

# New Sydney Place and Sydney Road Through Traffic Restriction

## Traffic Regulation Order

## Public Consultation Report

Bath and North East Somerset Council

August 2025

Quality information

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PS	TS	NR	HH

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Prepared for:

Bath and North East Somerset Council

Prepared by:

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

T: +44 161 601 1700  
aecom.com

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# 1. Introduction

On the 1st of April 2024, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial on Sydney Road at its junction with New Sydney Place, Bath, for a minimum of six months using an Experimental Traffic Restriction Order (ETRO). For six months, the council consulted the community and monitored the impacts on traffic and air quality.

Early in 2025, the outcomes of the trial were reviewed by the Cabinet Member of Resources who decided to make the scheme permanent subject to the outcomes of a formal Traffic Regulation Order (TRO), including a statutory 21-day formal public consultation which is the subject of this report.

Please note that the area referred to as New Sydney Place is Sydney Place between its junctions with Darlington Street and Sydney Mews.

## 1.1 Purpose of the scheme

The trial has been introduced under the Liveable Neighbourhood programme. In line with the broader objectives of the Liveable Neighbourhood programme. The through-traffic restriction aimed to:

- Prevent motorists from using this residential street as a short cut (to avoid the Bathwick St/Beckford Road A36 junction).
- Improve the safety of the Sydney Road and North Road junctions with Warminster Road (A36).
- Create a safer, quieter, and healthier street for those walking, cycling, or wheeling through the area.
- Encourage more people in the area to walk or cycle shorter journeys and reduce the number of short journeys made by car.

The council believe that it is important to provide safe and pleasant routes for walking and cycling, because not everyone drives a vehicle or wants to be dependent on one. It is also widely understood that getting out and about in the community is good for health and wellbeing.

## 1.2 Scheme details

The through-traffic restriction (which is still in place until a decision is made) comprises a row of bollards placed across Sydney Road at its junction with New Sydney Place.

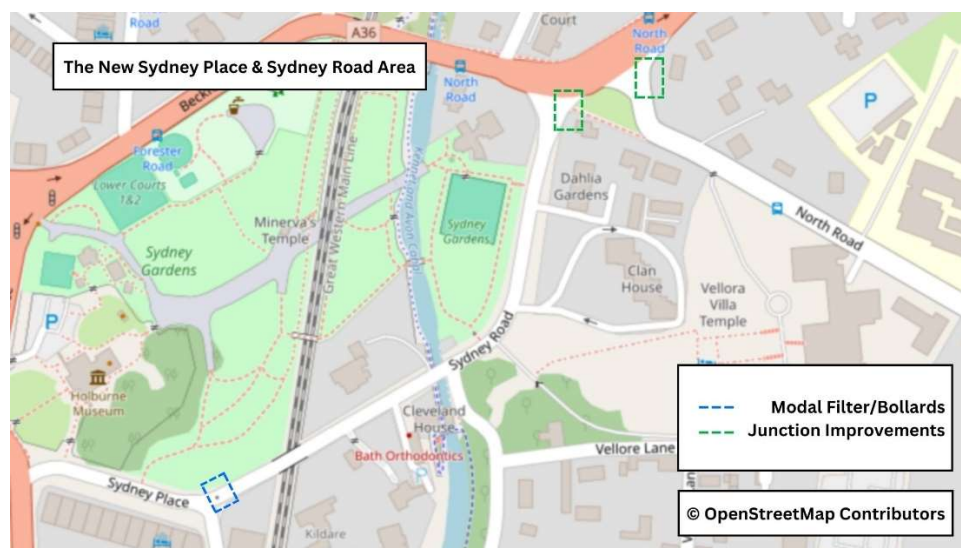
The scheme does not restrict vehicle access to homes but, for some journeys, drivers are required to take alternative routes from either side of the restriction. Cyclists, pedestrians, and people with mobility aids can pass through the filter. The two central bollards can be removed for access by the emergency services. Existing parking arrangements on the street have not changed, and no parking has been removed.

