

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

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 / Capital Programme & Project Management Team

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:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section 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.
Section D9	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 use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	X
(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	X

	on horseback or on foot, or	
(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 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, 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 1st April until the 3rd 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 1st April 2024 to the 3rd 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 17th 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 13th March 2025.

The decision, recorded as being made on 13th 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 [in front of the bollards], 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 1st 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, plus updated air quality and traffic monitoring reports, are presented in this final report for consideration by the Director of Place Management who will make the final decision (in consultation with the relevant Cabinet member) on 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 is attached as **Appendix 1**.
- The **TRO Public Consultation Outcomes Report** is attached as **Appendix 2**.
- A **Traffic Monitoring Report** (updated from the ETRO consultation traffic monitoring report with data from June 2025) is attached as **Appendix 3**.
- An **Air Quality Monitoring Report** (updated from the ETRO consultation air quality monitoring report updated with 2025 Q1 and 2 data) is attached as **Appendix 4**.
- A **Group Objection Petition and Survey** in response to the TRO consultation from the UNSUNG campaign group is attached as **Appendix 5**.
- The **outcomes of the ETRO consultation** conducted during **April-October 2024** which remain relevant to the final decision on this trial are available at:
<https://democracy.bathnes.gov.uk/mglIssueHistoryHome.aspx?IId=40539&PlanId=988&RPID=152600086>
- The **legal response to three group objections** submitted after the ETRO consultation in October 2024 is attached as **Appendix 6**.

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 & 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 on to 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.

Additional note: Should this through-traffic restriction be made permanent, it is also the council's intention to install a continuous crossing over the junction of New Sydney Place with the A36 Darlington Street/Sydney place and to further improve the northern junctions of Sydney Road and North Road with A36 Warminster Road for cyclists.

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.

The responses to the informal consultation can be found in TRO report number 3.

9. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

The TRO consultation was published on 2 July 2025 in the press and notices were placed on the trial street. The council also informed 3,139 residents in the Bathwick ward directly by letter on 1 July 2025 and the information, notices and survey were uploaded to the website www.bathnes.gov.uk/sydneyroadetro. A press release and council social media posts were issued at the same time. The TRO public consultation was open to everyone.

The objections to the official TRO consultation survey that was available via the council's web page www.bathnes.gov.uk/sydneyroadetro and other accessible formats is summarised below. We have also summarised the outcomes of an independent survey by campaign group UNSUNG, submitted to the council during the TRO consultation as a group objection. This separate survey (not related to the council's official TRO consultation survey) asked respondents to provide the reasons for their group objection from a drop-down list with an opportunity to add comments. We have provided a copy of the campaign web page and survey in **Appendix 5**. It's noted that the survey did not provide an option for respondents to register support for the TRO. Additionally, the information presented in the accompanying petition was not fact-checked with the council before publication.

A formal letter of objection questioning the legality of the ETRO was received in October 2024 from a number of groups, consisting of a standard letter with some variation between the copies and a list of signatories. The Director of Place Management and the council's legal team provided a direct response at the time of this letter (October 2024) which was outside the ETRO and TRO public consultation periods. This information will be considered when reaching a final decision on the TRO, however the number of signatories signing this objection have not been included in this report, which is an analysis of responses to the TRO public consultation specifically. The original letter and the council's response is provided in **Appendix 6**.

All objections received from the official TRO consultation and the UNSUNG group objection survey analysis (completed by the group itself) are summarised below under individual themes, with the technical responses in italics underneath each one.

A more detailed summary of all the responses and supporting comments to the official TRO consultation can be found in the attached **Appendix 2: New Sydney Place & Sydney Road TRO Public Consultation Report (August 2025)**.

9.1. Summary of total responses

- 315 responses were submitted via the council's official TRO public consultation questionnaire.
- In addition, 8 responses were submitted to the council by email/letter.
- A group objection from the UNSUNG campaign group with 682 signatories (of which 671 were unique) was also submitted. 42 of these signatories also submitted a response to the online council's official TRO public consultation questionnaire.

Level of support or objection for the proposal*

	Support	Object	Neither Support nor object
Online TRO consultation	124	190	1
Group objection	N/A	682	N/A

With reference to respondents to the official TRO public consultation:

40% (124 out of 315) of respondents supported the proposal and 60% of respondents (190 out of 315) opposed the proposal.

The level of support from those responding among people living in the LN (Sydney Road and New Sydney Place) is high. Of the 49 respondents who replied from the trial street, 46 wholly supported the proposal, 2 objected and 1 partially objected.

In the wider Bathwick ward, 105 people responded. 65 objected (62%) and 40 supported (38%).

Objections were most keenly felt from respondents who lived outside the Bathwick area. 161 responses were received from outside the ward. 122 objected (73%) and 38 supported (24%).

The UNSUNG Survey results provided by the campaign group shows a breakdown of where the respondents live (analysed by the campaign group) and this is presented at the end of the TRO Public Consultation Report, **Appendix 2**.

****This table represents the number of respondents not responses.***

9.2. Summary of comments submitted in objection:

The data presented below relates to the number of responses rather than the unique number of responders.

9.2.1 Traffic

255 objection comments relating to traffic were received through the official TRO public consultation questionnaire and individual emails.

130 objection comments were received in the UNSUNG group objection survey relating to traffic.

In summary they covered these main themes:

- Has caused or not reduced congestion.
- Has increased journey times and made journeys via a motor vehicle more inconvenient.
- Has caused traffic displacement on other roads.
- Public transport is not good enough or needs to be improved to support this change.

