

Report title: Objections to Proposed Earlsdon Liveable Neighbourhood Scheme

Appendix A: Objections raised against specific proposals, with city council response.

Location of proposal	Proposal	Summary of objection	Design response
(More than one street)	Cycle exemption to existing and proposed one-way streets and no entry points	This will be unsafe due to the narrow nature of the streets. It is difficult to pass cycles as it is already.	The streets that are one way are the same width as streets that are presently two-way for all vehicles. This does not suggest that there would be significant issues with the operation of a cycle contraflow, as the same need for two vehicles to give way to each other would arise, albeit with a smaller number and size of vehicle. Studies also suggest that over time, one-way streets with cycle contraflow improve road safety for all users as they lead to drivers travelling more slowly, which is an important supporting measure of the 20mph zone.
(Scheme wide)	20mph zone	Will increase journey times	Many streets within the area already are low-speed streets, and it will be only on the streets with the highest existing speeds where journey times would be noticeably slower. However, this has to be balanced against the overall benefit to all road users of safer conditions that arise from a 20mph zone, especially where this helps pedestrians and cyclists feel more confident and in turn more people using these modes instead of short car-borne trips. The 20mph proposal was very well supported in the consultation process.
Arden Street	Prohibition of driving, immediately north of Clarendon Street	Extended travelling times and emissions for local residents accessing the A45 and vice-versa	Data shows that a high proportion of traffic in the Arden Street area is through traffic that does not make a stop within Earlsdon. By reducing the flow of this traffic through Earlsdon, this will help achieve the scheme's aims of making streets more focused on local people and improving conditions for walking and cycling. The junction of Rochester Road and Beechwood Avenue is proposed to be altered so that Rochester Road becomes the priority arm, making access onto Beechwood Avenue from Rochester Road much safer and easier than at present.

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Arden Street	Prohibition of driving, immediately north of Clarendon Street	Extended access times for emergency services	This concern has seemingly stemmed from experiences in Low Traffic Neighbourhood elsewhere, where much comprehensive traffic restrictions have been implemented over a much wider area. The design philosophy taken in the Earlsdon Liveable Neighbourhood scheme has been significantly more community-responsive and holistic, with point closures restricted to locations where large-scale displacement effects are not expected to be significant, as affected areas are much smaller with displacement confined and mitigated. Consultation with the fire service indicated that they were comfortable with the revised access routes, as these did not increase journey times outside their acceptable parameters.
Arden Street	Prohibition of driving, immediately north of Clarendon Street	How will traffic access for deliveries? Will traffic have to u-turn on Clarendon Street or Bell Walk?	The closure point has been selected to create a natural “loop” of Arden Street, Clarendon Road and Moor Street. Most delivery traffic would simply turn in forward gear at the closure point, not requiring a reversal. The short cul-de-sac section of Arden Street at the Hartington Crescent end is significantly shorter than the existing culs-de-sac in Earlsdon of Stanley Road and Palmerston Road. We have already engaged during the consultation process with the business located on Arden Street, who are aware of the need to communicate the new access routing to their suppliers, and we will support them with this throughout the implementation period.
Beechwood Avenue	Raised table at Warwick Avenue junction	Does not seem necessary as parked cars already provide a traffic calming effect	Parked cars are a useful form of traffic calming, and indeed the scheme has designed around this to maximise the effect of parked cars. However, yellow lines have also been proposed to improve visibility out of the Styvechale Avenue junction, which may have the effect of increasing speeds. As this section of Beechwood Avenue already experiences excess speeding, a raised table is considered necessary to achieve the desired traffic calming sufficient for a 20mph zone

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Beechwood Avenue	Double yellow lines around the bend near Bates Road and Rochester Road	Concerned that residents will lose parking	The double yellow lines at this location are required to ensure vehicles can pass around the proposed traffic island to be installed as a traffic calming feature. Beechwood Avenue was a significant area of concern in the first round of “issues and opportunities” consultation, and as such a considerable focus of the design has been around calming traffic along this route.
Beechwood Avenue	Double yellow lines at Rochester Road junction	The lines are not sufficient to improve visibility for pedestrians crossing the road	The layout of the changed junction has been carefully considered to both improve pedestrian crossing desire line and control traffic speeds. The issue with crossing visibility now is largely because of high approach speeds by traffic. By altering the junction layout and approach from the south, traffic speeds would reduce, given drivers and pedestrians better visibility of each other at the conflict points.
Clarendon Street	Shortening of double yellow lines at Arden Street	Concerned about increased conflict, compounded by the proposed point closure	The double yellow lines were proposed to be shortened as the point closure meant that large vehicles would no longer need the area to be kept clear, and as such reducing the yellow lines was seen as an important design response to concerns in the area about shortage of parking. However, we recognise the concerns raised by this objection, and as such the recommendation is that the proposed shortening of yellow lines at this location now does not go ahead.

