COVENTRY COMMUNITY STREET AUDIT

SUMMARY OF RESPONSES

Coventry City Council

Version Control and Approval

Version	Date	Main Contributors	Issued by	Approved by
Final Issue	20.05.2024	TA, RJ + JMQ	JMQ	JMQ
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INTRODUCTION

1.0 Introduction

BACKGROUND

Earlsdon is a large residential suburb located to the south-west of Coventry city centre. Its proximity to the city centre means that there are some existing walking and cycling links in the area. It also has good public transport links through Coventry and Canley railway stations, connecting to the city centre but also key destinations such as the University of Warwick. A number of bus routes also serve the area, with the 11 and 51 running directly through Earlsdon, and the 12X, 87/87A and X17 running along Kenilworth Road in the eastern fringes of the scheme.

Earlsdon, along with the nearby area of Naul's Mill, was selected by Coventry City Council (CCC) in 2022 as a location for a pilot Liveable Neighbourhood (LN) scheme. Earlsdon was chosen due to its proximity to other active travel schemes, as well as local demand for a 20mph zone and complaints around high levels of through-traffic. The scheme received funding from Active Travel England to create a package of interventions to reduce traffic levels and boost walking and cycling, as well additional enhancements such as greening.

ENGAGEMENT TO DATE

It was identified at an early stage by CCC that extensive engagement would be crucial to the success of the scheme, and thus prior to the Community Street Audit, a comprehensive programme of engagement from December 2022 - February 2023 was carried out by CCC.

This initial 'listening' stage focussed on gathering feedback on the issues and opportunities for improvement from those who live, work and/or study in Earlsdon. To ensure a wide range of people were spoken with, a variety of engagement methods were used, including the following:

- A 'kick-off' meeting

- Online survey via the Let's Talk platform

- Online workshops

- Drop-in sessions on site

- Focus groups

These garnered a wealth of feedback, with over 300 responses gathered in total.

Following this initial engagement, CCC were keen to gather more detailed feedback from locals on some key streets within the neighbourhood. Consequently PJA was appointed by CCC to provide further community and stakeholder engagement support to enable this.

Following discussions with CCC, it was decided that a Community Street Audit would be a useful approach to get a richer depth of information from local people on Earlsdon.

A community street audit is an activity whereby design experts take local people on a pre-determined route around a neighbourhood, recording observations throughout. Attendees are often given prompts on issues to look out for, as well as questions to consider to help stimulate debate. The aim of the audit is not only to establish key concerns and identify areas for improvement, but also to create an open dialogue between local people and the designers. This helps to build trust between the project team and local people, gives locals a voice in shaping their streets, and ensures that any design proposals meet local needs.

This report outlines the work undertaken by PJA in this commission, including the issues and improvements suggested by attendees.

Figure 1.1.1 - Earlsdon LN extents

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COMMUNITY STREET AUDIT

2.1 Community Street Audit

The Community Street Audit was promoted by CCC in early 2023 via various channels beforehand, to encourage as many locals to join as possible. It took place on a Saturday, in order to capture those who may otherwise be unavailable during the week. 23 locals in total attended, with both PJA and CCC officers present to lead the audits.

Attendees were split into four groups to ensure that all individuals were able to speak directly with the design team throughout.

Upon arrival, the attendees were divided into the four groups, and each were assigned a route to follow, as shown in Figure 2.1.1 below. The routes were designed to ensure that the audits collectively covered most streets in the neighbourhood, to ensure a wide spread of feedback was received.

While it was envisaged much of the feedback would be obtained through discussion throughout, in order to further guide attendees' thinking, they were each given an audit journal, to write down their feedback as they went. The journals also provided the opportunity to gather key demographics data from attendees, too.

When the audit was undertaken, it was a cold, windy day, and this was noted to make the audit more challenging for some attendees. However, despite this there was still considerable interest in the project overall from attendees.

Vehicles blocking pedestrian desire line

Attendees assessing the quality of crossing facilities

Figure 2.1.1 – Audit Routes

2.2 Demographics Data

The initial section of the audit booklet covered key demographics questions. These are essential to understand attendees' connection to the area, as well as to record basic information on attendees. The responses to each question from attendees are summarised in the bar charts below.

In all cases, not every respondent answered each question. The number of respondents is noted for each question.

D1. What's your connection to Earlsdon? (15 responses, select all that apply)
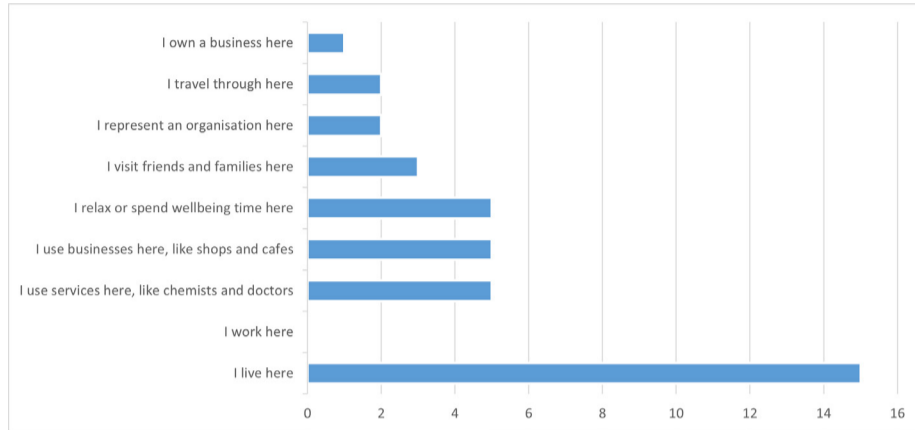

As shown, all attendees who answered this question said they lived in the area, and many stated they also utilised key services in the area, as well as other amenities such as green spaces and shops. While no-one stated they worked in Earlsdon, one respondent was a local business owner.

**D2: How do you describe your ethnicity?** (15 responses, free text question)
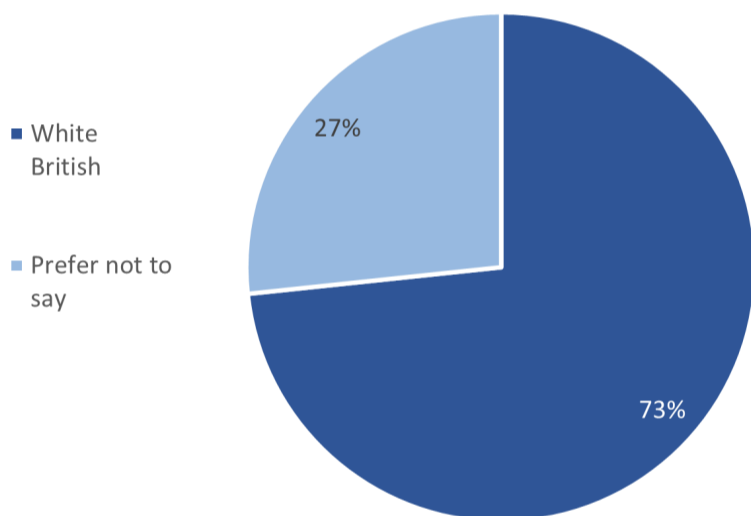
Of those who chose to answer this question, the majority were White British, and 27% preferred not to disclose this information.