The most common comments related to congestion on surrounding roads and that the A36, North Road, and Bathwick Street have seen more queueing traffic since the scheme was implemented. Respondents also commented that traffic that would have used Sydney Road/New Sydney Place now is dispersed and using other roads (creating more pollution and reducing road safety). Please note that air pollution and safety are addressed in separately in the responses to themes below.

See also **Appendix 2, page 10** for more detail.

Officer response to objection comments relating to traffic

The following information is summarised from the full Traffic Monitoring Report prepared by an independent third party. See Appendix 3.

Extensive traffic monitoring was undertaken as part of this trial. The intention was to measure the impact of the through-traffic restriction on the trial streets and surrounding road network by comparing pre-trial baseline data (collected before the trial in 2023 and early 2024) with in-trial data collected in June 2024, July 2024, November 2024 and June 2025.

Traffic counts:

- *The traffic monitoring data shows that the introduction of the restriction has, by virtue of the modal filter (a row of bollards) prevented, on average, up to 3,259 motorists a day from using **New Sydney Place and Sydney Road** as a through route.*
- *It has also significantly reduced the amount of the traffic entering these roads for access (by 85-90% on **New Sydney Place** and by 67-70% on **Sydney Road**).*

*As would be expected, there are increases in traffic on the alternative routes including **A36 Beckford Road**, which is part of the Primary Road Network.*

- *As a principal alternative route for traffic during the trial, **A36 Beckford Road** experienced increases of between 35-44%.*
- *During in-trial monitoring in June 2024, we recorded 10,476 motor vehicles per day on **A36 Beckford Road**, which is an additional 3,005 vehicles compared with baseline figures in June 2023.*
- *During June 2025, 10,756 motor vehicles were recorded per day on the road, which is an additional 3,285 vehicles compared with baseline, and 280 more vehicles compared with June 2024.*

- However, some other routes aside from New Sydney Place and Sydney Road have decreased traffic. This includes the **A36 Darlington Street** (with 4-8% less traffic) and **Bathwick Hill** (2-21% less traffic).

On surrounding roads outside of the primary road network there were small increases on daily average traffic counts against baseline, as well as dips relating to July 2024.

This monitoring period overlapped with the King Edward's School summer holiday due to the council having a short window to conduct monitoring between the North Parade Bridge re-opening on 8 July 2024 and the A36 shutting on 12 August 2024.

- **North Road (East of Cleveland Walk)** saw between 1-23% uplift equating to 14 to 538 more vehicles across three monitoring periods, but 16% fewer vehicles during July 2024 (n= -372).
- **North Road (West of King Edwards School)** saw between 3-14% uplift across three monitoring periods equating to 90 to 441 more vehicles but 28% fewer vehicles in July 2024 (n= -887) and 1% fewer vehicles (n= -33) in June 2025
- **Cleveland Walk northeast of Bathwick Hill** saw between 11-14 % uplift equating to 72 to 87 more vehicles a day, on average, across three monitoring periods, but 24% fewer vehicles during July 2024 (no= -153 vehicles)
- **Cleveland Walk south of North Road** saw between 14-22 % uplift equating to 80 to 124 more vehicles a day, on average, across three monitoring periods, but 25% fewer vehicles during July 2024 (-143 vehicles)
- **St Anne's Way** saw an initial increase of up to 52% traffic (equating to 95 more vehicles a day) in June 2024, but across all subsequent three monitoring periods this fell to between 27 to 35% increase, which is between 50 and 65 more vehicles a day.
- **Sham Castle Lane** saw an increase of between 33-35% across all four monitoring periods representing an uplift of about 43 to 45 more vehicles a day.

Journey times:

The monitoring has also included analysis of journey times. Overall, journey times have not significantly deteriorated through the introduction of the trial.

Looking at the journey to and from the **A36 Warminster Road and A36 Darlington Street via Beckford Road** (for which Sydney Road was used as a short cut):

- During the trial, with no through-route via Sydney Road available, the journey times between **A36 Darlington Street and A36 Warminster Road via Beckford Road** were broadly unchanged when looking at the average day across the whole month.
- South-west bound journeys took around 1.5 minutes and there were mean average increases of less than five seconds during the trial monitoring periods.
- North-east bound journeys took up to 1.8 minutes and, during the trial, journey times stayed the same or decreased. In June 2025, mean average journey times were 2.5 seconds quicker compared with baseline.
- For those that used to use **Sydney Road** as a cut through to avoid the junction (but can no longer), journeys have increased, on average, by up to 41 seconds (less than a minute).

Travel times on individual, surrounding roads increased by tolerable amounts and some improved/stayed the same.

Looking at **daily mean averages** against baseline data:

- **A36 Bathwick Street** saw journey time increases of 10-13 seconds during 2024 compared with baseline journeys of 28.6 seconds (eastbound) and 35.9 seconds (westbound). In June 2025, journeys were 2-4 seconds longer (when compared with baseline in both directions).
- **A36 Sydney Place (northbound)** saw journey time increases of 3-7 seconds during 2024 compared with baseline journeys of 41.7 seconds. In June 2025, journeys were 3 seconds longer (when compared with baseline). The southbound journeys were shorter at 21.2 seconds during baseline. Journeys were 2-6 seconds longer during the trial (1.9 seconds longer in June 2025).
- **A36 Beckford Road (westbound)** saw journey times increase up to 4.5 seconds in November 2024 against baseline journey times of 55.7 seconds. However, during June 2025 and June 2024 journey times improved/stayed the same. Eastbound journeys were quicker at 43.2 seconds during baseline but saw up to 6.9 second increases in November. However, in June 2024 and June 2025 journey times remained the same/improved.

