

STATEMENT OF REASONS

for

Earlsdon Liveable Neighbourhood - Traffic Regulation Orders, & Notices of Intent

Earlsdon Liveable Neighbourhood is a traffic management scheme proposed to create more social space within the highway, with more attractive environments for walking and cycling.

Earlsdon was chosen as one of two pilot areas in Coventry for Transport for West Midlands' Active Travel Neighbourhood funding, for a scheme of this type, as the area has historically presented issues that would best be tackled with a neighbourhood-wide approach.

The Earlsdon Liveable Neighbourhood has been designed following extensive public engagement, which started in December 2022. During this time the local community highlighted their concerns about speeding, parking, and lack of pedestrian crossing facilities. The resultant proposals have also been consulted upon.

On the 8th January 2024 the Cabinet Member for City Services considered the consultation responses to the proposed Liveable Neighbourhood Scheme, together with two petitions. One petition against a proposed bus gate on Spencer Road, which is now no longer part of the proposals and one requesting a "pause" in the engagement process. It was approved to continue with the scheme, including the designation of a section of highway to create a shared use cycle path and progress to the Traffic Regulation Order (TRO) process as this would allow further opportunity for people to raise any concerns. Any objections to the proposed TROs are to be considered formally by the Cabinet Member for City Services before deciding whether to proceed, make changes or not proceed.

In addition to the proposed TROs, other features (raised tables and controlled crossings) are proposed which require Notices of Intent.

The Director for Transportation, Highways & Sustainability has delegated powers to approve the publishing of Traffic Regulation Orders and Notices of Intent.

EFFECT

1. This Statement of Reasons relates to the making of the following Road Traffic Regulation Orders and Notice of Intents. It also includes details of the proposed extent of the designation of the highway to unsegregated cycle track:-

- **City of Coventry (Earlsdon Area) (20mph Zone) Order 2024**
- **City of Coventry (Central Earlsdon) (One Way Traffic) (Exemption) Order 2024**
- **City of Coventry (Warwick Street) (No Entry) Order 2024**

- **City of Coventry (Stoneleigh Avenue) (No Entry) Order 2024**
- **City of Coventry (Arden Street) (Prohibition of Driving) Order 2024**
- **City of Coventry (Shaftesbury Road) (Prohibition of Driving) Order 2024**
- **City of Coventry (Various Roads Earlsdon Area) (Waiting Restriction) Order 2024**
- **Proposed Installation of Controlled Crossings – Earlsdon Liveable Neighbourhood**
- **Proposed Road Humps (Raised Tables) – Earlsdon Liveable Neighbourhood**

The general effect of these proposals will be to:

- i. restrict vehicular traffic from travelling at speeds greater than 20mph on those roads within the Earlsdon Area listed in item 5 (Earlsdon Area - 20mph Zone), below.
- ii. retain the existing one way restriction on Moor Street, Providence Street and Berkeley Road South, but permit cycles to travel in any direction on these roads.
- iii. Prohibit vehicles, except cycles, from entering Warwick Street at its junction with Arden Street
- iv. Prohibit vehicles, except cycles, from entering Stoneleigh Avenue at its junction with Kenilworth Road.
- v. Prohibit vehicles, except cycles, from travelling on Arden Street between its junction with Clarendon Street and a point opposite the common boundary of Nos. 75 and 77 Arden Street (a distance of approx. 2 m).
- vi. Prohibit vehicles, except cycles, from travelling on Shaftesbury Road between its junction with Beechwood Avenue and a point 2m east of that junction.
- vii. Introduce or amend waiting restrictions, loading restrictions and parking places in the Earlsdon Area as listed in item 5 (Earlsdon Area - Waiting, Loading and Parking Places), below.
- viii. Install a controlled crossing (zebra crossing), on Earlsdon Street, outside Nos. 2a and 4 Earlsdon Street (approx. 10m southwest of its junction with Poplar Road)

- ix. Install a controlled crossing (toucan crossing) on Albany Road, approximately 30 metres north of its junction with Newcombe Road
- x. Install a raised table at the following road junctions:
 - Spencer Road/Spencer Avenue/Dalton Road
 - Belvedere Road/Broadway
 - Beechwood Avenue/Warwick Avenue/Stoneleigh Avenue

2. The Director for Transportation, Highways & Sustainability, has delegated powers to approve the publishing of all proposed Road Traffic Regulation Orders

REASONS

3. When considering whether to make a traffic order the Council is under a duty pursuant to S.122 Road Traffic Regulation Act 1984 (as amended), to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to the matters specified in S.122(2). It is considered that the proposals as part of the Earlsdon Liveable Neighbourhood scheme will assist to improve safety and access, by reducing vehicle speeds, reducing the likelihood of potential conflict manoeuvres, changing vehicle access routes and providing controlled crossings.