**D3: How do you identify?** (15 responses)
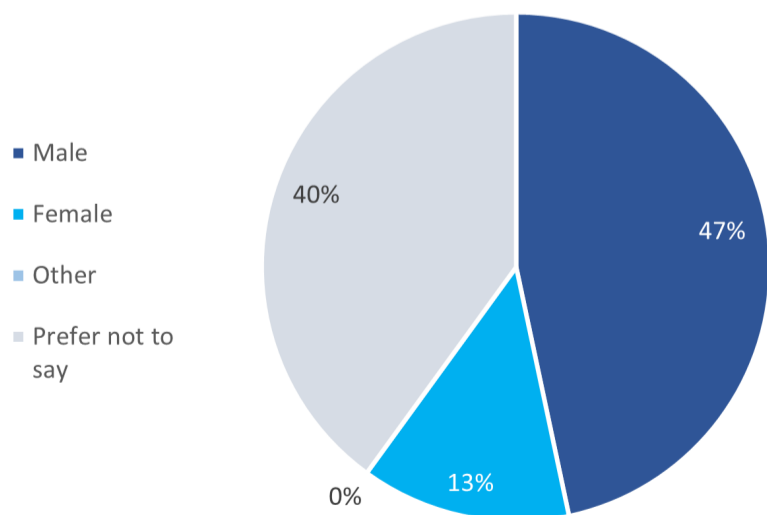
A plurality of respondents identified as male (47%), with 40% identifying as female and 40% choosing not to disclose.

**D4: What is your age?** (15 responses)
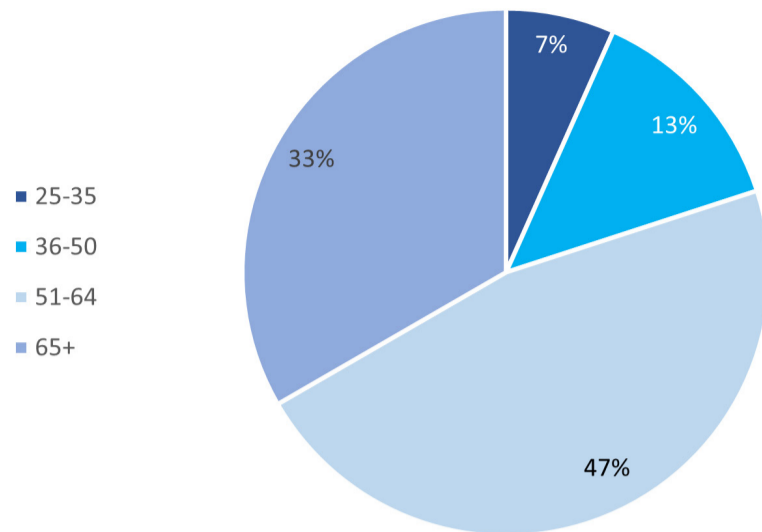
The majority of respondents were 51 and above, with 47% within the age range of 51–64 and 33% of them 65 and above. Only 7% of attendees were 25–25, and 13% were 36–50 years old.

D5: Do you own/have access to a private vehicle (i.e., Car, van, motorbike)? (15 responses)
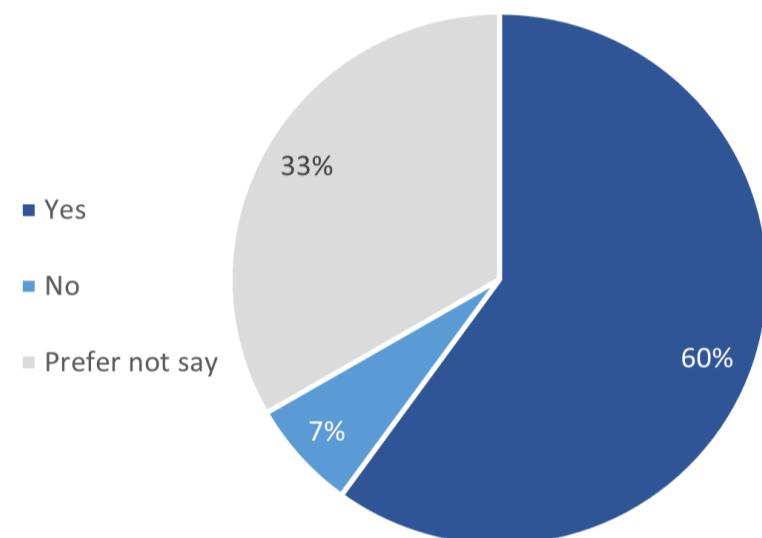
The majority of attendees (60%) stated they had access to a private vehicle, while only 7% answered no. A third of respondents (33%) stated that they preferred not to answer this question.

D6: How frequently do you travel around the area using the following types of transport? (15 responses, select all that apply)
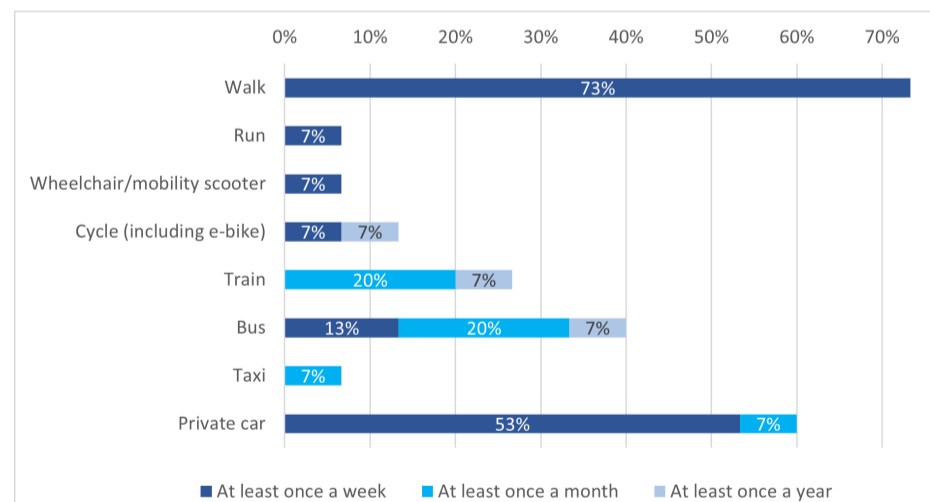
As shown, most respondents reported that they walked in the area at least once a week. However, the high car ownership is also reflected in the results, with 53% also stating that they used their car at least once a week. Public transport usage was generally much lower, with more people using it at least once a month rather than at least once a week. Cycling was generally rarely used, with only 7% stating they cycled at least once a week, and 7% saying they cycled at least once a month. Taxi use was similarly low, with 7% of respondents stating they took a taxi at least once a month.

2.2 Demographics Data Cont'd

D7. How would you like to travel around Earlsdon? (23 responses, select all that apply)

