

## OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

3

### APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

**TITLE OF REPORT:** Sydney Road – ‘New Sydney Place and Sydney Road Liveable Neighbourhood Scheme’

**PROPOSAL:** No through traffic restriction (prohibition of motor vehicles)

**SCHEME REF No:** 25-012

**REPORT AUTHOR:** Traffic Management Team / KG

## 1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</b>	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
<b>Section D9</b>	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery holds the delegated power to make, amend or revoke any Orders.

## 2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its	X

	use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	X
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

### 3. **PROPOSAL**

On the 1<sup>st</sup> 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, which included the introduction of parking restrictions as shown on Appendix 1 and the removal of the left turn lane from Warminster Road into Sydney Road in order to help drivers and motorcyclists understand that Sydney Road is no longer a through-route. This was introduced for a minimum of six months using an Experimental Traffic Regulation Order (ETRO). For the purpose of this report, the area referred to as New Sydney Place is Sydney Place between its junctions with Darlington Street and Sydney Mews.

The trial has been introduced under the Liveable Neighbourhood (LN) programme. In line with the broader objectives of the LN programme, the through-traffic restriction aims 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 for shorter journeys and reduce the numbers of short journeys made by car.

These proposals were advertised via an Experimental Traffic Regulation Order (ETRO) 23-031. The ETRO process included a six-month public consultation period to receive feedback about the scheme. During this time, anyone could raise comments, objections or statements of support regarding the scheme. An online questionnaire was available from 1<sup>st</sup> April until the 3<sup>rd</sup> of October 2024 (5pm), which was also available on request in print and alternative formats.

The key benefit for a local authority in using the ETRO process is so that restrictions can be trialled in a live environment on the ground and an assessment made of their effectiveness after the initial 6-month consultation period has concluded. The authority can then make the best-informed decision possible whether to make the restrictions permanent or not.

The feedback received from the 6-month public consultation of ETRO 23-031 which ran between the 1<sup>st</sup> April 2024 to the 3<sup>rd</sup> October 2024 was consolidated with monitoring data within Single Member Decision Report E3601 which was considered by Cabinet Member for Resources, Councillor Mark Elliott. A decision to make the scheme permanent was made by Cllr Elliott on 17<sup>th</sup> February 2025. This decision was subject to a call-in which was dismissed by

a meeting of the Climate Emergency and Sustainability Policy Development Panel on 13<sup>th</sup> March 2025.

The decision, recorded as being made on 13<sup>th</sup> March 2025, was taken to provide people with further opportunity to comment ahead of a final decision being made whether to make the through-traffic restriction permanent.

This TRO consultation 25-012 will provide members of the public with a further 21-day consultation period to make comment on the through-traffic restriction and parking restrictions, which is currently still in place on an experimental basis under the provisions of the ETRO which has a life span of up to 18 months unless revoked, amended or made permanent. The ETRO expires on the 1<sup>st</sup> October 2025. If the decision is taken to approve and seal the proposed restrictions contained within this TRO consultation 25-012 then this TRO will come into force on the day the ETRO expires.

All comments from this consultation will be collated within a final report for consideration by the Director of Place Management who will make the final decision (in consultation with the relevant Cabinet member) whether to abandon, amend or approve the through-traffic restriction, parking restrictions and removal of the left turn lane from Warminster Road into Sydney Road.

The location and extent of the proposed restrictions is shown on the attached drawing – **Appendix 1.**

#### **4. REASON**

Please also refer to the separate Statement of Reasons (SOR) document attached to this report.

Liveable Neighbourhoods are part of our toolkit to tackle the climate and ecological emergency, act on our Health and Wellbeing Strategy and ensure social justice. All schemes will require changes in travel behaviour by residents, commuters, and visitors alike. Modifying travel behaviour and car ownership levels is difficult in the short term, but the rewards can be significant.

The introduction of Liveable Neighbourhoods has the potential to make huge improvements to people's lives, enabling communities to improve their health, wellbeing, and equality of opportunity.

Liveable Neighbourhood strategies in B&NES (Low Traffic Neighbourhoods, Residential Parking Strategy, and On Street Electric Vehicle Charging Strategy) were the subject of public consultation between 9th September and 18th October 2020. The responses demonstrated overwhelming public support for the council's approach and proposed measures.