Furthermore; it is considered that the proposals will affect the matters specified in S.122 (2) as follows:

(a) the desirability of securing and maintaining reasonable access to premises;

Reasonable access to premises will remain. The proposals include no entry orders and prohibition of driving orders. However, the proposals do not prevent access to any existing premises as alternative routes are available.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles

The traffic regulation orders proposed reduce the likelihood of potential conflict manoeuvres and change vehicle access routes, which together with the proposed 20mph zone and installation of raised tables and carriageway narrowings to slow down traffic, should assist to improve safety for all traffic. Pedestrian movements should also be facilitated with the introduction of new controlled crossings.

4. The proposed traffic order is to be implemented in accordance with Section 1(1), Road Traffic Regulation Act 1984 (as amended) as it appears to the Authority that it is expedient to make them –

- (a) for avoiding danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- (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,
- (f) for preserving or improving the amenities of the area through which the road runs

5. The proposed changes and the authority's reasons are as follows:-

Earlsdon Area – 20mph zone

The proposed introduction of a 20mph zone, supported by traffic calming measures will assist in reducing average speeds within the zone area, which will improve safety and support making Earlsdon more cycle and pedestrian friendly.

Road (and extent) where 20mph speed limit is proposed

Road in the City of Coventry	Extent
Albany Road	From its junction with Earlsdon Avenue North to a point 63 metres north of its junction with Newcombe Road
Arden Street	Whole Length
Avondale Road	Whole Length
Bates Road	Whole Length
Beechwood Avenue	From its junction with Kenilworth Road to a point 62 metres west of its westernmost junction with Hartington Crescent
Belvedere Road	Whole Length
Berkeley Road North	Whole Length
Berkeley Road South	Whole Length
Broadway	Whole Length
Clarendon Street	Whole Length
Dalton Road	Whole Length
Davenport Road	Whole Length
Dorney Close	Whole Length
Earlsdon Avenue North	From its junction with Earlsdon Avenue South to a point 29 metres north of its junction with Newcombe Road

Earlsdon Avenue South	From its junction with Earlsdon Avenue North and a point 33 metres southeast of its junction with The Firs
Earlsdon Street	Whole Length
Eastleigh Avenue	Whole Length
Hartington Crescent	Whole Length
Huntingdon Road	Whole Length
Innis Road	Whole Length
Mayfield Road	Whole Length
Mickleton Road	Whole Length
Moor Street	Whole Length
Morningside	Whole Length
Myrtle Grove	Whole Length
Newcombe Road	Whole Length
Nightingale Lane (eastern section)	From its junction with Bates Road to its cul de sac end (bridge)
Osborne Road	Whole Length
Palmerston Road	Whole Length
Pinewood Grove	Whole Length
Poplar Road	Whole Length
Providence Street	Whole Length
Radcliffe Road	Whole Length
Raven Cragg Road	Whole Length
Rochester Road	Whole Length
Shaftesbury Road	Whole Length
Southleigh Avenue	Whole Length
Spencer Avenue	Whole Length
Spencer Road	Whole Length
St Andrew's Road	Whole Length
Stanley Road	Whole Length
Stanway Road	Whole Length
Stoneleigh Avenue	Whole Length
Styvechale Avenue	Whole Length
The Firs	Whole Length
The Riddings	Whole Length
Warwick Avenue	Whole Length
Warwick Street	Whole Length
Westleigh Avenue	Whole Length
Woodland Avenue	Whole Length
Woodfield Road	Whole Length

Moor Street, Providence Street, Berkeley Road South – Exempt cyclists from existing one way order

The proposed exemption for cycles to the existing one way order on Moor Street, Providence Street and Berkeley Road South (City of Coventry (Central Earlsdon)(One Way Traffic) Order 1982) is designed to increase the availability of low-traffic cycle routes in Earlsdon. Making Earlsdon more cycle-friendly is a key aim of the Liveable Neighbourhood scheme.

Warwick Street – No Entry (Prohibition of Entry)

The proposed introduction of No Entry on to Warwick Street from Arden Street will reduce the amount of two-way traffic using this street, presenting opportunities for existing waiting restrictions to be removed. This responds to local concerns about parking raised during the engagement process.

Stoneleigh Avenue – No Entry (Prohibition of Entry)

The proposed introduction of a 'No Entry' on to Stoneleigh Avenue from Kenilworth Road eliminates some potential conflict between motor vehicles and cycles using National Cycle Route 52; one of the key aims of the Liveable Neighbourhood Scheme. This measure will also reduce the volume of traffic using Stoneleigh Avenue and Woodlands Avenue.