Additionally, the dedicated filter lane into Sydney Road from Warminster Road (A36, towards Bath) was removed and changes were made to the junctions with Sydney Road and North Road to reduce the speed of turning vehicles, improve safety and make it easier for pedestrians to cross the road. Should the through-traffic

restrictions be made permanent, further amends will be made to the design of these junctions to improve the safety of cyclists, ensuring that they do not have to cycle on the A36 when travelling between Sydney Road and North Road (as per ETRO consultation feedback).

Advanced signage was provided. **Figure 1** shows the annotated map and detail of the scheme, provided by the council.

**Figure 1: Changes made to the trial area**



### 1.3 The TRO public consultation and questionnaire

The aims of the scheme and a full summary of the proposals, including an annotated map (Figure 1) and project timeline, was available on the council's website from the 8<sup>th</sup> of March 2023 and throughout the public consultation at [bathnes.gov.uk/sydneyroadetro](http://bathnes.gov.uk/sydneyroadetro).

The council informed 3,139 residents in the Bathwick ward of the TRO public consultation by letter on 1 July 2025. The TRO was also publicised on the street, the local press and the council's social media channels from 2 July 2025. The public consultation was open to everyone.

The TRO public consultation questionnaire was available on the council's website for the statutory 21 days from Thursday 3 July 25 until 5pm on Thursday 24 July 2025 with print and alternative formats available on request. A copy of the questionnaire is provided in **Appendix A** at the end of this report.

Responses were also received by email and post, and a group letter of objection was received via email on Thursday 24<sup>th</sup> July. See section 2.5.

### 1.4 Report structure

The structure of the report shows:

- The method of receiving and analysing responses.
- The findings for the level of support or objection to the trial.
- The effect of the trial on travel and journey experience.
- Provided comments summarised to coded themes.

## 2. Methodology

### 2.1 Receiving responses

The TRO public consultation questionnaire was hosted on the council's website [www.bathnes.gov.uk/sydneyroadetro](http://www.bathnes.gov.uk/sydneyroadetro). To ensure inclusivity, the council accepted responses via email and the hard copy questionnaire as well as online.

### 2.2 Analysis and reporting

The public consultation was open to all and therefore respondents were self-selecting and made their own decision on whether to provide a response. This means findings should not be considered representative of the population, either for the trial area or Bath and North East Somerset. The purpose of this report is to summarise the views of those who responded and the main reasons why these views were held.

#### Free text (open) questions

AECOM developed a robust framework to analyse the free text comments and ensure the frequency and strength of feeling is accurately reported. This process is known as coding; a list of themes was developed based on comments received. All responses received were read by a professional coder and grouped into themes, to allow meaningful analysis. Over 10 per cent of each coders work were checked as part of our quality control procedures.

Findings are reported by the number of comments made about each theme. It is important to bear in mind that a single response can have comments both in support and in objection to the scheme and raise concerns. A single response could mention more than one theme, and this explains why the number of comments may add up to more than the number of responses. It is important to bear this in mind when interpreting the public consultation findings.

#### Closed questions

Closed questions are those with a set list of possible answers for a respondent to select from to complete their response. For some questions, respondents were able to select 'not applicable' and, on a question-by-question basis, the percentages shown only include those who responded to each question.

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. A \* in a chart denotes less than 0.5%.

### 2.3 Response overview

There were 323 responses to the TRO public consultation.

- 315 responses were provided using the public consultation questionnaire.
- 8 responses were provided by email

The email responses are only included in the free text thematic coding and grouped into themes with the comments provided in the online survey as there were no direct answers provided to any of the public consultation questions.

## 2.4 Response profile

**Table 1** shows an overview of the residency of respondents who provided a response to the TRO public consultation. Most respondents lived in the Bathwick Ward (33%) or another ward in Bath (30%). There were 49 (16%) responses from those who lived on the trial street (New Sydney Place and Sydney Road).