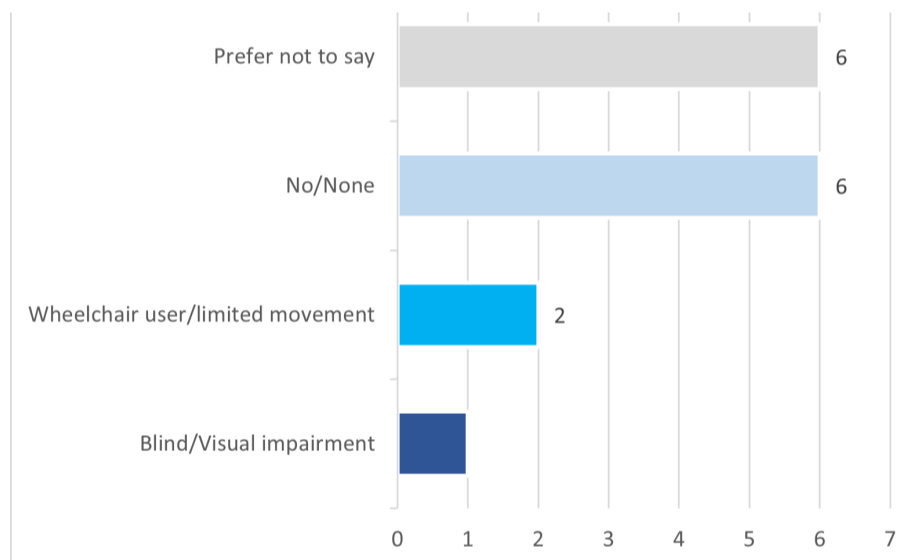| Category	Percentage
Drive to a Park & Ride, then take bus	4%
Wheelchair/mobility scooter	4%
Cycle (including e-bike)	9%
Bus	13%
Private car	26%
Walk/run	43%
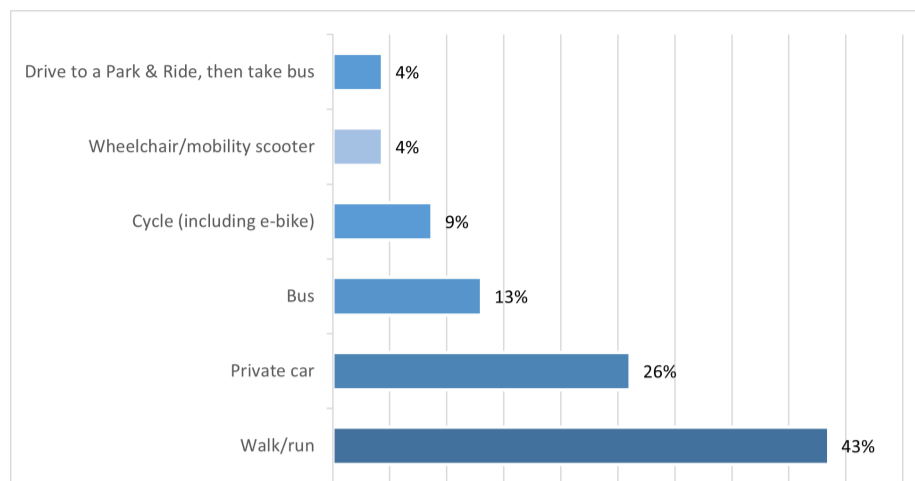
All attendees responded to this question, with the plurality (42%) stating that they would like to walk or run around the area, followed by a preference for private car use for local travel (26%). Bus travel was the next most popular option, with 13% of attendees stating they would like to travel this way. Cycling was the next most popular (9%), showing some appetite for improved cycle facilities. Finally, 4% of respondents also stated they would like to travel more by wheelchair or mobility scooter, and the same percentage expressed a desire for the use of a park and ride scheme.

D8: Tell us about any mobility issues you experience in Earlsdon (15 responses, free text question)

Category	Count
Prefer not to say	6
No/None	6
Wheelchair user/limited movement	2
Blind/Visual impairment	1

This was a free-text question, so the responses have been categorised to provide a summary. As shown, of the 15 people who answered this question, the majority either did not have any mobility issues, or did not wish to disclose their situation (6 each, respectively). Of those who did answer, two had limited movement or used a wheelchair, and one had a visual impairment.

2.3 Audit Feedback Summary

In addition to the demographics questions, attendees were invited to answer a series of free-text questions about each route:

· What do you like about the route?

· What do you dislike about the route?

· What would you improve about the route?

· Why are these improvements important?

The following section provides a summary of the feedback received for the whole area, gathered on each separate route audit. A full list of feedback by route and street (where applicable) can be found in the Appendix. By summarising the feedback as a whole, it is possible to identify the key area-wide issues and potential solutions, which is helpful for informing designs as described in the introduction.

It should be noted that answers have been categorised into different themes, in line with those utilised by Coventry City Council to analysis the previous public consultation, and to more easily allow comparison across the engagement stages.

Q1: What do you like about the route/area? (15 responses, free text)
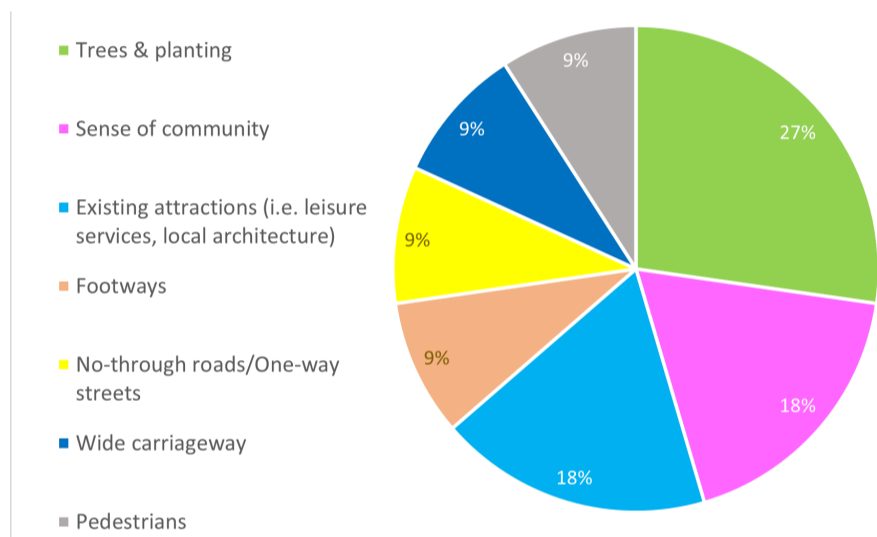

The majority of positive feedback for the area (gathered from feedback received on each route) related to greenery in the neighbourhood, with 27% of people who responded to this question mentioning this as an asset. 18% of people mentioned the sense of community, and the same number mentioned local attractions/services as being positive for the area, with particular reference to the local architecture. The rest of the comments for this question were split evenly between the following categories (9% each): footways, no-through roads/one-way streets, wide carriageway, and the pedestrians/pavement users in the area.

Q2: What do you dislike about the route/area? (67 responses, free text)
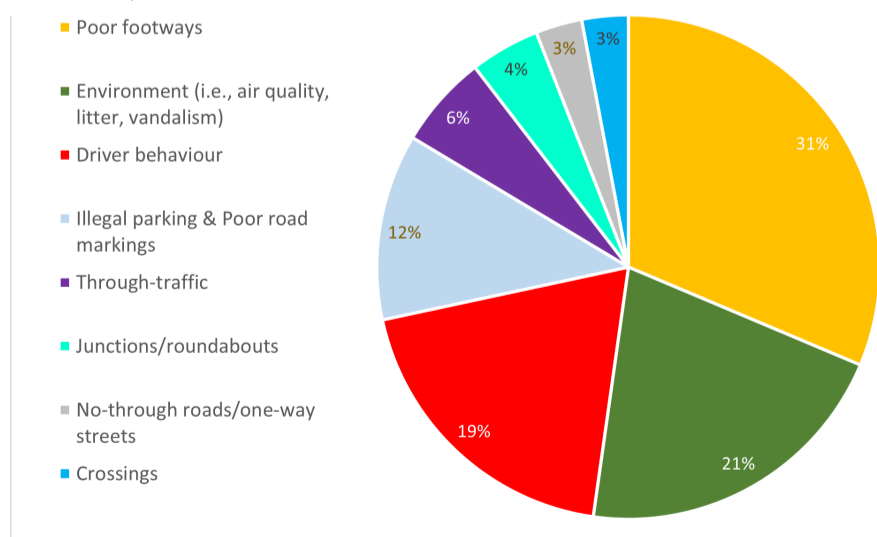
While a few participants were reported to like the pavements, 31% of respondents to this question noted they were not satisfactory, with some mentioning an inconsistent provision of tactile paving and dropped kerbs, as well as some visual clutter and intrusive shop displays extending onto footways. The second most common issue (21%) mentioned was maintenance of the street environment, with respondents making reference to litter and vandalism, as well as the impact of poor air quality. 19% of respondents cited issues with poor driver behaviour, with speeding mentioned a number of times. Illegal parking, including existing road markings not being enforced accounted for 12% of responses, and issues around through-traffic represented 6% of comments. Issues with junctions (4%), crossings (3%) and problems with existing one-way or no through-routes (3%)were all mentioned, with the latter cited as being confusing for drivers at times.