Arden Street – Prohibition of Driving

The proposed introduction of a prohibition of driving, except cycles, on Arden Street, northwest of its junction with Clarendon Street (for approx. 2m), will remove the ability for through traffic to use Arden Street as a route between Beechwood Avenue and Earlsdon Street, reducing the volume of through traffic. This is a key aim of the Liveable Neighbourhoods scheme and responds to local concerns raised during the engagement process.

Shaftesbury Road – Prohibition of Driving

The proposed introduction of a prohibition of driving, except cycles on Shaftesbury Road, immediately east of its junction with Beechwood Avenue (for approx. 2m), will remove the ability for through traffic to use Shaftesbury Road as a route between Beechwood Avenue and Radcliffe Road. This is a key aim of the Liveable Neighbourhoods scheme. It will also prevent Shaftesbury Road becoming an alternative through route for drivers that previously used Arden Street.

Earlsdon Area – Waiting Restrictions

The proposed amendments to waiting restrictions, loading restrictions and parking places assists the introduction of changes to the highway to implement the Liveable Neighbourhood Scheme and to improve safety. The proposed changes are given in more detail for each location below.

Location	Tile	Change
Albany Road	O27 P26	<p>Proposed approx. 10m of 'No Waiting at Any Time (double yellow lines) in place of the existing "No Waiting, Monday-Saturday 8am-6pm". Located on the north side of the road by the existing zebra crossing.</p> <p>Proposed removal of 77m of "No Waiting, Monday-Saturday 8am-6pm", parking to become unrestricted.</p> <p>Proposed removal of 16m of "No Waiting at any time" (double yellow lines) and replacement with limited waiting parking bay (Monday-Saturday 8am-6pm, 1 hour, No Return within 2 hours" outside 155-159 Albany Road</p> <p>Removal of 48m of limited waiting parking bay, parking to become unrestricted</p>
Arden Street	N27	<p>Proposed reduction of approx. 10m of 'No Waiting at Any Time (double yellow lines) on the north eastern side of Arden Street at its junction with Hartington Crescent</p> <p>Proposed extension, approx. 30m, of No Waiting at Any Time (double yellow lines) on the southwestern side of Arden St at its junction with Hartington Crescent and approx. 10m No Waiting at Any Time (double yellow lines) proposed opposite 89 Arden Street</p>
Bates Road	N28	<p>Proposed 'No Waiting at Any Time (double yellow lines) on both sides of Bates Road for approx. 20m from its junction with Beechwood Ave</p>

Location	Tile	Change
Beechwood Avenue	N27 N28 O29	<p>Proposed 100m extension of 'No Waiting at Any Time (double yellow lines) on the north east side of Beechwood Ave from the existing junction protection double yellow lines at Kenilworth Road and 2 lengths of parking bay (no time limit) separated by double yellow lines</p> <p>Proposed installation of 2 lengths of parking bay (no time limit and 'No Waiting at Any Time (double yellow lines) on the southwest side of Beechwood Avenue between Kenilworth Road and Woodland Avenue</p> <p>Proposed 'No Waiting at Any Time (double yellow lines) on the north east side of Beechwood Ave from Styvechale Avenue and Warwick Avenue</p> <p>Proposed 'No Waiting at Any Time (double yellow lines) on the southwest side of Beechwood Ave opposite Styvechale Avenue</p> <p>Proposed removal of "No Waiting at any time" double yellow lines outside 119 – 209 Beechwood Avenue (kerbside parking to become unrestricted)</p> <p>Proposed 'No Waiting at Any Time (double yellow lines) on both sides of Beechwood Ave in the bend area (by Bates Road) and a 20m parking bay (no time limit) on the eastern side of the road, south of the junction with Rochester Road</p> <p>Proposed 'No Waiting at Any Time (double yellow lines) on both sides of Beechwood Ave on the approach to its easternmost junction with Hartington Crescent</p> <p>Proposed 'No Waiting at Any Time (double yellow lines) on the eastern side of Beechwood Ave on the approach to its junction with Shaftesbury Road</p>
Clarendon Street	N27	Proposed reduction of 'No Waiting at Any Time (double yellow lines) on the southeastern side of the road on the approach to the junction with Arden St
Earlsdon Avenue North	O27	Proposed changes to extent of School Keep Clear
Earlsdon Avenue South	O27	Proposed 'No Waiting at Any Time (double yellow lines) both sides of the road, extending from the existing zebra crossing located south of the roundabout junction with Earlsdon St. Approx. 50m on east side of road and 20m on west side of the road.