We also looked at **peak-hour travel times** (0700-0900 hrs and 1400-1730 hrs) in June 2024 against baseline in March 2024:

- During baseline, average journey times on **Bathwick Street westbound** were 44.6 seconds (mean) and 24.4 seconds (median). During the trial, mean average travel times were 1.6 minutes (51.5 seconds) longer. Median average travel times were 1.2 minutes (49.1 seconds) longer. This represents the greatest increase in peak-hour travel times on surrounding streets.
- During baseline, average journey times on **A36 Sydney Place Northbound** were recorded as 44.7 seconds (mean) and 38.3 seconds (median). During the trial, mean average travel times were 1.2 minutes (27.6 seconds longer). Median average travel times were 57.8 seconds (19.5 seconds longer).
- Peak-hour journeys on **A36 Sydney Place southbound** were under 30 seconds during baseline and during the trial increased journey times of 3-4 seconds.
- Peak-hour journeys on **A36 Beckford Road westbound** during the trial were at most 12.7 seconds longer taking 70.8 seconds (1.2 minutes). **Eastbound** journeys saw increases of 1 second, taking 47.2 seconds (mean averages).
- Peak-hour journeys on **A36 Warminster Road** were shorter or stayed the same during the trial (mean and median, both directions)
- Peak-hour monitoring was not conducted in June 2025.

Queue lengths

- In 2024 we undertook queue monitoring. The maximum queue lengths at peak times were around 18 vehicle lengths and these were, according to data, short lived. This is 4.3 more vehicle lengths compared with baseline counts.

Mitigations

- To support the trial, traffic signals in the area were reviewed and optimised in October 2023 to extend the maximum available capacity at the junctions and minimise any delays. This included optimising signals at the Warminster Road/Sydney Road junction, the Beckford Road/Bathwick Street/Sydney Place junction and the crossing signals outside the Holburne Museum.
- Further improvements to signals across the network are expected in future.

Note on A36 Closure and timings of the monitoring:

- All monitoring was conducted **outside** of the planned closure of the A36 at Limpley Stoke by Highways England, which closed on 12 August 2024 and reduced traffic on A36 Warminster Road. While the work was ongoing to Spring in 2025, the road was briefly opened in Autumn (November 2024) and the council took this opportunity to conduct another period of monitoring in the Bathwick area to support a comparison with the original baseline data taken in Autumn 2023. Monitoring in June 2025 provides additional data to compare against baseline and 2024 in-trial data. Again, this was not impacted by works on the A36.
- Monitoring was conducted outside of school holidays as per usual practice, with one exception. In July 2024, the monitoring period overlapped with the King Edward's School summer holiday due to the council having a short window to conduct monitoring between the North Parade Bridge re-opening on 8 July 2024 and the A36 shutting on 12 August 2024.

Note on public transport providers

As part of the statutory TRO consultation process, local Public Transport providers are asked to feedback on proposals. No feedback was received on the impact of bus services on journey times by providers during this consultation.

Improvements to public transport are outside of the scope of this scheme. The council is committed to improving active and sustainable traffic through a range of schemes, many in conjunction with the West of England Mayoral Combined Authority, with more information available here: <https://www.bathnes.gov.uk/view-transport-schemes-strategies-and-plans>.

9.2.2 Safety

96 objection comments about safety were received through the official TRO public consultation questionnaire and individual emails.

44 objection comments about safety were received in UNSUNG's group objection survey.

The main themes were that the scheme:

- Has reduced safety in general and when walking or cycling
- Has caused accidents
- Has reduced safety when driving

Most of the respondents who included this comment were referring to places or roads around the scheme area. Some provided a view that this was due to 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.

Officer response to objection comments relating to safety

The following information draws on information provided in the full Traffic Monitoring Report prepared by an independent third party. See Appendix 3.

It also refers to the council's wider policy and schemes relating to improving road, pedestrian and cycle safety in the area with more information on district and city-wide schemes and policy available here: <https://www.bathnes.gov.uk/view-transport-schemes-strategies-and-plans>

The purpose of the scheme was to reduce significant traffic (more than 3,200 vehicles a day, including HGVs) from using residential streets Sydney Road/New Sydney Place as a short cut to avoid the junctions on the A36. Our traffic monitoring reveals that this short-cut saved around 40 seconds on a motorist's journey.

The safer route for this journey is the A36, and since 2005, signage has been in place advising of a 7.5 ton weight limit on Sydney Road and for all through traffic to remain on the primary road network (the A36). This is a strategic highway designed to carry significant numbers of vehicles including HGVs and is maintained accordingly.

Accident data

There is no data to suggest that the main roads surrounding the trial are less safe of that the additional vehicles displaced onto the road have made these roads more dangerous.

The council's senior road safety engineer has informed officers that no personal injury collision data has been received for the Bathwick area in 2023 or 2024, and there have been very few accidents reported in the area during the last five years. The last serious accident was reported in 2022 on the junction with the trial street, New Sydney Place.

Additionally, the data in the reports does not suggest any significant delays or congestion on the surrounding main roads or queuing past schools (due to the council optimising signalling in the area before the trial).

The latest traffic monitoring in June 2025, has also revealed that while traffic has increased on A36 Beckford Road (as expected as the main alternative route), it has decreased on the A36 Darlington Street/Sydney Place.

Data also reveals that while there have been some increases in traffic volume due to displaced traffic on the surrounding road network e.g. North Road, Cleveland Road etc., officers feel that this is not so significant to outweigh the benefit of providing safe, equitable space for walking and cycling in the area (as per council policy).