**Q3: What would you improve about the route/area?** (70 responses, free text)
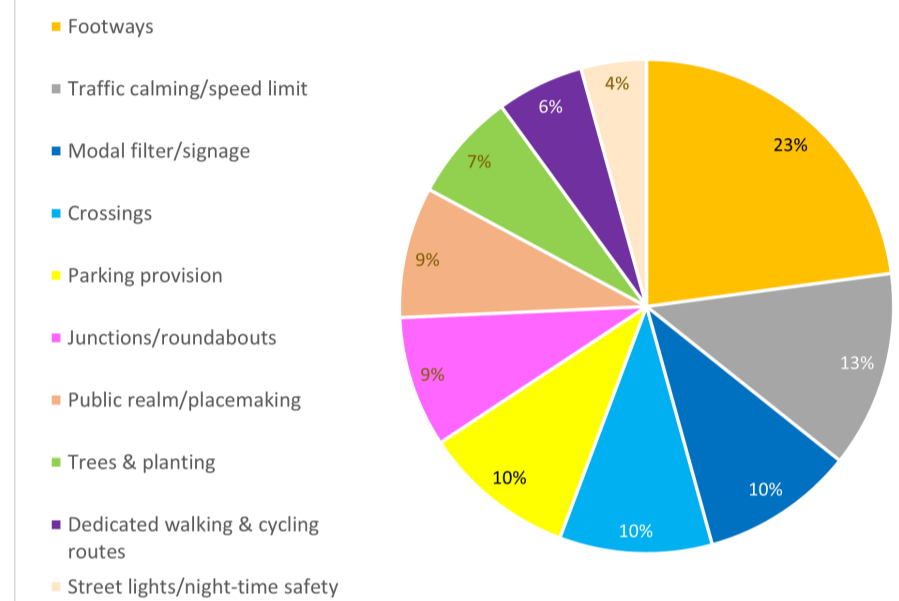
This question received the highest number of suggestions out of all the free-text questions in the audit booklet, many of which directly correlate to the issues raised in question 2. The most popular suggestion was improving the footways (23%), with the second most popular being traffic reinforcements specific to traffic calming and/or reducing the speed limit (13%).

The rest of the suggestions given were split fairly evenly, with suggestions for modal filters and improved signage, improved or new crossings and better parking provision all accounting for 10% of comments. Suggestions around junction redesign and placemaking improvements each represented 9% of comments.

Less common suggestions related to trees and greening (7%), new walking and cycling routes (6%) and finally improvements to lighting and reducing the impacts of anti social behaviour e.g. Vandalism and/or littering (4%).

2.3 Audit Feedback Summary Cont'd

Q4: Why are these improvements important? (6 responses, free text)
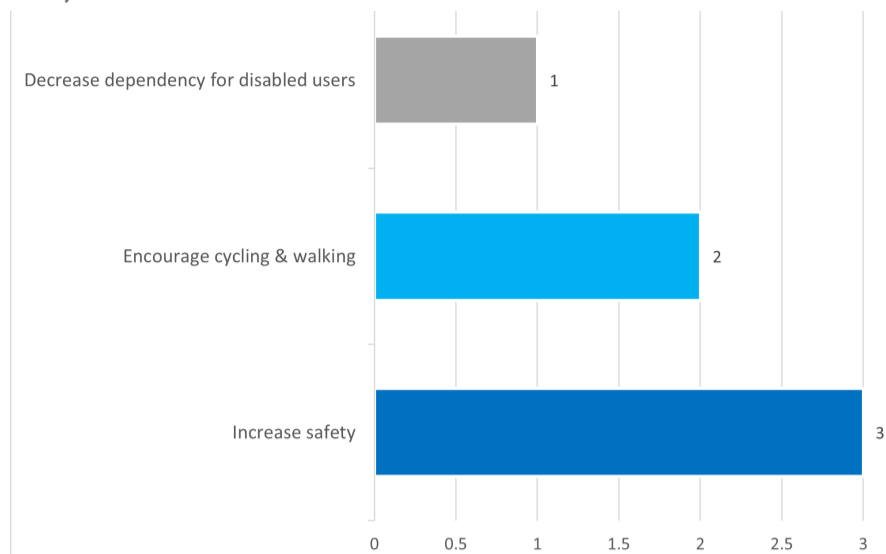
While the feedback from the previous questions highlighted the issues and potential solutions, this question, while only receiving six responses, shows the potential impact of any proposals in the area.

Three of the respondents (50%) thought that their suggested improvements would increase safety, which includes both the actual safety and the perception/feeling of safety. Which much of the suggested improvements focussed around improved footways, traffic calming and modal filtering which were thought to address road safety concerns, some participants were equally concerned around personal safety. In particular was the issue of cycling or walking at night, specifically along some of the alleyways in Earlsdon, which were highlighted as needing improvement.

Two respondents (33%) thought that the suggested improvements would help to encourage walking and cycling in Earlsdon, with a particular focus on improved urban realm. Some participants thought that placemaking efforts would help to improve engagement in the wider community, and help private landowners to improve their own spaces in turn.

One respondent thought that the suggested improvements would help to enable disabled people to travel independently, and "increase [their] confidence and encourage others with different disabilities, impairments and limited mobility to travel around Earlsdon safely."

Finally, participants were given the opportunity to answer two further questions, should they wish to provide any further feedback:

- Are there any other comments you'd like to make about the route?

- Are there any other comments you'd like to make about improvements to the larger liveable neighbourhood zone?

The first question received 15 responses, 12 of whom answered 'no', with nothing further to add. Three people did respond, with their answers echoing what was listed in what others did not like about the area, in particular poorly maintained footways, poor air quality and that the area was not safe to walk and cycle around at present.
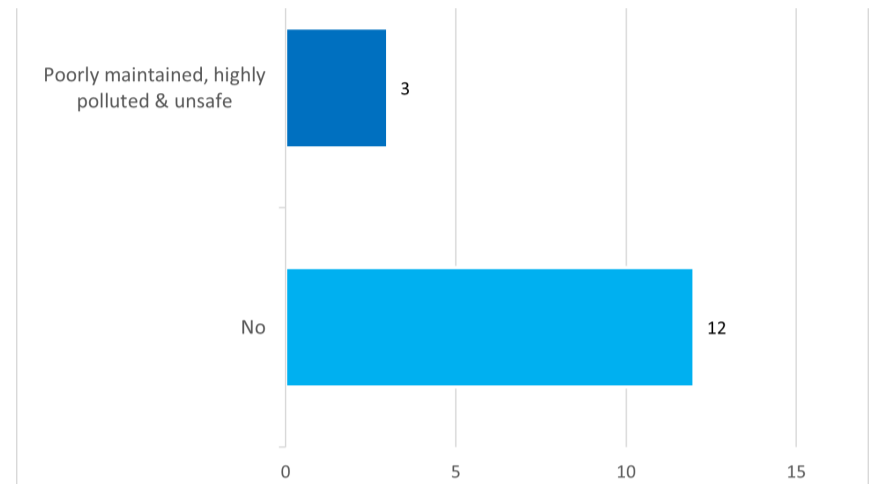
There were no responses given to the final question.