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Earlsdon Avenue South	Double yellow lines outside methodist church	This space was taken away for a temporary bus stop which is no longer required and should be given back for parking	The carriageway at this location is being narrowed in order to improve the footway along the frontage of Elsie Jones House and around the bus stop. This location currently has a very large tree which almost completely blocks the footway, making access difficult for walkers and wheelers. Because of the road narrowing opposite, it is necessary for a double yellow line to be introduced in the location of the temporary bus stop. The double yellow line is less stringent than the existing bus stop clearway, and will permit stopping to drop off passengers or make deliveries, but doesn't rule out temporary use of the bus stop for any reason in the future as the kerbside would be kept clear by the double yellow lines. As part of the measures to support the 20mph zone, sections of yellow line are proposed to be removed on Albany Road (to create occasional pinchpoints), and this would provide nearby parking to the church.
Earlsdon Street	Changes to parking on Earlsdon street	Concerns about congestion on Earlsdon Street and loss of parking	Changes to parking on Earlsdon Street were required to accommodate the new zebra crossing (see below). Given concerns about existing congestion opportunity was taken to rationalise the existing parking layout, which is confusing due to some parking bays becoming taxi-only overnight. Taxis are also observed to rank incorrectly. Creating a dedicated taxi rank rather than split time will make enforcement of over-ranking more straightforward. However, we recognise the concerns about the extent of the taxi rank on Earlsdon Street, so only the short rank outside Albany Club is proposed to be installed. The remainder of the rank proposed on Earlsdon Street will be reviewed and advertised at a later date.

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Earlsdon Street	Zebra crossing	Concerns about congestion	The proposed zebra crossing received strong support, in a consultation process that gave a mandate for its introduction as part of scheme designed to create a more liveable, people-friendly street environment. The zebra crossing has already been designed to be set back slightly from the junction, providing a small buffer to the roundabout to minimise blocking back. Road marking changes on the roundabout will also be introduced to improve lane discipline and queuing.
Moor Street	Yellow lines and blue badge parking bay between Clarendon Street and Warwick Street	This will reduce parking availability in the street	The changes at this location were requested during the second round of consultation. Following the feedback received during statutory consultation, these changes will be withdrawn from the scheme.
Moor Street	Taxi bay 7am-7pm	Who will ensure it is not used after 7pm?	The taxi bay is operational 7am-7pm, and is intended to be used for general parking outside these times, without any restriction. The kerb side is currently occupied by a double yellow line, so the taxi bay is not depriving anyone of parking, and the overnight capacity is additional capacity for the general public. The first round of consultation saw numerous complaints raised about drivers turning the wrong way up the no entry on Moor Street at this location. Bringing parking closer up to the junction will narrow the entry here, making it more difficult to turn into the side road against the No Entry.

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Shaftesbury Road	Prohibition of driving, at junction with Beechwood Avenue	It is not necessary, as Shaftesbury is a quiet street. How will traffic access for deliveries?	A closure is proposed on Shaftesbury Road, as otherwise traffic from Arden Street would simply displace to Shaftesbury Road, which would be unacceptable and contrary to the aims of the scheme. The closure point has been selected to create a natural “loop” of Shaftesbury Road and St Andrew’s Road, meaning most delivery traffic would simply turn back at their common junction on a v-shaped route. A short section would require servicing by reversal, but this is shorter than the much longer culs-de-sac already in place in Earlsdon at Stanley Road and Palmerston Road. We are aware of a specific issue of regular access for assisted transport vehicles to a vehicle within this street, and we will be supporting the affected individuals throughout the implementation process so that their transport providers are made aware of the new access arrangements.
Shaftesbury Road	Prohibition of driving, at junction with Beechwood Avenue	Access will be made more difficult, it is already a problem due to parking	The scheme also includes a new double yellow line on Shaftesbury Road which will improve access by removing parking in locations that currently make access problematic.
Warwick Street	Point no entry into Warwick Street from Arden Street	In combination with the closure of Arden Street, this will present unacceptable inconvenience to residents. Also concerned that speeds would increase.	We recognise that this is a concern. Our priority had been to explore means of creating additional parking in an area that is congested, and a point no entry on Warwick Street was a compelling option. However, considering the concerns about the cumulative impact of both the closure on Arden Street and the No Entry on Warwick Street, we recommend withdrawing the latter proposal. This also has implications for the changes to parking proposed on Warwick Street, see below.

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Warwick Street	Changes to parking along Warwick Street	This will present issue with resident access and parking, as the current single yellow line is helpful in keeping frontages and driveways clear.	These changes were proposed in response to concerns about shortage of parking in Earlsdon. Opportunity was taken in the scheme to introduce a point no entry on Warwick Street, which would also facilitate the existing single yellow line being removed to create more parking. Due to concerns about the cumulative effect on traffic access of both the Arden Street closure and the Warwick Street no entry, the latter proposal is now recommended to be withdrawn. This also means the associated changes to parking on Warwick Street will also be recommended to be withdrawn, with the exception of the proposed West Midlands Cycle Hire bay.