Post-trial active travel data

Active travel data collected during the trial shows increased levels of walking and cycling on the trial street (Sydney Road/New Sydney Place) compared to baseline data collected before the trial was installed. And during the ETRO consultation, 88% of all those who supported the trial said they felt more inclined to walk or cycle their journey with the trial in place.

- *Comparison of active travel flows on Sydney Road shows that the total number of active travellers per average day **increased** from 967 in the baseline to 1,029 in June 2024, 1,142 in July 2024, 1,130 in November 2024 and 1,002 in June 2025.*
- *Compared with the baseline, pedestrian flows **increased** by 40 pedestrians per day in June 2024; 182 per day in July 2024; 166 per day in November 2024, and by 1 in June 2025.*
- *Compared with baseline cyclist flows **increased** by 22 cyclists per day in June 2024 and 34 more a day in June 2025. However, there were 7 fewer cyclists in July 2024 and 3 fewer in November 2024 when compared with the baseline*

- **Overall, the number of active travellers (pedestrians and cyclists) per day was higher than the baseline during all four in-trial monitoring periods.**

Improved crossings in and around the A36

Outside of the scope of the scheme an additional crossing point was added to the A36 northeast of the junction of the A36 (Warminster Road) with North Road, allowing a further safe crossing point across the A36. This helps to promote safe crossing, especially amongst school children using this route.

As part of the scheme, the council narrowed the junctions of the A36 (Warminster Road) with North Road and Sydney Roads meaning pedestrians spend less time in the road when crossing. Should the trial be made permanent, the intention is to redesign aspects of the North Road junction to further improve access for cyclists travelling between North Road and Sydney Road without requiring cyclists to travel on the A36.

The council also has complimentary plans under the Bath Walking Wheeling and Cycling Links (BWWCL) project to create an additional crossing point for pedestrians and cyclists on the A36 west of the junction of the A36 (Beckford Road) and Sydney Road linking to the entrance to the canal tow path. This will provide pedestrians a second crossing point over the A36. Additionally, a new shared path will be created on the southern side of Beckford Road linking the new crossing to the canal tow path with the Sydney Road junction.

In the southeast of this LN, an upgraded signalized crossing is planned under the BWWCL project across the A36 (Sydney Place/Darlington St) and a continuous crossing point across the junction of A36 Sydney Place/Darlington Street) will be introduced as part of the LN scheme.

The Council's Active Travel Masterplan, BWWCL and LN scheme in the Bathwick area will ensure a joined-up, comprehensive route for cyclists that is safer than the current NCR4 that routes along the A36 and it will not involve cycling through the park and negotiating the steps in this area. This will benefit residents, commuters, school children and visitors alike wishing to travel actively.

Safety on the trial street at night/in the dark

The potential for pedestrians – particularly women – to feel more vulnerable on a quiet street was addressed in our Equalities Impact Assessment. It is a wide, open road with a hotel, close to the city centre and with street lighting. Vehicle access along both stretches of street is also maintained. Should the trial be made permanent we will assess any necessary mitigations with Avon and Somerset Policy Crime Reduction Unit.

Mitigations for night-time safety is included in the Equality Impact Assessment for this through-traffic restriction trial which is regularly updated and available on the council's web site: <https://www.bathnes.gov.uk/sites/default/files/EQIA%20Liveable%20Neighbourhoods%20ETRO-%20New%20Sydney%20Place%20and%20Sydney%20Road%20February%202025.pdf>

9.2.3 Environment

101 objection comments were received through the official TRO public consultation questionnaire and individual emails, in objection, relating to the environment.

45 objection comments were received in UNSUNG's group objection survey relating to the environment.

The main themes of objection were:

- That the trial causes air pollution elsewhere/does not improve air quality.

The most frequently occurring comment was a perception that displaced traffic created congestion, and the standstill traffic was increasing air pollution and worsening the environment. Comments included that the benefit of the scheme area was not worth the air pollution that is now building up in other areas.

Officer response to objection comments relating to the environment/air pollution

The following information draws on information provided in Air Quality Monitoring Report for the New Sydney Place and Sydney Road LN, drawing on baseline data collected in 2023 & 2024 (pre-trial) and in-trial (provisional) data from the relevant quarters in 2024 and 2025. See Appendix 4.

- *Baseline NO₂ monitoring has been carried out in the New Sydney Place and Sydney Road Liveable Neighbourhood and surrounding streets to help establish the impact on air quality of the through-traffic restriction trial.*
- *The results of the baseline monitoring show that the NO₂ concentrations at all locations in the trial area are below 40 µg/m³ and that the annual average air quality objective has not been exceeded.*
- *All sites are showing a decrease in NO₂ concentrations when compared to the 2023 Q4 baseline results (when monitoring at all the trial sites were in place).*
- *A few sites in the trial area during Q1 and Q2 2025 show an increase in concentrations compared to baseline Q1 2024 data. Further investigation showed similar increases in other areas of the district and wider region, indicating that it is unlikely that the small increase is linked to the trial.*
- *Some sites in Q2 2025 (in-trial) show an increase in concentration compared to Q2 2024 (in-trial) data. However, where this was the case, the concentrations were low (not concerning) and there was some missing data which led to slightly higher averages.*
- *All annual average monitored concentrations for 2024 were below the annual average objective of 40 µg/m³ and showed lower concentrations at all sites when compared with 2023 baseline data. Annual averages are not yet available for 2025.*
- *The results show similar trends to other locations across Bath indicating that fluctuations may not be attributed specifically to the trial.*

Please also note the relevant traffic monitoring data (in the Traffic section above) suggests no significant impact on journey times despite an uplift of traffic on some of the surrounding primary network roads. This implies less congestion. Queuing data from 2024 against baseline suggests that any queues were short lived and the traffic was flowing.