**Table 1: Capacity each respondent is providing response**

Type of respondent	Number	Percent
<b>Base:</b> All who responded to the public consultation survey	<b>315</b>	<b>100</b>
I live on the trial street (New Sydney Place and Sydney Road)	49	16
I live in the Bathwick Ward	105	33
I live in another ward in Bath	96	30
I am responding on behalf of a local business	1	0
I am a visitor to local amenities	19	6
I am responding on behalf of a local stakeholder group	3	1
I am a commuter/travelling through	31	10
Something else	11	3

There was an option to answer equality monitoring questions in the survey, 43% of respondents (n=137) provided this information. The responses to the equality monitoring questions are provided in **Appendix B** at the end of this report.

## 2.5 UNSUNG campaign

The council received a group letter of objection from the UNSUNG campaign group which included the results of a separate survey run by the group. This separate survey (not related to the Council's own TRO public consultation survey) asked respondents to provide the reasons for their objections to the TRO from a drop-down list. The survey did not provide an option for respondents to register support for the TRO and the information presented on the campaign website had not been fact-checked by the council.

There were 682 responses to this survey, with 12 entries from the same name and email address. It was also possible to identify 42 respondents who replied to both the UNSUNG campaign's objection survey and the council's official TRO public consultation survey.

The results of the closed questions to the campaign survey, as they were provided to the council, are provided in **Appendix C** at the end of this report. The data has not been checked or changed by the council or AECOM.

There were additional comments provided by 168 of the respondents in the survey. These comments have been themed using the same process as the official TRO public consultation reporting. The themes are shown separately, and alongside the public consultation responses.



### 3. Findings

This section describes the findings from the TRO public consultation survey.

#### 3.1 Level of support for the TRO proposal

As shown in Table 2, 60% of respondents (190 out of 315) opposed the proposal, and 40% (124 out of 315) supported it. All but three respondents who lived on the trial street supported the proposal. Responses from residents of Bathwick Ward closely matched the overall results (62% objected and 38% supported it).

**Table 2: Level of support or objection to the proposal (N)**

Level of Support	Total	Lived on the trial street	Lived in Bathwick Ward	All other respondents
<b>Base: All respondents</b>	<b>315</b>	<b>49</b>	<b>105</b>	<b>161</b>
Wholly support this proposal	121	46	38	37
Partially support this proposal	3	0	2	1
Neither support nor object to this proposal	1	0	0	1
Partially object to this proposal	5	1	0	4
Wholly object to this proposal	185	2	65	118

#### 3.2 Number of respondents commenting by category

This section shows the number of times each theme was mentioned in respondents' comments, arranged by category, using the list provided in the public consultation survey. More detail on the themes are provided for each of seven categories below. In total, 293 out of 323 respondents provided a comment to the TRO public consultation.

**Table 3: Number of comments provided for each category (N)**

Category	Count
<b>Total comments received</b>	<b>293</b>
Traffic	206
Safety	145
Environment	134
Disturbance	51
Finance	45
Access	32
Parking	10
Other comments made which were not specific to a category	218

As stated earlier in section 2.5 of the report, 168 other comments were provided in the UNSUNG campaign survey. The themes are shown separately, and alongside the themes from the TRO public consultation.

### 3.2.1 Themes from comments about traffic

Table 4 shows the comments provided by 206 respondents to the official TRO public consultation and 96 respondents to the UNSUNG campaign survey on the theme of traffic.

**Table 4: Number of comments provided per theme about traffic (N)**

Type of comment	Theme	Official TRO Survey Count	UNSWG Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who mentioned at least one theme about traffic</b>	<b>206</b>	<b>96</b>
Objecting	Caused congestion / Has not reduced congestion	120	70
Objecting	Has displaced traffic / increased traffic elsewhere	57	21
Objecting	Increased journey times	43	21
Objecting	Public transport is not good enough/ needs to be improved	11	7
Objecting	Changes have made journey inconvenient	11	5
Objecting	Has a negative impact on transport (general comment)	7	0
Objecting	Caused / Increased rat-running	6	6
Supporting	Reduced congestion/ has little or no effect on congestion	28	0
Supporting	Stopped rat running	26	0
Supporting	Decreased journey times/had little to no effect on journey times	7	0
Supporting	Had a positive impact on transport (general comment)	2	0
Neither support nor object	Add in a cycle lane/add more cycle infrastructure	3	0
Neither support nor object	Need to focus on improving road conditions (e.g. fixing potholes)	4	0
Neither support nor object	Stop HGVs and coaches using the road	1	0