These strategies were approved in December 2020, and applications were subsequently sought for Liveable Neighbourhoods, Residents' Parking Zones, and Electric Vehicle Parking. Ward Members and Parish Councils were asked to submit expressions of interest by 12th February 2021, with a second round of expressions of interest invited by 5th May, and a third round by 5th August 2021.

Consultation with local communities has continued to be at the heart of the Liveable Neighbourhoods programme since 2021 with ideas for improvement to their areas being put forward by residents themselves during public engagement and co-design workshops to address the issues they commonly experience.

During a public consultation in Autumn 2020 on Liveable Neighbourhoods in B&NES, the following results were received from 1,575 respondents (including residents and visitors to the B&NES area):

- 85% said they agreed with the principle of reducing the dominance of vehicles in residential areas
- 84% said they agreed that to establish LNs, it may be necessary to restrict through traffic on certain streets
- 78% agreed that certain trade-offs are required to achieve those aims

The issues that ward councillors put forward in the original application for a Liveable Neighbourhood in New Sydney Place and Sydney Road in Spring 2021 were summarised as follows:

- Rat-running by commuters and vehicles avoiding the primary route by deviating through adjoining streets;
- Non-compliance with the 20 mph limit and speeding cars, motorcycles and coaches at all times;
- Non-compliance with the 7.5 tonne weight limit by HGVs and coaches;
- A lack of safe crossing points, with pedestrians habitually ignored by drivers; and
- Narrow pavements outside Sydney Gardens and near the railway bridge.

During public engagement specifically on the New Sydney Place & New Sydney Road area in Autumn 2021, the most common issues cited by the 119 residents from the area who took part in the survey was through traffic (67%), followed by speeding traffic (60%), followed by HGV traffic (46%) and parking (34%).

71% of those responding from this area went onto say that a restriction on through traffic would have the most impact in addressing these issues.

A workshop was held on 13 July 2022 with residents who expressed an interest during earlier consultations to co-design the Liveable Neighbourhood.

At the workshop, 39 attendees took part in a series of exercises to identify what they liked about the area, what could be improved, and what specific measures could help, plotting these on a map of the area. Attendees later returned to view all the suggestions on maps and were asked to prioritise those within the LN area.

The [full workshop report](#) contains all the issues that were raised and the types of ideas that came forward, including a through-traffic restriction on Sydney Road.

The Liveable Neighbourhood programme is funded by the City Regional Sustainable Travel Settlement (CRSTS) following the approval of a full business case in September 2024 by the Combined Mayoral Authority (MCA), which included this scheme in New Sydney Place and Sydney Road.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has balanced the various considerations and concluded that it is appropriate to promote these restrictions via this TRO. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004.

## **5. IMPACT ON EQUALITIES**

An Equality Impact Assessment has been undertaken in relation to the through-traffic restriction at New Sydney Place, Sydney Road, just east of its junction with Sydney Mews which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

## **6. IMPACT ON HUMAN RIGHTS**

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

## **7. SOURCE OF FINANCE**

Funding to implement the Liveable Neighbourhoods programme (including trials) has been allocated through the City Regional Sustainable Transport Settlement (CRSTS) grant following approval of a full business case by the West of England Mayoral Combined Authority (MCA) in September 2024. An early allocation of £736k was secured from the MCA to implement a series of ETRO trials in 2024, which included the trial in New Sydney Place and Sydney Road.

Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m; £4.7m is funded by both CRSTS grant and another Mayoral Combined Authority (MCA) sourced grant. The remaining £2.5m is made up of B&NES contributions.

## **8. CONSULTATION REQUIREMENT**

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

## **9. INFORMAL CONSULTATION FEEDBACK**

### **Chief Constable**

It is understood that this preliminary consultation is a proposal which makes permanent the Experimental Order currently in place.

It is not possible to dedicate an enforcement presence to such a restriction. The signage and any other physical measures to be introduced to enforce / heighten motorist awareness of the proposed scheme is therefore of importance. Any enforcement will be targeted, and intelligence led.

### **Emergency Services**

No comment.

### **Road Haulage Association**

No comment.

### **Freight Transport Association**

No comment.

### **Parking Services**

No comment.

### **Waste Services**

No comment.

### **Ward Members**

Bathwick:

Cllr Manda Rigby – No comment.

