest that the ETRO trial changes don't appear to increase the perception of personal safety in Catharine Place.

### Winifred's Lane ETRO

Much of the received feedback for this ETRO was centred around being driven to and from school and the negative impact it's made on them during their car-based journeys, often extending the duration of their trip by 10-15 minutes.

Participants shared that they perceive traffic being displaced elsewhere, though this experience is framed only within the journey to and from school. Some participants shared that this displacement causes a negative experience for walking, wheeling and cycling in areas such as Sion Hill.

When some participants shared feedback regarding experience outside of school hours, some mentioned they now prefer the changes as it's safer and easier to walk, and more enjoyable due to not having passing cars. However, this sentiment is not shared unanimously. Some mention it does not feel any less dangerous and increases fuel consumption of vehicles as they have to drive further to get around Winifred's Lane.

One participant shared that the impact of the changes appears to be weighted on the residents rather than people passing through who don't live in the area.

- When asked, '*Before the changes, did you enjoy walking, wheeling or cycling through this area?*' 10 participants responded 'no', 8 participants responded 'neutral', and 1 participant responded 'yes'.
- When asked, '*Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?*' 6 participants responded 'no', 7 participants responded 'neutral', and 6 participants responded 'yes'.
  - The feedback demonstrates a mixed set of results, with a fairly equal split of responses.

- When asked, '*Before the changes, did you notice traffic on the residential roads around here?*' 7 participants responded 'no', 7 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, '*Do you notice less car traffic on residential roads around here?*' 7 participants responded 'no', 5 participants responded 'neutral', and 7 participants responded 'yes'.
  - Contrasting the responses to how they felt before and after the trial was introduced, it suggests that the participants now notice less traffic on residential roads here. However, this was often set within the sentiment of this impacting their journey to school.
- When asked, '*Before the changes, did the area feel safe in terms of personal safety?*' 8 participants responded 'no', 7 participants responded 'neutral', and 5 participants responded 'yes'.
- When asked, '*Have the changes made the area feel safer in terms of personal safety?*' 6 participants responded 'no', 7 participants responded 'neutral', and 5 participants responded 'yes'.

### Gay Street ETRO

Some participants don't move through this area; therefore, they mentioned it doesn't affect them.

Broadly, participants thought the trial made the street feel safer and more comfortable to walk or cycle. One participant shared that they think it's better for those with different lived experiences of disability. A mixture of participants either did or didn't often experience much traffic in this location before the changes, but some mentioned that they experience more traffic now on George Street.

There was an acknowledgement that this route was potentially used as a shortcut for cars, though before changes, this didn't overly impact their perception of safety.

- When asked, '*Before the changes, did you enjoy walking, wheeling or cycling through this area?*' 2 participants responded 'no', 8 participants responded 'neutral', and 9 participants responded 'yes'.
- When asked, '*Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?*' 1 participant responded 'no', 9 participants responded 'neutral', and 9 participants responded 'yes'.

- When asked, '*Before the changes, did you notice traffic on the residential roads around here?*' 7 participants responded 'no', 8 participants responded 'neutral', and 4 participants responded 'yes'.
- When asked, '*Do you notice less car traffic on residential roads around here?*' 3 participants responded 'no', 9 participants responded 'neutral', and 7 participants responded 'yes'.
  - Comparing responses from before and after the trial, the feedback suggests that participants notice less car traffic on Gay Street.
- When asked, '*Before the changes, did the area feel safe in terms of personal safety?*' 2 participants responded 'no', 6 participants responded 'neutral', and 11 participants responded 'yes'.
- When asked, '*Have the changes made the area feel safer in terms of personal safety?*' 5 participants responded 'no', 7 participants responded 'neutral', and 7 participants responded 'yes'.
  - When comparing the two sets of responses from participants, the feedback suggests that the changes haven't made the area feel safer in terms of personal safety. Personal safety on Gay Street didn't appear to be a concern

## Key Quotations

Written comment from pupil: [When asked if their journey has been improved and why?]  
**'No, because I am a resident of Sion Hill, and every day I have to walk through traffic because after shutting Winifred's Lane, it funnels all the traffic down Sion Hill.'**