2.4 Audit feedback by location

In order to ensure that location-specific suggestions were logged, they were first categorised into nine separate categories as listed below:

- Alleyways
- Dedicated walking / cycling provision
- Junctions / Crossings
- Lighting
- Maintenance
- Footways
- Placemaking
- Through-traffic
- Traffic calming/Speed reduction measures

The comments related both to 'dislikes' and 'improvements' as given in response to the questions in the audit booklet, and thus cover both issues and opportunities.

Once the comments were categorised, they were then plotted onto a map to show where the issue or suggestion related to. The output of this exercise is shown overleaf in Figure 2.4.1, and a full summary of the comments is found in Figure 2.4.2.

ANALYSIS

As shown in Figure 2.4.1, the most common type of comment related to junctions and/or crossings. The table in Figure 2.4.2 provides further detail, but the most common feedback was the need for more consistent crossing provision at junctions, with dropped kerbs and tactile paving. While there are more of these on busier routes such as Earlsdon Avenue South, or Earlsdon Street, there is a considerable distribution of them along more residential streets, suggesting this is an area-wide issue that would benefit from being addressed simultaneously to improve the walking environment in the area. Beechwood Avenue in particular received numerous comments for this issue as well as others in the audit process.

The need for traffic calming is clearly indicated on the plan, too, with several streets identified as needing a lower speed limit or traffic calming measures. Interestingly, some primarily residential streets were indicated in the audit as needing this - for example Poplar Road, Arden Street and Rochester Road, as well as busier links such as Earlsdon Avenue South.

While footway issues were indicated as clear problems in the wider discussions during the audits, there were fewer locations identified specifically as being an issue, suggesting it may be a more widespread issue. Of particular note is Beechwood Avenue and Earlsdon Avenue South, which were both indicated as having problematic footways. It is also likely that many of the footway issues are picked up in the junctions/crossings indicator as these encapsulated problems regarding crossing provision and dropped kerbs.

While inconsiderate or illegal parking was raised anecdotally as an issue, only a few locations were highlighted during the audit, these were on Earlsdon Avenue South, Rochester Road, Shaftesbury Road, Earlsdon Street and just outside the project area on Berkeley Road North. However, given the high footfall along Earlsdon Avenue North and Earlsdon Street there is considerable merit in focussing on formalising or enforcing parking restrictions along both of these streets to have a beneficial impact on local people.

The alleyways and footpaths in Earlsdon were subject to a fair number of comments, with the most common feedback relating to the access barriers, as well as lighting, concerns about

a lack of passive surveillance and vandalism. These provide useful short cuts for trips on foot, but their inaccessibility and unwelcoming environment make them unattractive at present.

The streets highlighted as needing dedicated walking and cycling provision were indicated needing better wayfinding, as well as a dedicated route on Beechwood Avenue. One way streets such as Moor Street were also earmarked as requiring contra flow facilities for cyclists.
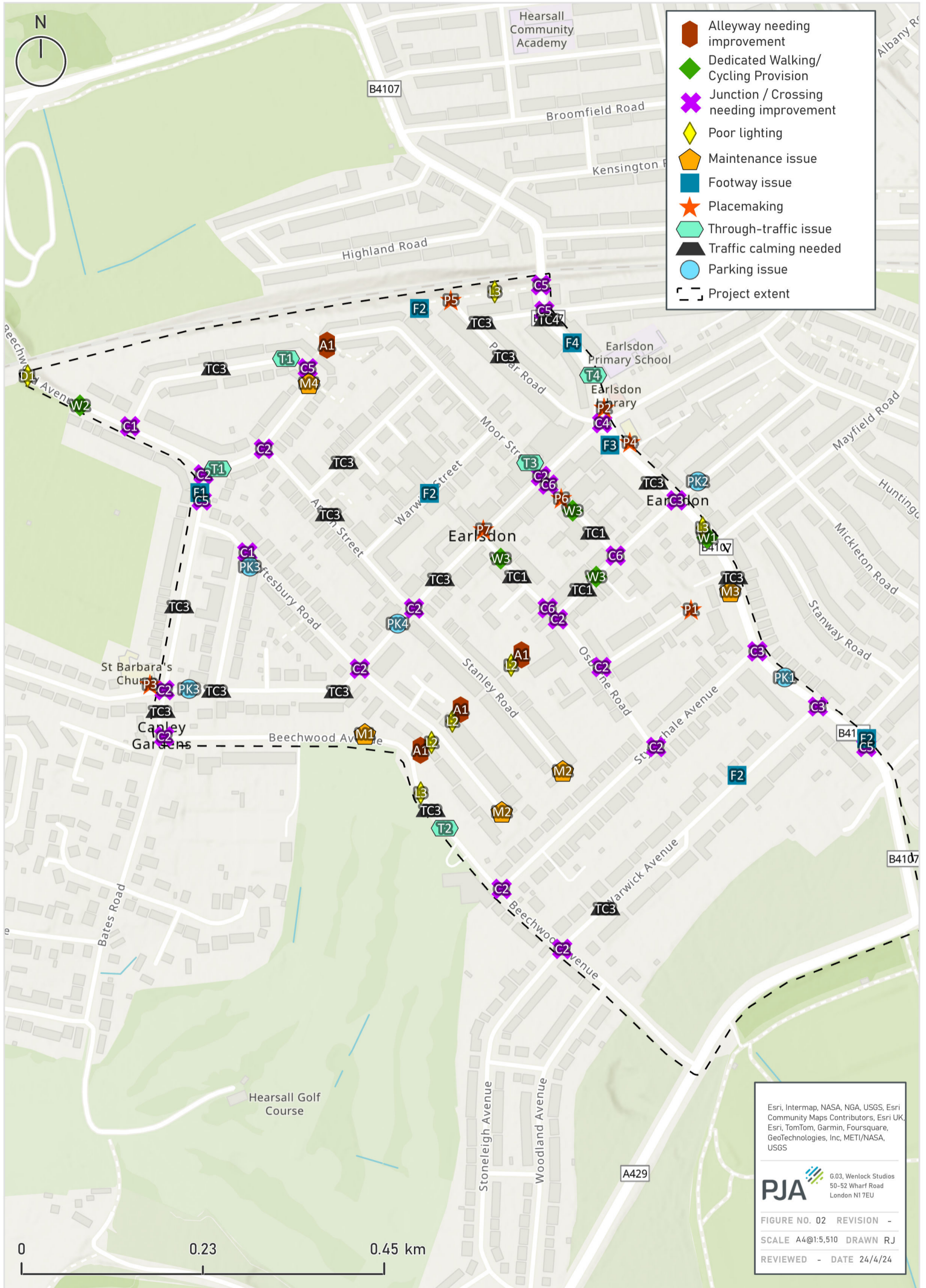
The need for improved maintenance was concentrated in a few key locations, most notably at the two cul-de-sacs of Stanley Road and Palmerston Road. These were indicated as suffering from vandalism, and work is required to improve these locations. Other issues within this category related to overgrown vegetation reducing the effective width of footways, partocularly along Beechwood Avenue and Earlsdon Avenue South. Hartington Crescent was mentioned as having localised flooding issues.

Related to the above are locations suggested by attendees that would benefit from placemaking improvements. These include outside the shops on Earlsdon Street and the churches on Earlsdon Avenue South and Rochester Road, as well as on residential streets such as Poplar Road, Moor Street and Avondale Road.