9.2.4 Disturbance

15 objection comments relating to disturbance were received through the official TRO public consultation questionnaire and individual emails.

4 objection comments were received in UNSUNG's group objection survey relating to disturbance.

The main themes were that the trial:

- Has caused more noise or will not reduce noise.
- Has caused confusion because road marking and signs are not clear.

Some respondents felt that noise had increased on other roads due to additional traffic.

Officers' response to objection comments relating to disturbance

- *Our traffic monitoring has shown that traffic displacement onto other surrounding residential roads is not significant.*
- *Most of the traffic has been displaced as intended onto the primary road network which is designed to carry large volumes of traffic. Therefore, we expect any disturbance from noise because of the trial to be minimal as these primary networks are already busy.*
- *It should be noted that in some cases, as in the A36 Darlington Street, less traffic was recorded in June 2025 compared with baseline 2023 data.*
- *With regards to displacement onto other roads in the area again, we do not feel that the additional traffic per day is significant enough to cause detrimental noise and disturbance, particularly when weighed up against the benefits of removing around 3,200 vehicles a day, including HGVs, from Sydney Road and New Sydney Place, and the safety benefits of providing this quiet route for pedestrians and cyclists.*
- *It remains the responsibility of drivers to read and understand road signs and lines/road markings and to act in accordance with the Highway Code.*
- *All signs and road markings meet the required specifications and have received technical assurance sign-off from the Highway Authority.*

9.2.5 Finance

48 objection comments relating to finance were received through the official TRO public consultation questionnaire and individual emails.

18 objection comments were received in UNSUNG's group objection relating to finance.

The main themes mentioned were:

- That the scheme is a waste of money or costs too much.
- That the scheme costs drivers more money.
- Questions on how the scheme is funded.

Most of the comments on finance mentioned that the scheme was either expensive, a waste of money, or that the money that was 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.

Officers' response to objection comments relating to finance

Like other LNs, measures introduced for this scheme are funded from the City Region Sustainable Transport Settlements. This is funding from Central Government, awarded and distributed to local authorities by the West of England Mayoral Combined Authority (MCA)

Funding can and should only be used for improving sustainable transport on local roads – it cannot be used for other purposes. The council was awarded the funds from the MCA because LNs align with the aims of the CRSTS. LNs aim to reduce the dominance of vehicles on residential streets and allow safe and equitable access for those who don't own a vehicle or who choose to walk, cycle or wheel their journeys.

LNs were progressed in areas where residents expressed traffic-related issues in residential areas during a public consultation in 2020 and subsequent area-specific public engagement in 2021/22. 48 communities then applied to become a LN, via ward councillors.

New Sydney Place and Sydney Road was one of 15 areas that was successful in its application. The through-traffic restriction was also fast-tracked due to backing from residents living in the LN area for this measure during public engagement.

Following significant engagement and a technical assessment of all the schemes, a Full Business Case (FBC) for the whole programme was put forward to the Mayoral Combined Authority which was approved in 2024. In giving approval, the scheme has been subject to a grant assurance process by the MCA and is subject to ongoing scrutiny.

Additionally, there has been no escalation in the costs for the Sydney Road as approved by the MCA. The LN received an early allocation of £306K to install the scheme temporarily. £833K was then formally awarded to the council in September 2024 (following the full business case submission for the programme). This award included the costs of the trial (£306K), the work to make the trial permanent should the TRO be successful, and complimentary measures, such as the continuous crossing proposed for the Sydney Place junction with New Sydney Place.

The scheme has an acceptable Benefit Cost Ratio (BCR) of 2.02 as outlined in the FBC which was established using DFT guidance and an established method for calculating BCR accepted by the MCA.

The project team has been working very closely with Active Travel England since 2024 to ensure that they can evaluate and scrutinise the outcomes and designs of the scheme and ensure it meets with their guidelines. Their final review of the scheme is due in August 2025.

Should the council need to remove the scheme, the council would be responsible for funding the removal. The cost of this should not influence the final decision on whether to make this scheme permanent. A decision is made based on whether the scheme meets the aims and objectives of the CRSTS and LN policies and wider council policy.

With reference to delays to journeys costing more money in fuel, please see the response to traffic objections above which summarises our journey time analysis before and during trial.

9.2.6 Access

19 objection comments relating to access were received through the official TRO public consultation questionnaire and individual emails.

12 objection comments were received in UNSUNG's group objection survey relating to access.

The main themes in objection were that the scheme:

- Has limited people's access to city/businesses.
- Has had a negative impact on emergency service vehicles or provision.

Objection comments highlight 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.

Officers' response to objection comments relating to access

All roads and properties remain accessible by motor vehicle, including on New Sydney Place and Sydney Road from either side of the row of bollards.

Depending on the destination and origin, some motorists may need to take a different route to reach their destination on Sydney Road or New Sydney Place, necessitating a slightly longer journey. Without the short cut in place, our traffic monitoring indicates this would be a journey of 1.7 minutes (staying on the primary road network between A36 Darlington Street and the A36 Warminster Road) whereas using Sydney Road as a cut through would have saved around 40 seconds. It is also possible to park and walk through the bollards, if able.

Traffic monitoring also indicates that journey times have not been impacted by any significant degree by increased traffic on the alternate main alternate routes.