Written comment from pupil: [When asked if the area has been improved for walking, wheeling and cycling and why?] **'Yes, because it feels more safe and less cars come so it feels safer and makes me happier.'**

**Annex 11: Sustrans' report on Engagement with Bath Spa University**  
(Sustrans is now known as The Walk, Wheel and Cycle Trust)

Community Engagement Client Summary  
BaNES Wider Engagements Liveable  
Neighbourhoods/ETRO Engagement (Project  
15172)

Engagement Activity with Bath Spa University Students and Staff  
Gay Street, Catharine Place and Winifred's Lane ETRO engagement workshop

Date & Time of Activity and Location

Date: Thursday 13<sup>th</sup> February 2025, 12:00 – 14:00

Venue name and address: Bath Spa University, Sion Hill, Bath BA1 5SF

Purpose

- To inform the participants regarding the nature of the Liveable Neighbourhood project within Lower Lansdown & Circus area and the ETRO trials being delivered on Gay Street, Catharine Place and Winifred's Lane.
- To gather younger people's feedback, a demographic that's harder to reach
- To understand residents' experience of local travel in the Gay Street, Catharine Place and Winifred's Lane areas both before and after the trial launched .
- To understand opinions, thoughts and feedback regarding the ETRO trial of Gay Street, Catharine Place and Winifred's Lane.
- How we collected our data:
  - Post-its stuck onto A0 printout maps that record thoughts, feelings and other relevant information that we captured/feedback when prompted with questions about the locations before and after the ETRO.
  - Sticky dots based on age (red for under 35, green for over 35) were used on a sliding scale to share responses to a set of questions.

## Attendance

Almost all attendees were Bath Spa Sion Hill University students, with the rest of the participants being university staff. We organised a drop-in event within the entrance gallery space near the main campus café, so we were able to talk to willing participants between classes and during their lunch.

We had 16 attendees in total (2 over thirty-five years old, 14 under thirty-five years old).

The trial was in place when we held the event.

## Findings from the Event

### Key findings

Due to engagement being a drop-in format, participants chose which activities to complete, resulting in varying response rates across locations and activities.

For Catharine Place, feedback was limited as few participants regularly travelled through this area. Those who did respond indicated a slight improvement in walking, wheeling, and cycling enjoyment, but showed no significant change in perceptions of traffic shortcuts being taken, or personal safety. At Winifred's Lane, which had the most participant familiarity, feedback was more substantial. Participants generally found the area safer and more enjoyable for walking, wheeling and cycling, particularly noting improved space for people who cycle. However, there were mixed opinions on traffic reduction, with some reporting no difference in driving times while others mentioned increased driving times, but this was caveated with differences across different days/times. Participants did raise an ongoing issue of near misses, based on people driving and not abiding by the 'no right turn' from Cavendish Road onto Sion Hill.

Gay Street received mostly positive feedback, with participants indicating increased enjoyment for walking, wheeling, and cycling after the changes. A specific improvement mentioned was the pedestrian island providing safer crossing options, though one participant noted a missing safe crossing point for over George Street from the southern half of Gay Street to the Northern half. Unlike the other locations, the trial in Gay Street had a more positive response regarding traffic reduction, with four participants agreeing that the changes helped prevent through traffic using this route. However, there was minimal change in people's perception of personal safety following the ETRO implementation.

### Key themes:

- Perception of modest improvements to walking, wheeling and cycling
- Participants shared that changes are having limited impact on travel patterns, particularly when driving.
- Further infrastructure needed, particularly Gay St (north-south road crossing) and the no-right turn from Cavendish Road to Sion Hill.

- Minimal change in personal safety perception

### **Key Insights / Contributions from Participants**

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

- Given that the method of engagement was a drop-in, participants weren't expected to do all activities, just the ones that were relevant and that they had time to complete. Therefore, the total number of participants for the event doesn't match up with the number of responses before and after the changes.

#### Catharine Place ETRO

A few of the participants mentioned they don't travel through Catharine Place on a day-to-day basis and/or have never visited the area. General responses were therefore lower than in the other two surveyed locations.