Finally, some locations were identified as having particular problems with through-traffic. The causes of these varied, with some being related to school run traffic, while others (for example on Moor Street) related more to taxis. Some residents suggested introducing restrictions to through-traffic in some key locations, for example Beechwood Avenue, or considering a school street to reduce the impact of school traffic.

The breadth of feedback shows there is ample opportunity for improvement across the neighbourhood, and that there is good appetite for a wide range of changes that would help to make Earlsdon safer and more inviting for people to walk, wheel and cycle through.

Figure 2.4.1 - Audit Feedback by Type and Location

Legend:
- Alleyway needing improvement
- Dedicated Walking/Cycling Provision
- Junction / Crossing needing improvement
- Poor lighting
- Maintenance issue
- Footway issue
- Placemaking
- Through-traffic issue
- Traffic calming needed
- Parking issue
- Project extent

Esri, Intermap, NASA, NGA, USGS, Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

PJA
G.03, Wenlock Studios
50–52 Wharf Road
London N1 7EU

FIGURE NO. 02 REVISION –
SCALE A4@1:5,510 DRAWN RJ
REVIEWED – DATE 24/4/24

0   0.23   0.45 km

Figure 2.4.2: Audit Feedback by Type

ID	Category	Details
A1	Alleyways	Identified as needing general maintenance and improvement, issues raised included: lack of natural surveillance and barriers needing removal to improve accessibility
W1	Dedicated walking/ Cycling provision	Earlsdon Avenue South was identified as needing better wayfinding for pedestrians and cyclists
W2	Dedicated walking/ Cycling provision	Beechwood Avenue was identified as needing dedicated walking/cycling routes along it
W3	Dedicated walking/ Cycling provision	Contra flow cycling facility needed along one-way streets
C1	Junction/ Crossings	These junctions were identified as needing improved crossing provision, with resurfaced footways, dropped kerbs and tactile paving
C2	Junction/ Crossings	These junctions were identified as needing traffic calming, as well as crossings on all arms, dropped kerbs and tactile paving
C3	Junction/ Crossings	These junctions were identified as needing traffic calming, as well as crossings on all arms, dropped kerbs and tactile paving. In addition, they also had issues of poor junction visibility, caused by parking vehicles and/ or overgrown vegetation.
C4	Junction/ Crossings	Identified as needing a new signalised crossing, with dropped kerbs and tactile paving across all arms. In addition, a drainage issue at the junction was identified during the audit
C5	Junction/ Crossings	These locations were identified as needing crossings on the pedestrian desire line, with dropped kerbs and tactile paving
C6	Junction/ Crossings	These junctions were identified as needing gateway treatments and footway build outs to reinforce the one-way working, as well as traffic calming, crossings on all arms, dropped kerbs and tactile paving
L1	Lighting	Better lighting is needed across the bridge
L2	Lighting	Improved lighting along alleyway/footpath needed
L3	Lighting	Improve lighting along Earlsdon Avenue South
M1	Maintenance	Cut back verges to improve the effective width of the footway on Beechwood Avenue
M2	Maintenance	These locations had lighting damaged by vandalism, which needs repairing
M3	Maintenance	Cut back verges to improve the effective width of the footway on Earlsdon Avenue South
M4	Maintenance	Flooding has been an issue – drainage improvements are needed on Hartington Crescent
F1	Footways	Footway needs resurfacing, as well as a shelter at the bus stop
F2	Footways	Footway needs resurfacing
F3	Footways	Footway needs resurfacing, it is also and very narrow and cluttered with street furniture. Potential to declutter and build out the footways to improve this.
F5	Footways	The footway is narrow here, it is a pinch point and has a poor surface condition from tree roots
P1	Placemaking	Placemaking opportunities around cul-de-sac
P2	Placemaking	Placemaking opportunities around school and library area
P3	Placemaking	Placemaking opportunities around the church area
P4	Placemaking	Placemaking opportunities around the church area, e.g. Improved maintenance, seating
P5	Placemaking	Placemaking and public realm opportunity to improve this footpath between Moor Street & Earlsdon Avenue South with a particular focus on improving natural surveillance
P6	Placemaking	Private land upkeep/ maintenance needed here to improve the urban realm and deter anti-social behaviour
P7	Placemaking	There are several placemaking opportunities along Earlsdon Street, including footway widening and decluttering (which is key given the pedestrian footfall and high place function) and dedicated loading/ servicing provision to formalise loading arrangements.
T1	Through-traffic	Provide resident-only access here to reduce through-traffic
T2	Through-traffic	Beechwood Avenue suffers from high levels of through-traffic, as well as visibility issues around bends in the road. Consider restricting through-traffic and install repeated signs to warn of bends in the road. Lighting and speed reduction measures also needed (logged separately on the plan).
T3	Through-traffic	A high volume of turning traffic / congestion was noted between Moor Street and Earlsdon Street due to taxis. Potential to consider traffic restriction(s) to address this
T4	Through-traffic	Around pick-up and drop-off time at the school there are issues with high traffic volumes. There is an opportunity for a school street here.
TC1	Traffic calming/ Speed reduction measures	One-way working leads to high vehicle speeds, traffic calming is needed here
TC2	Traffic calming/ Speed reduction measures	To deal with speeding traffic. An alternative to traditional speed humps is preferred
TC3	Traffic calming/ Speed reduction measures	To deal with speeding traffic

Figure 2.4.2: Audit Feedback by Location Cont'd

ID	Category	Details
TC4	Traffic calming/ Speed reduction measures	20mph speed limit is needed for the street outside the school
PK1	Parking	Consider rationalising parking along the length of Earlsdon Avenue South as it interfaces with residential properties and high traffic volumes
PK2	Parking	Insufficient enforcement of existing resident permit parking along Berkeley Road North
PK3	Parking	Parking control / restrictions needed
PK4	Parking	Enforce existing parking controls along Earlsdon Street and Radcliffe Road

3

CONCLUSION

3.1 Conclusion

The community audit was designed to add a more granular layer of data to the already extensive engagement undertaken by Coventry City Council, and as the previous sections of this report have shown, provide essential insights into local challenges and opportunities for Earlsdon.

A summary of the key findings is provided below:

- While most attendees had access to a car, all walked around the neighbourhood at some stage, and thus footways and crossings were frequently brought up, with many stating that they were of poor quality in several locations. Consequently, any improvements for the area should aim to address this, with suggestions including consistent provision of tactile paving and dropped kerbs, particularly at junctions, as well as measures such as bollards and/or planters to prevent footway parking. Improved crossing provision is key across the neighbourhood.

- Parking was frequently raised as an issue, and some participants thought that formalising parking arrangements would be beneficial to all, particularly to keep footways clear and safe. There was an identified need to provide disabled parking bays at key locations, and formalise the taxi rank arrangements on Moor Street.

- Poor driver behaviour was raised by many participants as being of particular concern. This ranged from speeding and the aforementioned parking issues, but also included drivers ignoring road markings or one way working on occasion. Common suggestions to address this included clearer signage, formalising parking arrangements, introducing traffic calming, modal filtering and more enforcement of existing traffic restrictions.

- There was enthusiasm for urban realm and placemaking improvements in Earlsdon, particularly within the context of addressing some locations that suffered from poor lighting, vandalism and/or littering. Attendees were keen that improvements be spread out across the neighbourhood to ensure better equity.

- Participants appreciated the existing trees and greenery in the area, and thus it would likely be well-received to enhance this further through any proposals. If measures such as Sustainable Urban Drainage (SUDs) were also used, this would help to address some localised areas of flooding, too, that some identified.