Emergency and waste management services were consulted during the TRO and have not raised concerns. Emergency vehicles can collapse two central bollards to gain access to the length of the street in an emergency.

9.2.7 Parking

7 objection comments were received through the official TRO public consultation questionnaire and individual emails, in objection, relating to parking.

7 objection comments were received in the UNSUNG campaign's group objection relating to parking.

The main themes are that the scheme:

- Has caused parking issues/ reduced the number of parking spaces.
- Has resulted in cars parking in other areas.

Parking was rarely commented on. The view from those who did was that the scheme had reduced the availability of on-street parking. Some added that they felt this led to illegal parking in other areas.

Officers' response to objection comments relating to parking

No parking was removed or added as part of this trial. Drivers may have to take an alternative route to find on-street parking in the area.

In the TRO documents reference was made to necessary parking restriction. This applies to the space on both sides of the bollards across the road and not the removal of any existing parking spaces along the road.

9.2.8 Other issues raised in comments

529 comments (from around 200 respondents) were received through the official TRO public consultation questionnaire and individual emails, relating to other concerns that did not fit into the standard categories listed for TRO consultations.

130 comments were received from the UNSUNG campaign's group objection relating to other concerns that did not fit with the standard TRO categories.

The main themes mentioned were:

- The scheme only benefits a small number of people/people living in specific areas/has been progressed for specific residents only.
- The scheme is opposed by many and is not required.
- The scheme has discriminated against people.
- General objections to making the trial permanent.
- Criticism and citing of:
 - Local authority or government guidance
 - Individual councillors
 - Previous consultation or scheme development.
 - Previous petitions.

Officers' response to comments about the scheme only benefiting a few people

With the restriction in place, these roads can be enjoyed by anyone who walks or cycles their journey to local schools and the city centre via the Bathwick area. This supports the councils' ambitions to improve active travel and, in turn, public health outcomes. The benefits can and will be felt by more people than live on the trial streets.

We recognise that cars are essential for some journeys, but not everyone in the city drives a car, can afford to drive a car, or wishes to drive a car – and as a council we need to consider these road users.

We are doing this via our strategic active travel plans, including LNs and we are working closely with the West of England Mayoral Combined Authority which is also responsible for improving public transport across the region.

Ensuring our roads cater for everyone (when for so long they have prioritised car users) will take time, and it's not easy. There are inevitable trade-offs and change will be incremental.

The Liveable Neighbourhood programme is the first step. Along with our Active Travel Masterplan and Bath Walking Wheeling and Cycling Links scheme, we aim for drivers, cyclists and pedestrians to share roads fairly and safely, and the Sydney Road scheme in Bathwick is an important piece of the jigsaw.

The results of our air quality and traffic monitoring show that impact on surrounding roads has not been significant enough to outweigh the benefits of the scheme in providing this safe and equitable access for those who wish or have no other choice to travel actively. There has been little impact on air quality and the impact of journey times on surrounding roads are small and varied.

Officers' response to comments that B&NES Councillors have not engaged meaningfully with concerned residents

The ward councillors have been kept informed on a weekly basis throughout the trial of the key correspondence and feedback. The project team has met with concerned residents and campaigners, and a team of advisors have been available to answer questions and concerns (Mon-Fri, 9-5pm) since the proposal for a trial was first published.

*The project team has given the community significant say and opportunity to comment on the council's plans. They have listened and responded to concerns, and significant monitoring has been conducted and published to address the concerns raised (on congestion, journey time and air quality). See **Appendix 3 and 4**.*

Consultation and engagement opportunities and outcomes since 2021:

- We have been engaging the community on an LN for this area since 2021. First to establish the issues from the community's perspective, and then potential solutions, which included a co-design workshop.*
- A through-traffic restriction was supported by 77% of the 119 residents in and around the Sydney Road LN who responded to early public engagement. We interpreted this as strong support from those living within the LN.*
- At a co-design workshop in 2022, a modal-filter was again suggested by residents as a potential solution to issues.*
- At a follow-up session with those who attended co-design, over 50% said that a through-traffic restriction on Sydney Road would bring the most benefit and it was the most favoured intervention, followed by other traffic calming measures.*
- Prior to the trial we communicated extensively around our decision to run the trial and in the run up to it starting. Advisors were in place to answer questions and support residents. An event was held that was attended by Cllr Manda Rigby (Ward Councillor) and Councillor Joel Hirst who was then the Cabinet Project Lead for Liveable Neighbourhoods.*
- Letters were sent to more than 3000 residents and businesses in the Bathwick ward about the ETRO consultation and how people could feedback their thoughts. And the councils press and media platforms effectively promoted the consultation across a wider area, including to residents' associations and ward councils.*
- Pop up events and engagement sessions with harder to reach groups – including young people and school children - were held during the trial to hear from those less motivated to respond to the survey.*
- A full breakdown of this consultation and engagement conducted up to and including the ETRO consultation presented in the [ETRO consultation outcomes](#)*
- To promote the TRO consultation, we sent letters to more than 3000 residents living in the Bathwick area and it was also promoted in the press, via social media and on the*

street. The consultation was open to everyone. We received 315 responses to our official questionnaire, which is a 10% response rate.

Officers' response to comments that the council has not followed DfT guidance by 'ignoring opposition from the majority of residents in the affected area'

The Department for Transport guidance for LTNs ('Plan for Drivers 2024') was developed by the previous government and remains in draft, but officers are confident that the guidelines for the ETRO and TRO consultation were met and that there was sufficient support in the LN area for the ETRO trial initially (see **Officers' response to comments that B&NES Councillors have not engaged meaningfully with concerned residents**)

The LN area is a single street not a series of connected streets like some larger Low Traffic Neighbourhoods in areas of London for which the guidance for LTNs is most applicable.