- When asked, 'Before the changes, did you enjoy walking, wheeling or cycling through this area?'. 1 participant responded 'neutral', and 1 participant responded 'yes'.
- When asked, 'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it? 1 participant was 'neutral', and 2 participants said 'yes'.
  - This indicates a minor increase in participants viewing the ETRO changes to Catharine Place as an area that is more enjoyable and encouraging for walking, wheeling, and cycling. This is with the caveat that the number of participants that responded went up from two to three.
- When asked, 'Before the changes, were you aware of or affected by vehicles using this location as a shortcut to and from the A46/M4, as well as traffic on residential roads?' 2 participants responded 'neutral'.
- When asked, 'Do the changes help limit shortcuts by vehicles to and from the A46/M4, and reduce traffic on residential roads? 1 participant said 'no' and 3 participants were 'neutral'.
  - The responses from the participants suggest they didn't experience or think that the ETRO changes on Catharine Place helped limit shortcuts or reduce traffic on residential roads.
- When asked, 'Before the changes, did the area feel safe in terms of personal safety?' 1 participant was 'neutral' and 1 participant said 'yes'.
- When asked, 'Have the changes made the area feel safer in terms of personal safety? 4 participants were 'neutral'.

- The responses from the participants suggest that the changes being proposed don't increase the perception of personal safety on Catharine Place.

### Winifred's Lane ETRO

Being the geographically closest to the event location, the participants had the most familiarity with this ETRO trial area.

Broadly, participants shared that they perceive Winifred's Lane to be safer after the ETRO was installed.

Some participants shared that they see no real difference in driving times around the area, including Sion Hill and Sion Road. However, one participant did share that they experienced less traffic at peak times on Cavendish Road. As shared by one participant, they notice drivers coming northbound on Cavendish Road are still turning right onto Sion Hill, which causes near misses between road users.

A participant highlighted that the steepness of cycling up Winifred's Lane is a challenge; they normally walk their bike up and cycle down. However, now with the ETRO changes, both directions of travel are a lot easier with more space.

There was mention of a need for a pedestrian crossing at the Sion Hill and Sion Road junction, as there is low visibility with pedestrians emerging suddenly from Sion Road to cross Sion Hill.

- When asked, 'Before the changes, did you enjoy walking, wheeling or cycling through this area?'. 3 participants said 'no', 3 participants were 'neutral', and 1 participant said 'yes'.
- When asked, 'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it? 4 participants were 'neutral', and 3 participants said 'yes'.
  - This indicates an increase in participants viewing the ETRO changes to Winifred's Lane as an area that is more enjoyable and encouraging for walking, wheeling, and cycling.
  - Participants shared that Winifred's Lane with the ETRO changes has created a more pleasant walking experience.
- When asked, 'Before the changes, were you aware of or affected by vehicles using this location as a shortcut to and from the A46/M4, as well as traffic on residential roads?' 3 participants responded as 'neutral', 3 participants said 'yes'.
- When asked, 'Do the changes help limit shortcuts by vehicles to and from the A46/M4, and reduce traffic on residential roads? 1 participant said 'no', 3 participants were 'neutral', and 1 participant said 'yes'.

- Responses to the before question indicated participants were aware of or affected by residential traffic in this area, and Winifred's Lane being used as a shortcut.
- - The responses from the participants suggest they weren't entirely sure if the ETRO changes helped limit through traffic, as they noted in the other workshop activity that they've noticed more vehicle traffic onto Sion Hill than around Sion Rd. However, one participant mentioned that traffic levels were changeable from day to day and at various times throughout the day.
- When asked, 'Before the changes, did the area feel safe in terms of personal safety?' 1 participant said 'no', 3 participants were 'neutral', and 2 participants said 'yes'.
- When asked, 'Have the changes made the area feel safer in terms of personal safety? 1 participant said 'no', 4 participants were 'neutral', and 2 participants said 'yes'.
  - The responses from the participants suggest that the ETRO changes don't increase the perception of personal safety on Winifred's Lane.

### Gay Street ETRO

A participant shared their support for the ETRO changes on Gay Street, noting that the island gives pedestrians more safe options to cross. However, the changes prioritise walking from west to east; walking north on Gay Street on the east side pavement by the parade of shops gives you no safe pedestrian crossing point on the desire line over to the other side of George St/the junction with the ETRO changes section of Gay Street.