Lessons learned:

- While the audit was designed for anyone aged 18 and above to participate, it was recommended by participants that any future such events should have a more diverse range of ages take part to ensure a wider range of views were recorded,

- While the audit was carried out on a Saturday to ensure that more people could attend, some suggested that in future an additional audit should be carried out during the week to capture busier times

- Attendees recommended that any proposals be further developed with local stakeholders such as schools, churches, the library and businesses owners

These recommendations should be taken forward into the design stage, to ensure that any proposals meet local needs as stated. It is recommended that additional engagement take place to develop designs in tandem with local people.

APPENDIX

Audit Feedback: Route A

Location	Type of feedback	Comment
Earlsdon Road North	Likes	· None noted
	Dislikes	· Crossings: no crossing linking path (from the alleyway); no crossing connecting Newcombe Rd; wide side streets to cross. · Pavements: narrow; unable to pass opposing pedestrians by trees; pavement parking.
	Improvements	· Pavement: widening; paving maintenance. · Crossings: better provision and reinforcements/road markings.
Myrtle Grove – Hartington Crescent	Likes	· Potential for public realm/placemaking.
	Dislikes	· Environment: dark; unsafe at night; poorly-maintained trees and plants; unloved spaces that have potential for public realm/placemaking. Alleyway surface: path transition to street is in poor condition. · Road/carriageway drainage is poorly maintained and leads to flooding. · Crossings: no pedestrian crossing linking the path. · Pavements and street: heavily parked and narrow, which results on people driving on the very narrow footways. · Private land: unsealed surface.
	Improvements	· Public realm/placemaking: could have greening and pocket parks/parklets to build community cohesion. · Dedicated cycling and walking routes needed along the road toward Newcombe Road. · More streetlights and related infrastructure to increase night-time safety. · Parking: make a single surface or formalise parking although wary of just using double yellow lines, potential to increase driveways in street. · Point closure maintenance: barrier removal and path resurfacing needed
Beechwood Avenue	Likes	· None noted
	Dislikes	· Crossings: no pedestrian crossing linking path; no controlled pedestrian crossings e.g., zebra; inconsistent tactile paving and dropped kerbs. · Junction: too wide; unsafe to cross. · Illegal parking on grass. · Driver behaviour and high traffic volume/congestion: speeding; unsafe to cycle and walk. · Alleyway (linked to Palmerston Road): unsafe to cross; illegal parking.
	Improvements	· Traffic calming: limit through traffic at the bridge; traffic limit approaching the alleyway. · Crossings control and reinforcement: road markings and modal filters to improve pedestrian connectivity. · Junction: redesign needed; needs modal filter and signage for drivers. · Parking reinforcement: stagger to create chicane effect; parking bay in chicane layout; bays to be protected by planting · Pavement: maintenance and consistent tactile paving and dropped kerbs needed
St Andrew's Road	Likes	· None noted
	Dislikes	· Illegal parking: on corners; no restrictions at present
	Improvements	· Parking enforcement needed · Crossings and pavements: consistent tactile paving and dropped kerbs needed
Stanley Road	Likes	· None noted
	Dislikes	· Alleyway end: unsafe to cross; blocked by illegal parking.
	Improvements	· Crossings and pavements: consistent tactile paving and dropped kerbs needed
Earlsdon Street	Likes	· None noted
	Dislikes	· Crossings: not enough crossings at the moment · Driver behaviour: speeding · Traffic congestion is an issue
	Improvements	· Junction/roundabout: redesign needed. · Crossing provision and reinforcement of existing road markings needed · Modal filter/signage for drivers needed– rationalise/rearrange. · Traffic calming/speed limit: 20mph recommended · "It was clear that high through traffic was an issue, high parking pressure was creating a lot of issues, severe lack of inclusive access for pedestrians and generally poor conditions for cycling."

Audit Feedback: Route B

Location	Type of feedback	Comment
Earlsdon Avenue North – South	Likes	· None noted
	Dislikes	· Pavements: uneven surfaces; dropped kerbs at junctions has been uneven and quite steep at times; (at a gradient) has made travelling to the park (War Memorial Park) difficult as elderly/ people with mobility needs; losses of effective width - by overgrown vegetation, street furniture including bus stop shelters and large trees. · Junction visibility issues: this is hindered by overgrown vegetation protruding out / large trees and parked cars around junctions. · Roundabout: flooding issue - due to gradient the surface runoff from the South; poor maintenance of gully makes flooding easy to happen · Crossings: unsafe - existing crossing point is uncontrolled/ unmarked while traffic environment is hostile (high speed downhill, visibility issues from bends; Lack of crossing on the Earlsdon St arm - Safety issue as cars travel quite fast; whilst its a important arm for shopping, etc. · Carriageway: gullies not maintained with debris gathering underneath parked cars.
	Improvements	· Carriageway: room for road space reallocation around junction; Raised table/raised crossing points; Roundels/visually narrowing the roads.
Warwick Avenue	Likes	· None noted
	Dislikes	· Rat-running route · Pavement: uneven on one side.
	Improvements	· None noted
Beechwood Avenue and Rochester Road Junctions	Likes	· None noted
	Dislikes	· Parking: at bends/ junctions (double yellow line) causes visibility issue when crossing; enforcement issue: design issue; road markings issue – why double yellow lines so short? Especially around some of the junction; the bus can't turn into Rochester Road because of parked cars around junction; Whenever there's events on at the church (occasions like funeral), people park everywhere around the junction; parents park around the junction during pick-up/ drop-off time as well · Rat-running routes with horrendous bends: travelling at quite a speed, even around bends and crash into barriers; modal filtering on one end might not be a good idea as it would restrict access by local residents, although it is also a rat-running route. · Signage: some signs were hidden by overhanging trees · Pavement: on one side but there is not sign associated crossing points to it; Bus stop shelters & bollards hinders footway effective width · Junctions and crossings: unsafe at present · Driver behaviour: speeding is an issue
	Improvements	· Modal filter/signage: more/repeated/rationalised road signs and flashing signs that warns the bend needed
Arden Street and Moor Street:	Likes	· None noted
	Dislikes	· Illegal parking; pavement parking; too busy with traffic at present
	Improvements	· None noted
Poplar Road	Likes	· None noted
	Dislikes	· Crossings: not enough crossings at the moment · Driver behaviour: speeding is an issue · Traffic congestion here
	Improvements	· Traffic calming/speed limit: 20mph needed