Location	Tile	Change
Earlsdon Street	O27	<p>Proposed to replace 30m of limited waiting “Monday to Saturday, 8am-6pm, 1 hour, No return within 2 hours” with ‘No Waiting at Any Time (double yellow lines) outside the Post Office</p> <p>Proposed installation of 2 lengths of taxi parking “No waiting at any time, except taxis 7pm-7am’ on northwest side of road (west of Moor Street)</p> <p>Proposed revocation of “No waiting, 10pm-5am, except taxis” from within parking bay on southeast side of the road outside 31-43 Earlsdon Street</p> <p>Proposed revocation of 30m of “No waiting, 10pm-5am, except taxis”, located on the southeastern side of the road between Moor St and Earlsdon Ave South and installation of “No waiting at any time’ (double yellow lines)</p> <p>Proposed installation of 1 disabled parking bay (Blue Badge Holder parking), 1 taxi bay and limited waiting ‘Monday to Saturday, 8am-6pm, 1 hour, No return within 2 hour’, on the north west side of the road between Moor St and Poplar Road</p>
Hartington Crescent	N27	<p>Proposed ‘No Waiting at Any Time (double yellow lines) on the northern side of Hartington Crescent from its easternmost junction with Beechwood Avenue to the existing double yellow lines opposite Arden Street</p> <p>Proposed removal of double yellow lines outside 10 Hartington Crescent</p>
Moor Street	O27	<p>Proposed to replace 11m of “No waiting at any time” double yellow lines with “No waiting 7am-7pm, except taxis” outside 41 Moor Street</p> <p>Proposed disabled parking bay (Blue Badge Holder parking) “Monday-Friday, 8am-6pm” outside surgery and approx. 20m ‘No Waiting at Any Time’ (double yellow lines)</p>
Rochester Road	N28	<p>Proposed extension of 5m of the existing ‘No Waiting at Any Time (double yellow lines) of the southern side of Rochester Road at the junction with Beechwood Avenue.</p>
Shaftesbury Road	N27	<p>Proposed ‘No Waiting at Any Time (double yellow lines) approx. 10m on both sides of the road at its junction with Beechwood Avenue.</p> <p>Proposed ‘No Waiting at Any Time (double yellow lines) approx. 30 on the southwest both side of Shaftesbury Rd from its junction with St Andrews Road extending westwards and proposed No Waiting at Any Time (double yellow lines) across the access to 52 & 54 Shaftesbury Rd</p>

Location	Tile	Change
Stoneleigh Avenue	O30	Proposed 'No Waiting at Any Time (double yellow lines) for junction protection at Woodland Ave/Stoneleigh Ave, extending to the existing junction protection double yellow lines at Stoneleigh Ave/Kenilworth Road Proposed reduction in junction protection 'No Waiting at Any Time (double yellow lines) on the southern side of Stoneleigh Road at its junction with Kenilworth Road and installation of approx. 17m parking bay (no time limit)
Warwick Street	O27	Proposed removal of No Waiting, Monday-Friday 8am-6.30pm restriction on northwest side of Warwick Street, to be replaced by approx. 54m of parking bays (no time limit) and the rest NO Waiting at Any Time (double yellow lines). Proposed short lengths of 'No Waiting at Any Time (double yellow lines) on the southeast side of Warwick St approx. 36m in total
Woodland Avenue/ Stoneleigh Avenue	O30	Proposed 'No Waiting at Any Time (double yellow lines) for junction protection

Various locations in Earlsdon – Installation of controlled crossing facilities

Controlled crossing facilities are proposed to be installed at the following locations in Earlsdon:

- Zebra crossing on Earlsdon Street, approximately 10 metres southwest of its junction with Poplar Road
- Toucan crossing on Albany Road, 30 metres north of its junction with Newcombe Road

The new facilities will assist pedestrians and/ or cyclists to cross the road.

Various locations in Earlsdon – Installation of road humps (raised tables)

Raised tables are proposed to be installed at the following junctions:

- Spencer Road / Spencer Avenue / Dalton Road
- Broadway / Belvedere Road
- Beechwood Avenue / Warwick Avenue / Stoneleigh Avenue

The raised tables will provide a 'step-free' pedestrian route at these junctions and also reduce traffic speeds, contributing to the area-wide effect of the scheme, supporting the 20mph zone.

ESTABLISHMENT OF CYCLE TRACK – ALBANY ROAD

The sections of unsegregated cycle track creating part of an improved cycle route between Earlsdon and Coventry railway station are detailed in the table

below and are being installed pursuant to powers under sections 65 (1), 65(2) and 66 of the Highways Act 1980 (as amended) and of all other enabling powers.

Location (where cycle track being installed)	Extent	Side of road	Type of Cycle Track
Albany Road	From Newcombe Road, to a point 30 metres north of Newcombe Road	West	Unsegregated (two-way)
Albany Road	From a point 25 metres north of Spencer Avenue to a point 30 metres north of Spencer Avenue	East	Unsegregated (two-way)