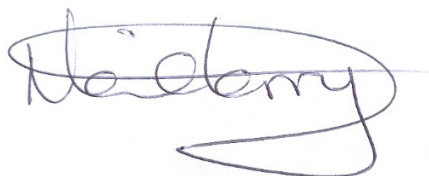
Cllr Toby Simon - No comment.

### **Cabinet Member for Sustainable Transport Delivery:**

Cllr Lucy Hodge - Thank you. No comments. Please proceed.

**10. RECOMMENDATION**

As no significant objections and/or comments have been received following the preliminary consultation described above, the public advertisement of the Traffic Regulation Order should progress.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a large, sweeping flourish at the end.

Neil Terry  
Traffic Management & Network Manager

Date: 04/06/2025

**11. DECISION**

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

A handwritten signature in blue ink, appearing to read 'Chris Major', with a large, sweeping flourish at the end.

Chris Major  
Director for Place Management

Date: 04/06/2025

## Appendix 1 – New Sydney Place and Sydney Road Proposal Plan

**AECOM**

**PROJECT**  
B&NES  
LIVEABLE  
NEIGHBOURHOODS

**CLIENT**  
B&NES  
Bath and North East Somerset

**CONSULTANT**  
AECOM, PwC, Portwall Lane,  
Bristol BS1 6NA  
444 (0)117 9017000 Tel  
444 (0)117 9017089 Fax  
www.aecom.com

**GENERAL NOTES**

- Do not scale from this drawing. All dimensions and levels are in metres, unless otherwise stated.
- The contractor shall be responsible for ensuring that all works are carried out in accordance with the statutory utility apparatus prior to commencing any work. Contractor to undertake CAT scan prior to the commencement of works. Contractor to coordinate and undertake all works in conjunction and agreement with the affected statutory utility companies as necessary.
- All works must be completed and signed off in accordance with the Traffic Signs Manual, Chapter 6 (2016) & The Traffic Signs Regulations and General Directions (TSRGD) (2016).
- Topographical survey information has been obtained for this scheme. OS references and mapping have been used.

**KEY**

- EXISTING LIGHTING COLUMN
- EXISTING FULL HEIGHT KERBS
- EXISTING DROPPED KERBS
- EXISTING ROAD MARKINGS
- EXISTING TACTILE PAWING
- EXISTING UTILITY COVER
- EXISTING DRAINAGE GULLY
- PROPOSED ROAD MARKINGS (REFER TO 100 SERIES FOR DETAILS)
- PROPOSED FIXED BOLLARD (REFER TO 100 SERIES FOR DETAILS)
- PROPOSED REMOVABLE BOLLARD (REFER TO 100 SERIES FOR DETAILS)
- PROPOSED SIGN ON EXISTING POST (REFER TO 100 SERIES FOR DETAILS)

**DRAFT**

**ISSUE/REVISION**

NO	DATE	Client Comments	First Issue	DESCRIPTION
001	12/02/2024			
002	01/12/2023			

**SHEET TITLE**  
LN - NEW SYDNEY PLACE  
100 - GENERAL ARRANGEMENT PLAN  
SHEET 1 OF 2

**SHEET NUMBER**  
60696025-A0M-12-00-SP\_ETRS-SHT-001

**INSET 1 - SITE LOCATION PLAN NOT TO SCALE**

**FOR MORE INFORMATION ON A36 JUNCTION REFER TO INSET 2**

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
THE FOLLOWING NOTES HIGHLIGHT SIGNIFICANT RISKS IDENTIFIED BY THE DESIGNER. THESE ARE TYPICAL HAZARDS THAT SHOULD BE IDENTIFIED BY A COMPETENT CONTRACTOR ARE NOT INCLUDED IN THE APPROVED SAFE SYSTEM OF WORK. DESIGN RISKS HAVE BEEN INCLUDED IN ACOM'S ASSOCIATED SAFETY IN DESIGN WORKBOOK.

REF	HAZARD DESCRIPTION
A	WORK WILL BE REQUIRED TO BE UNDERTAKEN IN THE VICINITY OF LIVE TRAFFIC
B	LOCATION OF EXISTING UNDERLYING SERVICES MAY VARY FROM RECORD. 60696025-A0M-12-00-SP_ETRS-SHT-001

**GENERAL ARRANGEMENT - SYDNEY ROAD SCALE 1:100 @ A1**

**INSET 2 - GENERAL ARRANGEMENT - A36 JUNCTION SCALE 1:200 @ A1**