Audit Feedback: Route C

Location	Type of feedback	Comment
Moor Street	Likes	· None noted
	Dislikes	· Illegal parking and congestion: traffic backs up considerably on Moor Street on evenings particularly at weekends as Earlsdon Street is too busy with taxis. · Littering: kegs of beer from restaurants/pubs along Moor Street · Carriageway: poor visibility of traffic onto Earlsdon Street
	Improvements	· None noted
Warwick Street	Likes	· None noted
	Dislikes	· Environment: general street clutter and littering · Illegal parking; pavement parking; traffic is too busy. · Pavement: poor walking route for children to get to school.
	Improvements	· Junction: reduce turning circle/tighten junction radii of Arden Street and Warwick Street – previously it was used for industrial lorries, but now no longer required.
Arden Street	Likes	· None noted
	Dislikes	· Rat running traffic along Arden Street which travels at high speeds.
	Improvements	· Junction: reduce turning circle/tighten junction radii of Arden Street and Warwick Street – previously it was used for industrial lorries, but now no longer required. · Potentially make Arden Street one way
Hartington Crescent	Likes	· Pleasant for walking.
	Dislikes	· None noted
	Improvements	· None noted
Beechwood Avenue	Likes	· None noted
	Dislikes	· Roundabout/junction: confusing and high speeds along this route; junction with Beechwood Avenue is too small and can't see around the bend makes crossing difficult · Littering and food waste from the Farmhouse which disrupts the wider area in terms of littering is an issue
	Improvements	· Signage: needed to stop the high number of incidents and collisions along here - e.g., the guardrail put up in 2020 has already been damaged. · Traffic calming and build outs along Beechwood Avenue are needed as too many close calls and high number of traffic accidents at present
Palmerston Road	Likes	· Good cut through to Beechwood Avenue.
	Dislikes	· Junction/links (Palmerston Road – Beechwood Avenue): good cut through but on a bend and a lot of road traffic collisions have happened in this location which makes the space unsafe.
	Improvements	· None noted
Area-wide	Likes	· Community spirit across neighbourhood is strong.
	Dislikes	· A lot of parking on either side of the road and use of rat runs makes cycling impossible on street. · Pavement parking makes accessibility difficult for people with buggies and visually impaired. · Lots of traffic and parking on streets which makes it difficult to park for all · Overhanging bushes on routes makes it difficult for visually impaired to navigate streets. · Chicanes across alleyways makes it difficult to navigate for visually impaired. · Lack of tactile paving makes it difficult to cross the road. · Lack of signage for vehicles means continuously driving around the neighbourhood and difficult turnings. · Lack of benches and resting spots throughout · A lot of stimuli across the whole route which makes it a very busy environment and quite distressing for walking and cycling. · Drainage covers and uneven pavements.
	Improvements	· Resident parking permits · Additional parking to be provided on street. · Play equipment, improved environment with more trees · Community-owned sensory garden - this would be well-received · Taxi rank to be set up to formalise current arrangements · Enhance space outside Cottage for eating and drinking. · Improved dropped kerbs across the area

Audit Feedback: Route D

Location	Type of feedback	Comment
Albany Road – Earlsdon Street	Likes	· Sense of community: good relationships amongst business owners and between business owners and residents; locals support businesses by being returning customers, making the local businesses as places to meet with family and friends. · Local architecture: conserved/maintained by local businesses.
	Dislikes	· Pavements: uneven and poorly maintained; the inconsistency of tactile paving and dropped kerbs; the arrangement of bollards and massively big planters taking pedestrian space; shop frontages encroach on the footway and reduce the effective with. Bollards and planters don't effectively stop footway parking at present · Driver behaviour: speeding; pavement parking; taxi and delivery vehicles blocking the shop fronts. · Illegal parking: unclear road markings; not enough parking enforcement; pavement parking. · All junctions, the roundabout and crossings are unsafe for people to cross; cars speeding; ineffective signage/modal filters for drivers.
	Improvements	· Pavements: paving maintenance; consistent tactile paving and dropped kerbs are needed. · Traffic calming/20mph speed limit are needed · Parking/road markings: clarify and rationalise to avoid illegal parking, especially in front on shops; parking allocation for taxi and delivery vehicles. · Trees and planting: maintenance and trimming is needed, especially in the alleyways.
Stanley Road	Likes	· Environment: less pollution; less noise.
	Dislikes	· Alleyways (toward Berkeley Road and Palmerston Road) are unsafe for cycling and walking; dark, narrow, trees and landscape are poorly maintained; issues of vandalism and inconsistent chicanes exclude users
	Improvements	· Dedicated cycling and walking routes needed along the road to the alleyways. · More streetlights and related infrastructure to increase night-time safety. · Trees and planting: maintenance, trimmings, especially on the alleyways.
Beechwood Avenue	Likes	· None noted
	Dislikes	· Driver behaviours: speeding; pavement parking; blocking the alleyway; unsafe to cycle and walk from the alleyway toward Beechwood Avenue.
	Improvements	· Dedicated cycling and walking routes along the road toward the golf club; dedicated crossings. · Traffic calming/ 20mph speed limit needed towards the golf club and towards the A429. · Modal filter and/or improved signage needed to improve driver behaviour · More streetlights to increase night-time safety. · Junction and crossings: better links to Stoneleigh Avenue and Warwick Street needed
Warwick Street	Likes	· None noted
	Dislikes	· Driver behaviour: cars speeding; illegal parking/blocking access to houses.
	Improvements	· Traffic calming/20mph speed limit are needed · Parking/road markings: clarify and rationalise to avoid illegal parking, especially in front of houses.
Earlsdon Avenue South	Likes	· Wide carriageway is convenient for drivers.
	Dislikes	· Driver behaviour: speeding; unsafe for young children and disabled users to cross and walk on the pavement. · Illegal/pavement parking blocking access to houses; unclear road markings for the parking bay. · Rat-running is an issue · Crossings (including on median strip) are unsafe. · Pavements: inconsistent tactile paving and dropped kerb provision
	Improvements	· Traffic calming/20mph speed limit are needed · Pavements and crossings on median: consistent tactile paving and dropped kerbs. · Crossings reinforcement: clarify road markings. · Modal filter and/or improved signage needed to improve driver behaviour.
Styvechale Avenue	Likes	· Trees and plants are maintained by residents.
	Dislikes	· Illegal parking.
	Improvements	· Parking/road markings: clarify and rationalise to avoid illegal parking, especially in front of houses. · The crossing and footways that link to Osbourne Road need improving, and road markings need clarification to ensure enforcement. Dropped kerbs are needed.

Audit Feedback: Route D cont'd

Location	Type of feedback	Comment
Osborne Road	Likes	· None noted
	Dislikes	· Driver behaviour: cars speeding. · Illegal parking: blocking access to houses. · Crossings: currently unsafe
	Improvements	· Parking/road markings: clarify and rationalise to avoid illegal parking, especially in front of houses. · The crossing and footways that link to Avondale and Berkeley Roads need improving, and road markings need clarification to ensure enforcement. Dropped kerbs are needed.
Berkeley Road South	Likes	· One-way working of the street
	Dislikes	· None noted
	Improvements	· Dedicated cycling and walking routes along the one-way streets (to Providence Street and Moor Street).
Moor Street	Likes	· None noted
	Dislikes	· Illegal parking. · Junctions and crossings are unsafe. · Environment on private land is poorly maintained (dark, smelly, vandalism and crimes reported).
	Improvements	· Parking/road markings: clarify and rationalise to avoid illegal parking. · Crossing (junction on Earlsdon Street; links to Berkeley Road, Warwick Street and Clarendon Street) and pavement reinforcement: clarify road markings; provide consistent tactile paving and dropped kerbs. · Public realm/placemaking: private land maintenance, clarify the land allocation/function; potential co-design that will increase public safety and trust. · Public realm/placemaking and landscaping maintenance on alleyway/link to Newcombe Road. · Dedicated cycling and walking routes along the road towards Newcombe Road. · More streetlights and related infrastructure to increase night-time safety.
Newcombe Road	Likes	· None noted
	Dislikes	· Driver behaviour: speeding cars. · Environment: higher air pollution and noise from B road.
	Improvements	· Traffic calming/speed limit: 20mph for the school. · Trees and planting: more landscaping as buffers.
Earlsdon Avenue North	Likes	· Sense of community i.e., events and engagements in/hosted by the library and school getting then Earlsdon community together.
	Dislikes	· Driver behaviours: speeding. · Illegal parking: unenforced; unclear road markings.
	Improvements	· Traffic calming/speed limit: 20mph for the school. · Parking reinforcements for school: formalise legal on-street parking bay for disabled badge holders only. · Modal filter/signage and point closure during school drop-off and pick-up times: school streets trial; school street party/events with residents.

PJA