We mailed more than 3000 residents in the Bathwick area inviting them to respond to the TRO consultation and we heard from 315. Of those, 40% support the proposal to make it permanent under a TRO and 60% objected. The level of support from those responding among people living in the LN area (Sydney Road and New Sydney Place) is high. Of the 49 respondents who replied from the trial street, 46 wholly supported the proposal, 2 objected and 1 partially objected. In the wider Bathwick ward 62% objected and 38% supported it. The highest levels of objections were from people living outside of the Bathwick area. See **Appendix 2**.

The main reasons given were related to increased congestion, increased journey times and worsening air quality during the trial. However, our ETRO traffic monitoring and air quality reports showed that journey times and air quality has not been impacted by the increased traffic on Beckford Road or the surrounding roads by any significant degree. Staying on the main roads (not taking the short cut through Sydney Road) adds less than a minute to the journey between A36 Warminster Road and A36 Sydney Place and vehicle access is maintained to all properties from either side of the restriction.

Data collected during the trial in 2024 informed a decision to make the trial permanent subject to a formal TRO. We have updated these reports with more recent data for the TRO and the findings are similar. See **Appendix 3 and 4**.

Officer's response to comments that the council has ignored Active Travel England area checks which demand re-design of schemes which do not reduce displaced traffic

The project team has been working very closely with Active Travel England since 2024 to ensure that they can evaluate and scrutinise the designs of the scheme and to ensure it meets their guidelines. Their final review of the scheme is due in August 2025. They have not raised any concerns to date.

Officers' response to discrimination comments

Under the Equality Act 2010 we have a Public Sector Equality Duty to consider the potential impact on those with protected characteristics due to the introduction of any scheme.

We do this through the preparation and consideration of an Equality Impact Assessment, and this has been undertaken for the LN programme as a whole and for the through-traffic restriction trial specifically. These assessments are reviewed and updated regularly.

Prior to the scheme being installed, the design was widely promoted throughout B&NES and specifically residents of the Bathwick area. During this pre-trial period, we did not receive any direct representations from the public identifying discrimination under the Act. If a representation had been made, we would have re-considered the design of the scheme and made alterations where possible to mitigate any detrimental impact.

In response to the Council's TRO public consultation questionnaire, we received small number of responses relating to discrimination which have been duly considered under our public sector equality duty.

The UNSUNG group objection asked respondents to state if they felt they had been discriminated against through the introduction of this intervention. They asked the council to investigate their concerns. This exercise was conducted by council officers to inform this report.

For information:

- *365 people responding to the UNSUNG survey indicated that felt they had been discriminated against.*
- *Where contact details were available council officers requested further details about the ways in which the respondents felt they had been discriminated against. **188 respondents were contacted of which 46 were via letter as no email was provided.***
- *Respondents were asked to provide the protected characteristic (under the Act) that they felt applied to them, and the response is outlined below. We also asked for them to provide more details to be considered by officers.*
- *50 more detailed responses were received (two emails bounced back).*

Number of respondents to the UNSUNG campaign group survey claiming discrimination against each protected characteristic:

- *Age: 30*
- *Being married or in a civil Partnership: 1*
- *Being pregnant or on maternity leave: 1*
- *Disability: 21*
- *Race: 1*
- *Religion or belief: 4*
- *Sex: 3*
- *Care experienced: 10*
- *Armed forces: 1*

We considered all the 50 detailed responses with due regard under our Public Sector Equality Duty and will update the Equality Impact Assessment for the intervention which is available at

<https://www.bathnes.gov.uk/sites/default/files/EQIA%20Liveable%20Neighbourhoods%20ETRO-%20New%20Sydney%20Place%20and%20Sydney%20Road%20February%202025.pdf>

While acknowledging the comments, officers note from trial monitoring data that there has been minimal impact on air quality (see section 9.2.3) and journey times (9.2.1) and the full reports presented in Appendix 3 and 4. In particular, it is noted that journey times are around 40 seconds longer without access to the previous short cut and the longer route keeping to the primary road network is around 1.7 to 1.9 minutes. Vehicle access is maintained from either side of the restriction to all properties on the trial street and existing parking arrangements have not been affected. Emergency vehicles can remove the bollards for access.

Please also see responses to comments on Safety (9.2.2) and the updated EQuIA which addresses all of the feedback we received.

Officer's response to comments on replacing the through-traffic restriction with traffic calming measures

The objective of the scheme is to reduce the numbers of vehicles using the road as a short cut and to create a quiet walking and cycling route through the area. Funding was awarded for the trial on this basis. A through-traffic restriction was supported during initial consultation and engagement with residents and during the co-design workshop.

9.3 Comments submitted in support

9.3.1 Traffic

63 supportive comments were received through the public consultation questionnaire and individual emails relating to traffic.

The main themes were that the scheme:

- Has reduced congestion/has little or no effect on congestion.
- Has stopped rat running.
- Has decreased journey times/has little to no effect on Journey times.
- Has had a positive impact on transport (general comment).

Respondents that support the scheme comment that they have not seen a noticeable increase in traffic on other roads, or that the increase in traffic and journey times is small enough that the benefits of the scheme outweigh this. Other respondents that support the scheme are happy that vehicles are no longer using the scheme area as a rat run.

9.3.2 Safety

110 supportive comments were received through the public consultation questionnaire and individual emails relating to safety.