- When asked, 'Before the changes, did you enjoy walking, wheeling or cycling through this area?'. 1 participant said 'no', 2 participants were 'neutral', and 4 participants said 'yes'.
- When asked, 'Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it? 3 participants were 'neutral', and 5 participants said 'yes'.
  - This indicates an increase in participants viewing the ETRO changes to Gay Street as an area that is more enjoyable and encouraging for walking, wheeling, and cycling. This is with the caveat that the number of participants that responded went up from seven to eight.
- When asked, 'Before the changes, were you aware of or affected by vehicles using this location as a shortcut to and from the A46/M4, as well as traffic on residential roads?' 3 participants said 'no', 2 participants were 'neutral', and 2 participants said 'yes'.

- When asked, 'Do the changes help limit shortcuts by vehicles to and from the A46/M4, and reduce traffic on residential roads? 3 participants were 'neutral', and 4 participants said 'yes'.
  - The responses from the participants suggest they didn't experience or think that the ETRO changes on Gay Street helped limit shortcuts or reduce traffic on residential roads.
- When asked, 'Before the changes, did the area feel safe in terms of personal safety?' 1 participant said 'no', 3 participants were 'neutral', and 3 participants said 'yes'.
- When asked, 'Have the changes made the area feel safer in terms of personal safety? 2 participants responded 'no', 3 participants responded 'neutral', and 3 participants responded 'yes'.
  - The responses from the participants suggest that the changes being proposed don't increase the perception of personal safety on Gay Street.

## Key Quotations

Verbal comment from university staff: '*[The ETRO changes on Gay Street] I couldn't say more, just keep it'*

Written, paraphrased comment from local resident and student: '*I have a child who goes to St Andrew's school, there is a group of parents who feel that the safety of the school children has been compromised for the convenience of some residents rather than thinking about the impact on the community. We have no lollipop person outside the school, so the traffic feels very unsafe on the school run. This situation has been worsened as I've noticed more traffic on Julian Road, where the school is, since the ETRO changes.'*

## Appendix 12: Sustrans report on Engagement with Curo Residents

# Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

### Engagement Activity with Curo Residents in Lower Lansdown Gay Street, Catharine Place and Winifred's Lane ETRO engagement workshop

#### Date & Time of Activity and Location

Date: Tuesday 10<sup>th</sup> March 2025, 18:30 – 19:30

Venue name and address: Christchurch Hall (Lower Mews), Julian Road, BA1 2RB

#### Purpose

- To inform the participants about the Liveable Neighbourhood (LN) project in the Lower Lansdown and The Circus area and the ETRO trials on Gay Street, Catharine Place and Winifred's Lane.
- To understand residents' experience of local travel in the Gay Street, Catharine Place and Winifred's Lane areas before and after the trial.
- To understand residents' opinions, thoughts and feedback regarding the ETRO trial of Gay Street, Catharine Place and Winifred's Lane, in particular the opinions of residents in social housing situated on a main road in the area
- To present and inform the participants about different people's experiences of streets, what a liveable neighbourhood is, and why it is being explored.
- How we collected our data:
  - Post-its stuck onto A3/A1 sheets that capture thoughts, feelings and other relevant information or feedback that we captured when prompted with questions about the locations before and after ETRO.
  - Sticky dots based on gender (red for male, green for female & yellow for other) were used on a survey to share responses to a set of questions.

#### Attendance

All attendees were local Curo residents within the Lower Lansdown and The Circus Area LN. We had two attendees in total (both female, one age 45-54 and another 65 and over). The focus group was intended to be a small group of up to 10 people. Due to a delay in securing a space and getting the invite out via relevant networks within Curo, we had a short four-day period between the invite going out and the event itself.

## Findings from the Event

### Summary of key findings

The feedback on the ETRO changes and Liveable Neighbourhood project indicates mixed results. Participants shared that the changes failed to improve their journeys and neighbourhood for walking, wheeling, and cycling. They felt that traffic had been displaced to Julian Road and Morford Street, making those areas more congested and dangerous, which was a concern due to the nearby St Andrew's Church of England Primary School. Both participants perceived the project as primarily benefiting wealthier areas rather than addressing needs across all communities.