The most frequently occurring comment on traffic is that the scheme has “**Caused congestion / Has not reduced congestion**” Respondents commented that roads such as the A36, North Road, and Bathwick street have seen more queueing since

the scheme was implemented. Often in conjunction with this, the second most frequently occurring comment was **“Has displaced traffic / increased traffic elsewhere”**. Respondents commented that traffic that would have used Sydney Road has now dispersed to other roads, creating more pollution and reducing road safety.

Respondents that supported the scheme commented that they had not seen a noticeable increase in traffic on other roads, or that the increase in traffic and journey times was small enough that the benefits of the scheme outweigh the additional traffic or journey time. Other respondents that supported the scheme were happy that vehicles were no longer using the area as a rat run.

### 3.2.2 Themes from comments about safety

Table 5 shows the comments provided by 145 respondents to the official TRO public consultation survey and 35 respondents to UNSUNG campaign group’s survey on the theme of safety.

**Table 5: Number of comments provided per theme about safety (N)**

Type of comment	Theme	Official TRO Survey Count	UNSWG Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who mentioned at least one theme about safety</b>	<b>145</b>	<b>35</b>
Objecting	Reduced safety / there are safety concerns with walking	36	18
Objecting	Caused accidents / Reduced safety (general comment)	29	17
Objecting	Reduced safety / there are safety concerns with cycling	22	5
Objecting	Reduced safety / safety concerns driving a vehicle	9	4
Supporting	Improved safety with walking	57	0
Supporting	Improved safety (general comment)	28	0
Supporting	Improved safety with cycling	24	0
Supporting	Improved safety with driving a vehicle	1	0

The most frequently occurring comment on safety was **“reduced safety / there are safety concerns with walking.”** Most of the respondents who included this comment were referring to places or roads around the scheme area. They specified this was due to the increased traffic making it more dangerous for school children, and more dangerous to cross the road. Some respondents felt that the restrictions made walking through the area at night less safe.

57 respondents who supported the scheme commented that it is now safer in the trial area due to the reduction in traffic. Other respondents implying an improvement to safety in the area comment that it is now safer to cycle (n=24) or comment generally that the area is safer but without specifying who it is safer for (n=28).

### 3.2.3 Themes from comments about the environment

Table 6 shows the comments provided by 134 respondents to the official TRO public consultation survey and 45 respondents to UNSUNG's campaign survey on the theme of environment.

**Table 6: Number of comments provided per theme about the environment (N)**

Type of comment	Theme	Official TRO Survey Count	UNsung Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who mentioned at least one theme about the environment</b>	<b>134</b>	<b>45</b>
Objecting	Will cause air pollution / will not reduce air pollution	101	45
Supporting	Will reduce air pollution	35	0
Neither support nor object	Plant more trees / invest in parks / more green spaces	1	0

The most frequently occurring comment suggested that displaced traffic created congestion, and the standstill traffic was increasing air pollution and is therefore worse for the environment. They commented that the benefit to the scheme area is not worth the air pollution that is now building in other areas.

Respondents who supported the scheme commented that the trial area is less polluted particularly from people using the area to walk or cycle. Other comments from those in support was that the scheme encouraged people to use active travel instead of cars which reduces pollution.

### 3.2.4 Themes from comments about disturbance

Table 7 shows the comments provided by 51 respondents to the official TRO public consultation survey and 4 respondents to UNSUNG's campaign survey on the theme of disturbance.