The main comments were that the scheme:

- Has improved safety in general and when walking.
- Has improved safety when driving a vehicle.

Respondents who support the scheme commented that has been made 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 or comment generally that the area is safer without specifying who it is safer for.

Environment

35 supportive comments were received through the public consultation questionnaire and individual emails relating to the environment.

The main comments were that the scheme:

- Will reduce air pollution.

Respondents who supported the scheme commented that the trial area is less polluted (particularly from those using the area to walk or cycle). General comments were offered on support for schemes that encourages people to use active travel instead of cars as a means of reducing pollution.

Disturbance

39 supportive comments were received through the public consultation questionnaire and individual emails relating to disturbance.

The main theme was that the scheme:

- Has reduced noise since it was introduced

Access

15 supportive comments were received through the public consultation questionnaire and individual emails relating to access.

The main themes were that the scheme:

- Has improved access to the area by active travel.
- Has improved access to the area generally.
- Has improved access to the area in a vehicle.

Respondents who support the proposal also commented on the fact that it improves access for people walking or cycling to Sydney Gardens.

Parking

2 supportive comments were received through the public consultation questionnaire and individual emails relating to parking. The main theme was that parking has become easier.

Other

106 supportive comments were received through the public consultation questionnaire and individual emails relating to other factors.

The main themes were:

- They supported making the trial permanent.
- The trial has had a positive impact on the area and on residents.

10. **ADDITIONAL COMMENTS FROM WARD MEMBERS, AND THE CABINET MEMBERS FOR SUSTAINABLE TRANSPORT DELIVERY AND SUSTAINABLE TRANSPORT STRATEGY (in response to the above)**

Councillor Manda Rigby – No comment.

Councillor Toby Simon – No comment.

Cabinet Member for Sustainable Transport Strategy (Councillor Joel Hirst)

I have reviewed all the information presented carefully and in detail including the report 3 & 4 & 5, the papers presented to the PDS in March 2025 and the DFT guidance on Implementing Low Traffic Neighbourhoods.

My reflections are:

1. The experimental trial was the right thing to do and was in line with the various policy directions the Lib Dem administration and council have set out including the Journey to Net zero, the Climate Emergency, Air Quality, Low Traffic Neighbourhoods strategy etc.
2. The LN processes and programme has been well designed and been a very bottom-up approach.
3. I am satisfied that the Council has gone above and beyond to consult appropriately and with an open mind and has tried to address any process concerns and challenges appropriately.
4. The report's conclusion and analysis are clearly drawn from the data and analysis and the conclusion seem like a good representation of the evidence presented.
5. Reflecting on the original aims of the scheme: the trail and reports demonstrate an achievement of the policy objectives.
6. Reviewing the TRO documentation, the associated reports, consultation, surveys including the Unsung survey. There is nothing that has materially changed or no significant new information since the SMD call in meeting.
7. It was unfortunate that the approach UNSUNG took to their survey and they language the used devalued their data and tool as it was clearly not a balanced or unbiased contribution. I therefore put less weight on its conclusions.
8. The report reviews and responds to all the key issues identified by all.

In conclusion:

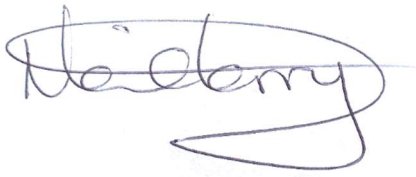
Based upon consideration of the above information, I confirm support to make the scheme permanent as soon as possible.

Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)

No comment.

11. **RECOMMENDATION**

That the Traffic Regulation Order as advertised is sealed.



Neil Terry
Traffic Management & Network Manager

Date: 26/08/2025

12. **DECISION**

As the Officer holding the above delegation, I have decided that the objections/comments be not acceded to, and the Order as advertised be sealed.

In reaching this decision, I have carefully considered the evidence presented in this report, the comments of the Cabinet Member, and the submissions made to the Council throughout the trial period. I have also visited the site (and other locations affected by the scheme) in person on several occasions independently due to the sensitive and contentious nature of all Liveable Neighbourhood Schemes. This is to ensure I fully understand the changes implemented and the revised layout before making my decision.

I am satisfied that the Council's policy framework has been used as the basis to develop the scheme. The alignment with and the links to the relevant policy positions, both locally and regionally, have been set out in the report and fully reviewed to ensure they are considered in light of the comments received.

Within the report and considered as part of my decision-making:

- The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.
- The level of monitoring and evidence provided, and the analysis of the evidence, ensures that the decision taken is based on the facts of the scheme and the context in which the scheme sits from a policy perspective.
- The evidence of the engagement and communication with many stakeholders, residents, and interested parties has been substantial. This has ensured that even when views on the scheme are mixed and on occasion polarised, the reasons for the objections and the counterarguments are clearly set out and assessed fully before the decision was made.
- The real impacts on residents and visitors of the road closure and how the changes to historic travel patterns affect individuals and families were fully understood, including the additional equalities data as part of the wider objection from the UNSUNG group, and this was balanced against the size and context of the changes made to the network.
- The recognition that the scheme costs and complexity of the processes we are required to undertake are, at least partly, driven by the scale of objection seen to such schemes when even small changes are made to the network for the benefit of users other than motor vehicles.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, rather than a purely mathematical analysis of the numbers of positive or negative responses. On this occasion I support the changes proposed and their implementation.

A handwritten signature in black ink, appearing to read 'Chris Major', with a stylized, cursive script.

Chris Major
Director for Place Management

Date:02/09/25