The response to specific ETRO changes varied by location. At Catharine Place, participants felt the area was already quiet and pleasant before changes, with no noticeable improvement in enjoyment or personal safety afterwards, though there was some acknowledgement of reduced traffic. Winifred's Lane showed more positive responses regarding enjoyment of the area after the trial, though perceptions of traffic reduction and safety were mixed, with one participant expressing concerns that fewer cars reduced perceived safety due to decreased visibility of people.

Gay Street changes received predominantly negative or neutral feedback. Participants indicated the ETRO alterations did not make the area more enjoyable for walking, wheeling, or cycling. One participant specifically criticised the temporary changes as aesthetically unpleasant, creating excessive street clutter and detracting from the area's character. Perceptions of traffic reduction and safety improvements were inconsistent, with both participants noting they hadn't experienced significant traffic issues in this area before the changes were implemented.

#### Key themes:

- Mixed perceptions of traffic interventions and impacts across different locations
- Traffic displacement concerns, particularly on Julian Road
- Socioeconomic divide in project benefits
- Aesthetic concerns
- Disruption to existing travel patterns

### Key Insights / Contributions from Participants

When asked broadly if the ETRO changes and the Liveable Neighbourhood project have improved their journeys, both participants said no. The reasons behind this sentiment are mainly derived from an experience that Julian Road in their location area was now more congested with vehicle traffic after the changes.

Additionally, as one of the participants has a business, the use of a car is vital, and they find the routes that are left to drive on are more dangerous and congested since the ETRO changes.

During the session, we had a conversation about whether the ETRO changes and the Liveable Neighbourhood project have improved the neighbourhood area for walking, wheeling and cycling. Both participants said no. They experienced that the project mainly displaced traffic volume on Julian Road and Morford Street, therefore negatively impacting their walking experience and making it harder to cross the road. They also raised concerns about the impact the ETRO changes are having on St Andrew's Church of England Primary School on Julian Road.

Both participants shared that they felt the project wasn't for them. They perceived the project as being for wealthier areas and residents, improving areas that are more affluent and have more local political sway.

#### Catharine Place ETRO

The discussion and feedback revealed that participants believed the area was always quiet, calm and enjoyable to walk around before the changes. Therefore, they viewed the ETRO changes as not making the area any more encouraging for walking, wheeling and cycling.

- When asked, '*Before the changes, did you enjoy walking, wheeling or cycling through this area?*' 2 participants responded 'yes'.
- When asked, '*Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?*' 2 participants responded 'no'.
- When asked, '*Before the changes, did you notice traffic on the residential roads around here?*' 2 participants responded 'no'.
- When asked, '*Do you notice less car traffic on residential roads around here?*' 1 participant responded 'neutral', and 1 participant responded 'yes'.
  - The responses from participants indicate a reduction in observed traffic on the residential roads around Catharine Place.
- When asked, '*Before the changes, did the area feel safe in terms of personal safety?*' 2 participants responded 'yes'.
- When asked, '*Have the changes made the area feel safer in terms of personal safety?*' 2 participants responded 'no'.
  - The responses from the participants suggest that the changes being proposed don't appear to increase the perception of personal safety in Catharine Place.
  -

#### Winifred's Lane ETRO

- When asked, '*Before the changes, did you enjoy walking, wheeling or cycling through this area?*' 1 participant responded 'no', and 1 participant responded 'yes'.
- When asked, '*Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?*' 2 participants responded 'yes'.
  - This indicates an increase in participants viewing the ETRO changes to Winifred's Lane as an area that is more enjoyable and encouraging for walking, wheeling, and cycling.
  - One participant shared they hadn't been to Winifred's Lane in person but based their feedback on the information given in the event and what they could see within the photographs presented.
- When asked, '*Before the changes, did you notice traffic on the residential roads around here?*' 2 participants responded 'neutral'.
- When asked, '*Do you notice less car traffic on residential roads around here?*' 1 participant responded 'no', and 1 participant responded 'yes'.
  - Responses indicate mixed views on observed reductions in vehicle traffic before and after the ETRO changes. One participant stated that they now experience more traffic on Sion Hill since the trial was installed.
- When asked, '*Before the changes, did the area feel safe in terms of personal safety?*' 1 participant responded 'neutral', and 1 participant responded 'yes'.
- When asked, '*Have the changes made the area feel safer in terms of personal safety?*' 1 participant responded 'no', and one participant responded 'yes'.
  - Based on the individual sheets that were filled out as a part of the focus group, it appeared that the participants showed a sentiment change in both being supportive and unsupportive of the ETRO changes. One participant changed from 'neutral' to 'yes' in their response, indicating a positive change. The other responded 'yes' before the changes but changed to a 'no' after the changes. They mentioned that the lack of cars now on Winifred's Lane impacts their perception of personal safety due to less visibility of people around, albeit within cars.