**Table 7: Number of comments provided per theme about disturbance (N)**

Type of comment	Theme	Official TRO Survey Count	UNsung Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who mentioned at least one theme about disturbance</b>	<b>51</b>	<b>4</b>
Objecting	Caused more noise / will not reduce noise	13	4
Objecting	Caused confusion / road markings and signs not clear	2	0
Supporting	Reduced noise	39	0

Most comments (n=39) were from respondents who felt noise had reduced since the trial was introduced, with fewer comments (n=13) from those who commented that noise had increased on other roads due to additional traffic. The overriding view from those who felt noise had reduced was that the area was now much quieter than before the trial.

### 3.2.5 Themes from comments about finance

Table 8 shows the comments provided by 45 respondents to the official TRO public consultation survey and 18 respondents to UNSUNG's campaign survey on the theme of finance.

**Table 8: Number of comments provided per theme about finance (N)**

Type of comment	Theme	Official TRO Survey Count	UNsung Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who mentioned at least one theme about finance</b>	<b>45</b>	<b>18</b>
Objecting	Scheme is a waste of money/ costs too much	42	17
Objecting	Questions how it is funded	3	0
Objecting	The scheme is costing users more money for fuel	2	1
Objecting	Questions how much the scheme cost	1	0

Most respondents (n=42) commented that the scheme was either expensive, a waste of money, or that the money spent on it should have been spent on other measures, or in other areas. Some respondents believed that the trial does not seem temporary, and to remove it would cost more money on top of what has already been spent.

### 3.2.6 Themes from comments about access

Table 9 shows the comments provided by 32 respondents to the official TRO public consultation survey and 12 respondents to UNSUNG's campaign survey on the theme of access.

**Table 9: Number of comments provided per theme about access (N)**

Type of comment	Theme	Official TRO Survey Count	UNSUNG Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who mentioned at least one theme about access</b>	<b>32</b>	<b>12</b>
Objecting	Limits access to city / businesses	12	9
Objecting	Negative impact on emergency service vehicles/provision	7	3
Supporting	Improved access to the area for active travel	9	0
Supporting	Improved access to the area (general comment)	4	0
Supporting	Improved access to the area for motor vehicles	2	0

Of the 32 comments which were about access, the main comments were that the trial had restricted access to parts of the city. Some respondents were concerned that it either limited access for emergency service vehicles, or that the increased congestion on nearby roads increased the travel time for these vehicles.

Respondents who supported the proposal commented it was an improvement for active travel users accessing Sydney Gardens.

### 3.2.7 Themes from comments about parking

Table 10 shows the comments provided by 10 respondents to the official TRO public consultation survey and 7 respondents to UNSUNG's campaign survey on the theme of parking.

**Table 10: Number of comments provided per theme about parking (N)**

Type of comment	Theme	Official TRO Survey Count	UNSUNG Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who mentioned at least one theme about parking</b>	<b>10</b>	<b>7</b>
Objecting	Caused parking issues / reduced the number of places to park	6	6
Objecting	Led to more cars parked in some areas	1	1
Supporting	Parking has become easier	2	0
Neither support nor object	Parking has not been affected	1	0

Parking was rarely commented on, with only 10 comments. The view from those who did was that the scheme had reduced the availability of on-street parking (n=6). Some added that they felt this led to illegal parking.

### **3.2.8 General comments and other themes**

There were some comments provided which were general or did not fit into any of the categories listed in the official TRO public consultation questionnaire. These are shown in Table 11.

