

Report title: Objections to Proposed Earlsdon Liveable Neighbourhood Scheme

Appendix C: Queries and comments raised during the statutory consultation period

Summary of comment	Response
Are traffic signals being provided at the Beechwood Avenue / Kenilworth Road junction? A lot of people requested this	This request was largely generated in response to proposed no entry points on Warwick and Styvechale Avenues, which people felt would have displaced traffic to this junction. While traffic signals may seem an intuitive solution at this location, these are beyond the reach of the budget available and would not be considered within scope by the scheme funders. The scheme has responded to concerns about exiting from Beechwood Avenue by retaining the exit via Stoneleigh Avenue, and removing the proposed no entry points on Warwick and Styvechale avenues, meaning residents can use these routes to access alternative points to join Kenilworth Road.
Fully support the scheme	One letter of support expressed this view
Scheme is a huge step forward, particularly the Albany Road toucan	One letter of support expressed this view
What are the proposals around the golf club?	The overall scheme includes traffic calming measures in this location, but these are not subject to traffic order processes other than the changes to the yellow lines that are required to match locations of new traffic islands and chicanes.

Summary of comment	Response
Why aren't there proposals to improve cycle route NCN52 along Earlsdon Avenue South?	The first round of consultation highlighted a significant demand for a cycle route connecting Earlsdon to both War Memorial Park and Hearsall Common. However, the cost of such a scheme would be beyond the budget available. It was felt that introducing measures on Earlsdon Avenue South at the junction with NCN52 would be potentially abortive works should a future funding pot for an Earlsdon Avenue South cycleway be forthcoming. The council also has aspirations to re-route NCN52 along the Kenilworth Road corridor in order to provide a more direct connection between the University of Warwick and the City Centre. This may make the existing NCN52 more of a local route. We did include changes to Berkeley Road North and South in the scheme presented at the second round of consultation – in order to provide a more attractive direct crossing of Earlsdon Avenue South for cycle traffic – however this was not progressed due to significant residential concern about the impact of the proposed One Way and No Entry.
Why doesn't the scheme include Warwick Road outside King Henry's School	This area is well outside the original consultation area, which was already expanded once to take in concerns expressed by residents not included in the first round. Warwick Road is a significantly different environment and is subject to the ongoing changes associated with the Friargate development plan and Coventry Very Light Rail. Further planning applications for those projects would be an appropriate trigger for local concerns about Warwick Road to be raised and therefore considered by the Council.