#### Gay Street ETRO

- When asked, '*Before the changes, did you enjoy walking, wheeling or cycling through this area?*' 2 participants responded 'yes'.
  - One participant shared that the volume of traffic has not deterred them from walking into town. They always use crossings and quiet pathways when possible.

- When asked, '*Do the changes make the area more enjoyable and encourage you to walk, wheel and cycle through it?*' 1 participant responded 'no', and 1 participant responded 'neutral'.
  - Comparing the two responses indicates that the participants view the ETRO changes to Gay Street as not creating a more enjoyable and encouraging space to walk, wheel or cycle through.
  - One participant specifically mentioned that the temporary changes are aesthetically bad, detracting from the character of the area and creating too much street clutter.
- When asked, '*Before the changes, did you notice traffic on the residential roads around here?*' 1 participant responded 'neutral', and 1 participant responded 'yes'.
  - One participant shared that they thought before the changes, the space was safe, and they never experienced a high volume of traffic. They noted that most visitors seem to walk up Gay Street.
- When asked, '*Do you notice less car traffic on residential roads around here?*' 1 participant responded 'no', and 1 participant responded 'yes'.
  - One participant shared they don't notice much difference after the trial was installed and never noticed much traffic going up Gay St before the changes. They went on to say that traffic gets backed up from going down the hill onto George Street, as there is no priority right of way – the scheme hasn't changed this.
- When asked, '*Before the changes, did the area feel safe in terms of personal safety?*' 2 participants responded 'yes'.
- When asked, '*Have the changes made the area feel safer in terms of personal safety?*' 1 participant responded 'no', and 1 participant responded 'yes'.

## Key Quotations

Written comment from local resident: '**[The Gay Street ETRO changes] 'Are aesthetically bad – too much street furniture'**

Written comment from pupil: [When asked if the area has been improved for walking, wheeling and cycling, and why?] '**No. I feel that the street where I live (Morford Street & Julian Road) has vast volumes of traffic now. This also impacts walking and crossing the road. My concern is also about the primary school on Julian Road.'**

## Annex 13: Letter from the Minister of Local Transport (Department of Transport) to Wera Hobhouse MP regarding the trial and the council's interpretation of LTN 1/20 (see page 18 of the report)



Department  
for Transport

Wera Hobhouse MP  
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From the Parliamentary  
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Our Ref: MC/00052738  
Your Ref: WH48828

18 November 2025

Dear Wera,

Thank you for your email of 3 November, on behalf of your constituent, about Bath and North East Somerset Council's implementation of an ETRO and their interpretation of LTN 1/20.

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

While Active Travel England oversees active travel funding and can provide advice to local authorities, it is ultimately for local authorities to make decisions on the management of its local transport networks, including traffic management schemes, in line with local need. In reference to your constituent's concerns that the ETRO does not comply with LTN 1/20, the LTN provides national guidance, rather than a regulatory framework.

Design review panels (DRPs) have taken place with the West of England Combined Authority (WECA), along with Bath and North East Somerset Council on a number of areas within the Liveable Neighbourhood Programme. The panel is managed by the WECA and ATE cannot comment on WECA's internal evaluation of the scheme in question including whether they have been seen at design surgeries or at a DRP (otherwise known as a Benefits and Outcomes Panel).

City Region Sustainable Transport Settlements (CRSTS) funding is devolved to Mayoral Combined Authorities, who assess programmes through local assurance frameworks. In the first instance, the department would need to consider any outcomes of review with the combined authority and then consider if any penalties apply.

Best wishes,

**LILIAN GREENWOOD MP**  
**MINISTER FOR LOCAL TRANSPORT**