**Table 11: Number of comments provided per theme which did not fit into any of the categories (N)**

Type of comment	Theme	Official TRO Survey Count	UNSUNG Campaign Survey Count
<b>Total</b>	<b>Total number of respondents who provided at least one other theme or general comment</b>	<b>218</b>	<b>91</b>
Objecting	Scheme only benefits a small amount of people / those in specific areas	69	22
Objecting	Criticism of government/council/local authority	45	22
Objecting	Previous consultations/petitions about this road have been ignored	45	6
Objecting	Oppose making the trial permanent/will have a negative impact (general comment)	39	18
Objecting	Criticism of consultation/ scheme planning	33	19
Objecting	Scheme is unnecessary / not needed	32	18
Objecting	Majority of residents do not support the scheme / are against it	24	5
Objecting	A Councillor or other influential person lived in the area	19	7
Objecting	Does not benefit/makes worse for pedestrian and cyclists	12	2
Objecting	Concern about the Impact on residents with lower incomes / financially challenged	6	1
Objecting	Unfair on elderly and disabled residents	5	2
Supporting	Support making the trial permanent	45	0
Supporting	Had a positive impact on walking / cycling (active travel)	39	0
Supporting	Positive impact on the area/ area is more pleasant	11	0
Supporting	Positive Impact on residents	11	0
Neither support nor object	Alternative suggestion/ more measures needed	26	13
Neither support nor object	Requests that B&NES publish findings / request a response from B&NES	9	1

The main 'general' comment provided (n=69) was that the scheme only benefitted a small number of people and was to the detriment of many more people. These



respondents also often suggest that more affluent residents were receiving preferential treatment over the less affluent.

Some (n=45) criticised the council and commented about previous decisions made. They felt that the opinion of the majority were not being taken into consideration and the council was not listening. Some (n=19) accused the council of giving preferential treatment to those lived on the street who they believed had influence in the council.

There were 33 respondents who believed the data supporting the scheme was not collected properly, with some stating that the A36 was closed when data was collected.

Of those who commented in support of the scheme, 39 respondents commented that the scheme had a positive impact on walking and cycling. They stated either more active travel users were using the trial area, or it had made the trial area more pleasant for those who were walking or cycling.

Alternative suggestions were made by 26 respondents. Examples were using other traffic calming measures and improving signage in the area.

## 4. Information about the proposals

More information on the scheme and the ETRO can be found at [www.bathnes.gov.uk/sydneyroadetro](http://www.bathnes.gov.uk/sydneyroadetro). The council's Liveable Neighbourhoods team can be contacted by emailing [LN@bathnes.gov.uk](mailto:LN@bathnes.gov.uk), or by calling **01225 394 025**

## Appendix A Official TRO Public Consultation Questionnaire

### New Sydney Place and Sydney Road through-traffic restriction 21-day Traffic Regulation Order Consultation survey

Questions marked with \* are mandatory and must be answered, optional equalities questions follow on pages 5-7.

Please ensure you read the Privacy Notice on pages 8-9 and complete the declaration on page 7. **If you do not complete this declaration your responses will not be included in the consultation feedback.**

#### About you

**Full name\***

**Contact email address (if available)**

**Your address, including postcode\***

#### About the capacity you are responding in

**Please tell us in what capacity you are responding to this consultation\* Please select one**

- ☐ I live on the trial street (New Sydney Place and Sydney Road)
- ☐ I live in the Bathwick Ward
- ☐ I live in another ward in Bath
- ☐ I am responding on behalf of a local business
- ☐ I am a visitor to local amenities
- ☐ I am responding on behalf of a local stakeholder group
- ☐ I am a commuter/travelling through
- ☐ Something else

## About your support

**Please tell us your level of support\*** *Please select one*

- ☐ I wholly support this proposal
- ☐ I partially support this proposal
- ☐ I neither support nor object to this proposal
- ☐ I partially object this proposal
- ☐ I wholly object to this proposal

## About the category of your response

**Please tell us which category your response falls under\*** *Please select all that apply*

- ☐ Parking
- ☐ Traffic
- ☐ Safety
- ☐ Access
- ☐ Disturbance
- ☐ Financial
- ☐ Environmental
- ☐ Something else

## About your response

**If you would like to explain the grounds for your objection or your support for the scheme, you can include this with your survey responses.**

## Equalities monitoring questions

**Before you submit your responses, we'd like to ask a few equality monitoring questions.**

**These questions are optional, and will not affect how we treat your response to the consultation.**

We aim to make sure that we are taking into account everyone's needs when designing services, and equality monitoring questions are one way of helping us to do this

What is your date of birth?

Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

What is your ethnic group?

- ☐ White
- ☐ Mixed or multiple ethnic groups
- ☐ Asian or Asian British
- ☐ Black, African, Caribbean or Black British
- ☐ Other ethnic group
- ☐ Prefer not to say

### What is your legal marital or registered civil partnership status?

- ☐ Never married and never registered in a civil partnership
- ☐ Married
- ☐ In a registered civil partnership
- ☐ Separated, but still legally married
- ☐ Separated, but still legally in a civil partnership
- ☐ Formerly in a civil partnership which is now legally dissolved
- ☐ Widowed
- ☐ Surviving partner from a registered civil partnership
- ☐ Prefer not to say

### What is your religion?

- ☐ No religion
- ☐ Christian
- ☐ Including Church of England, Catholic, Protestant and all other Christian denominations.
- ☐ Buddhist
- ☐ Hindu
- ☐ Jewish
- ☐ Muslim
- ☐ Sikh
- ☐ Any other religion
- ☐ Prefer not to say

### What is your sex?

- ☐ Female
- ☐ Male
- ☐ Prefer not to say

Is the gender you identify with the same as your sex registered at birth?

☐ Yes

☐ No

☐ Prefer not to say

Which of the following best describes your sexual orientation?

☐ Heterosexual or straight

☐ Gay or lesbian

☐ Bisexual

☐ Prefer not to say

☐ Other

Are you care experienced?

In B&NES, you are 'care-experienced' if you spent any time in your childhood in Local Authority care, living away from your parent(s). For example:

- you were adopted
- lived in residential care
- lived in foster care
- lived in kinship care
- lived under a special guardianship arrangement

☐ Yes

☐ No

☐ Prefer not to say

**Declaration**

**You must read the privacy notice (pages 15-16) and agree to this statement to take part in this online consultation.**

I declare that the information I have provided is true, to the best of my knowledge. I understand that the information I have provided will be used as part of the public engagement.

☐ I have read the Privacy Notice

☐ I confirm that I agree

# New Sydney Place and Sydney Road LN TRO Consultation Privacy Notice

## The purpose of processing

The information below will help you to understand what we will do with the personal information that you have provided as part of the consultation process.

Please take a moment to read this and if you have any questions raise them with the relevant team using the address at the bottom.

We will collate the responses in a report and the outcomes will be considered by the Director of Place Management in consultation with the relevant Cabinet Member to reach a final decision. This decision will also take account of the outcomes of the earlier six-month ETRO consultation on the trial that ran from 1 April 2024 to 3 October 2024, analysis of the traffic and air quality data collected before and during the trial, and the earlier decision to make the scheme permanent subject to the TRO

The personal information you share during the consultation will be used to notify you of the outcome of the consultation as part of the statutory process.

## Data subjects

Members of the public participating in the engagement process

Local businesses or organisation participating in the engagement process

## Personal data

We ask you for details that include:

Name

Property address

Property postcode

Email address

## How is it used?

Any personal data that has been submitted will be received by the team running this consultation, who may engage directly with you to explore your comments, concerns or queries. We will also pass responses to a professional third party who we have contracted to assist with the analysis of the consultation responses. Any data shared outside the Council will be used for the purposes of understanding and analysing this feedback only.

The information may be shared with other services within the Council, who may carry out actions to support you in dealing with the proposed changes, this may include such services that we provide, including; highways services, financial support services, community wellbeing or legal services.

If you are raising a specific point that and the team considers it requires further investigation that may or may not be related to the consultation, such as a complaint or security matter, then it will be transferred to the relevant department for further



investigation.

We use your email or postal address to notify you of the outcome of the consultation as part of the statutory process.

### Profiling and automated decision making

Not applicable

### Legal basis for using your data

#### **GDPR condition relied upon for processing personal data:**

Article 6.1 e - Exercise of official authority

Road Traffic Regulation Act 1984.

#### **GDPR condition relied upon for processing special category data**

Article 9.2 g - Substantial public interest

### Sharing of personal data with external recipients

We will share your personal data and feedback with those listed below who have been contracted to help us analyse the responses. This will include your name and contact details for identifying unique responders.

- AECOM

In exceptional cases we may share your personal data and feedback with those listed below who may need to help us respond to your feedback. In some cases that may include your name and contact details.

- Services within the council who may contact you regarding specific concerns beyond the scope of this consultation
- Law enforcement or other authorities if required by applicable law

### How long is the personal data retained by the Council?

Personal data will only be retained for as long as it is needed for the purpose specified above, for as long as the duration of the project requires it, or as required by applicable law or regulatory requirements.

### Questions or concerns?

Please email [data\\_protection@bathnes.gov.uk](mailto:data_protection@bathnes.gov.uk)

### Appeals to the Information Commissioner's Office

If you are unhappy about the way we have treated your personal data, or feel we have not properly respected your data subject rights, you have the right to contact the [Information Commissioner's Office](#) (ICO) and tell them about this.

You can also contact the ICO by phone on [0303 1231113](tel:03031231113).

## Appendix B Equality monitoring response

All respondents were invited to complete the equality monitoring questions at the end of the official TRO public consultation questionnaire and 137 respondents did this. The outcomes to these questions are shown in the tables below.

**Table A1: Age group**

Age group	Number*	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>116</b>	<b>100</b>
Under 25	2	2
25 to 34	5	4
35 to 44	10	9
45 to 54	16	14
55 or over	83	72
Prefer not to say	0	0

\*21 respondents did not answer this question

**Table A2: Sex / Gender**

Sex	Number*	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>136</b>	<b>100</b>
Female	71	52
Male	63	46
Prefer not to say	2	1
Did not answer	11	n/a

\*1 respondent did not answer this question

**Table A3: Ethnic background**

Ethnic group	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>137</b>	<b>100</b>
White	126	92
Mixed or multiple ethnic groups	0	0
Asian or Asian British	3	2
Black, African, Caribbean or Black British	1	1
Other ethnic group	1	1
Prefer not to say	6	4

**Table A4: Physical, mental health conditions or illness lasting, or expected to last, 12 months or more**

Physical, mental or illness lasting 12 months or more	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>137</b>	<b>100</b>
Yes	25	18
No	104	76
Prefer not to say	8	6

**Table A5: Marital or civil partnership status**

Marital or civil partnership	Number*	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>136</b>	<b>100</b>
Never married and never registered in a civil partnership	16	12
Married	94	69
In a registered civil partnership	2	1
Separated, but still legally married	0	0
Separated, but still legally in a civil partnership	0	0
Formerly in a civil partnership which is now legally dissolved	0	0
Widowed	5	4
Surviving partner from a registered civil partnership	0	0
Divorced	11	8
Prefer not to say	8	6

\*1 respondent did not answer this question

**Table A6: Religious affiliation**

Religious affiliation	Number*	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>136</b>	<b>100</b>
No religion	63	46
Christian	58	43
Including Church of England, Catholic, Protestant and all other Christian denominations.	0	0
Buddhist	1	1
Hindu	0	0
Jewish	0	0
Muslim	0	0
Sikh	0	0
Any other religion	2	1
Prefer not to say	12	9

\*1 respondent did not answer this question

**Table A7: Sexual orientation**

Sexual orientation	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>137</b>	<b>100</b>
Heterosexual or straight	125	91
Gay or lesbian	3	2
Bisexual	0	0
Prefer not to say	9	7
Other	0	0

**Table A8: Care experienced**

Care experienced	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>137</b>	<b>100</b>
Yes	3	2
No	126	92
Prefer not to say	8	6

## Appendix C UNSUNG campaign survey charts

The following charts were provided to B&NES and AECOM from the UNSUNG campaign group during the TRO consultation. The charts have not been checked or changed by the council or AECOM.

[Number of respondents by ward]:

