

**AGENDA MANAGEMENT SHEET**

<b>Name of Committee</b>	<b>Warwick Area Committee</b>
<b>Date of Committee</b>	<b>21st November 2006</b>
<b>Report Title</b>	<b>Warwick Town Centre Traffic Management</b>
<b>Summary</b>	<p>This report details the progress made by the Warwick Town Centre Forum towards reaching a consensus on future traffic management measures designed to mitigate the adverse effect of traffic on Warwick town centre. The report sets out the Vision and Objectives which the Forum considers any measures should be designed to achieve, as well as the principles which it feels should be followed in the delivery of any measures.</p> <p>The report also outlines the progress on various interim traffic management measures, seeking the Committee's endorsement or approval of proposals for pedestrian crossings in Friars St and West St and Variable Message Sign system for car parks in Warwick.</p>
<b>For further information please contact</b>	<p>Mike Waters,            Transport Planning Unit            Tel. 01926 735668            mikewaters@warwickshire.gov.uk</p>
<b>Would the recommended decision be contrary to the Budget and Policy Framework?</b>	Yes/No
<b>Background Papers</b>	<p>Issues papers produced by the Warwick Town Centre Forum.            Objection letter from resident and officer response.</p>

**CONSULTATION ALREADY UNDERTAKEN:-** *Details to be specified*

- |  |   |
|--|---|
| Other Committees   | <input checked="" type="checkbox"/> Warwick Area Committee, 8th November 2004, 22nd November 2005, 16th May 2006.                                 |
| Local Member(s)<br>(With brief comments, if appropriate) | <input type="checkbox"/> Councillor K Browne – noted, looks forward to the substance.<br>Councillor Mrs M Haywood – noted.<br>Councillor R Randev |

- Other Elected Members  .....
- Cabinet Member  .....  
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive  .....
- Legal  I Marriott – comments incorporated.
- Finance  .....
- Other Chief Officers  .....
- District Councils  .....
- Health Authority  .....
- Police  .....
- Other Bodies/Individuals  .....

**FINAL DECISION**                      **YES/NO**      (*If 'No' complete Suggested Next Steps*)

**SUGGESTED NEXT STEPS :**

*Details to be specified*

- Further consideration by this Committee  Further report early 2007.
- To Council  .....
- To Cabinet  .....
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

## Warwick Area Committee - 21st November 2006

### Warwick Town Centre Traffic Management

#### Report of the Strategic Director for Environment and Economy

##### Recommendation

That the Committee notes the progress made on the interim traffic management schemes and:-

- (i) Approves the objectives and principles as identified by the Warwick Town Centre Forum (and detailed in **Appendix A**) as a sensible basis on which to develop more detailed traffic management measures.
- (ii) Approves the implementation of a signal controlled pedestrian crossing on Friars Street as detailed on the location plan in **Appendix B**.
- (iii) Approves consultation with frontages and stakeholders on the relocation of the previously proposed pedestrian crossing on West Street outside numbers 22-28 to a location near the junction of Crompton Street.
- (iv) Endorses the further development of, and consultation on, a Variable Message Signing system for car parks in Warwick as detailed in section 5 of this report.

#### 1. Introduction

- 1.1 In November 2004 this Committee endorsed the implementation of a number of interim traffic management measures and asked that the detail of these be consulted on further.
- 1.2 In November 2005 this Committee also endorsed the establishment of a Forum of stakeholder organisations for the purpose of considering traffic and related issues in Warwick town centre. Subsequently the Forum has identified a full range of issues which it felt needed to be tackled and considered the current proposals for the Interim schemes, the results of which were reported in May 2006 to this Committee.
- 1.3 At the May 2006 meeting this Committee also discussed a recommendation to reconsider the location of a proposed pedestrian crossing in West Street in the context of possible wider improvements which may deliver equivalent benefits.

The recommendation was accepted, but with the caveat that an alternative should be identified and delivered within the current financial year 2006/7.

- 1.3 Since the May 2006 report the Forum has adopted a vision and drawn up a series of objectives and principles intended to govern future traffic management measures. The vision, objectives and principles are presented in this report for the Committee's consideration, as well as a number of specific issues related to various interim traffic management measures, including the West Street pedestrian crossing.

## **2. Warwick Town Centre Forum Vision, Objectives and Principles**

- 2.1 The Forum has developed a vision and set of objectives and principles which are intended to guide the development of measures designed to address the issues previously identified by the Forum. The vision, objectives and principles were formally debated and approved by the Forum at a meeting in September 2006 and are set out in the Forum's own words (with accompanying explanatory text) in **Appendix A**.
- 2.2 The objectives and principles are considered by Officers to be complementary and are compatible with the Local Transport Plan.
- 2.3 However, it should be noted that a number of the details of the objectives, specifically relating to air quality, must be considered as aspirational and may be unachievable in the short to medium term.
- 2.4 The objectives are challenging and are likely to raise a number of conflicting and difficult issues as they are translated into a debate on what measures should be implemented to achieve them.
- 2.5 In order to tackle this the Forum intends to coordinate the development of measures in a way which enables potential conflicts to be identified at an early stage. It also intends to engage with a wider public audience in the near future in order to ensure that the Forum's work is robust and likely to result in identification of measures which are acceptable to a broad spread of views.
- 2.6 It is the view of Officers that, although time consuming, the process and work of the Forum to date is positive. Wider public engagement during the next stages of the Forum's work will be key to ensuring that this work results in deliverable measures. It is proposed that Officers work with the Forum to engage further with stakeholders and the wider public during a series of public events.
- 2.7 The Forum has requested confirmation of the proposed objectives and principles by this Committee. It is recommended that the Committee provides the Forum with the confidence to proceed on the basis set out above, using the proposed objectives and principles as a sensible basis on which to develop the detail of traffic management measures.

### 3. Friars Street Pedestrian Crossing

- 3.1 In May 2006 this Committee approved wider consultation with statutory bodies and frontages with a view to delivering a Puffin pedestrian crossing in Friars Street in 2006/7 at the location shown in **Appendix B**.
- 3.2 The crossing was identified as part of the wider traffic management scheme consulted on in 2004, was subsequently identified as an interim traffic management measure in November 2004 and has been reported to this Committee on two further occasions.
- 3.3 The justification for the crossing as set out in previous reports has been that:-
- (i) Friars Street is a busy street with a significant volume of vehicular and pedestrian traffic.
  - (ii) Currently crossing can be difficult for pedestrians, particularly the young, less confident and those with mobility impairments.
  - (iii) An improved crossing facility will make it easier for pedestrians to move about, catering for existing pedestrian users of the area and encouraging more to access facilities by foot.
  - (iv) The provision of a pedestrian crossing will improve pedestrian access between the South West Warwick and Aylesford areas and the town centre, helping provide a sustainable alternative to car travel.
- 3.4 Additionally, the proposed crossing location is at the site of an existing school crossing patrol serving Westgate Primary School and will reinforce this provision. This would be similar to the current situation on Coten End at the crossing near Coten End Primary School. It will also directly facilitate access across Friars Street for those using the pedestrian 'jitty' from Abbots Way and beyond who wish to access the town centre via Puckerings Lane.
- 3.5 The consultation with stakeholders and frontages has now been carried out and one objection was raised by a resident, whose frontage is adjacent to proposed location of the crossing. A copy of the objection letter is included in **Appendix B** along with the Officer's response. The main points of objection are summarised below:-
- (i) Loss of overnight parking for residents.
  - (ii) The need for a crossing was not adequately identified and the crossing was not felt to improve access to facilities or provide any real benefit to the community.
  - (iii) It was felt that Friars Street did not need a crossing to make it safer to cross.
  - (iv) It was perceived the crossing would have a potential adverse effect on the value of property.

- (v) It was felt there would be a potential adverse effect on property frontage as a result of an increased risk of litter, damage and noise.
- 3.6 Alternative locations for the crossing would be likely to meet similar objections from other frontages. If a crossing is to be implemented in the upper area of Friars Street it is considered that the currently proposed location is the best available.
- 3.7 The Committee are asked to review the objection raised by the objector and consider whether an alternative location for the crossing should be sought and, if not, are asked to approve the implementation of the crossing as proposed.

#### **4. West Street Pedestrian Crossing**

- 4.1 In May 2006, following discussion by the Forum, it was recommended to this Committee that the proposed location of a pedestrian crossing on West Street should be reconsidered due to the potential for wider improvements that may deliver equivalent or greater benefits.
- 4.2 The crossing proposal has now been reviewed by the Forum. As part of this, a specific workshop event was held during August 2006 for all those directly affected, interested groups and other interested individuals. Over 30 people attended and a full range of issues were discussed.
- 4.3 The event confirmed the existence of strong and sometimes conflicting feelings about the potential location and type of crossing; the wider approach to traffic management that should be taken in West Street; the potential effect on surrounding residential streets and the potential permanent signalisation of Westgate. A copy of the minutes from the meeting are included in **Appendix C**.
- 4.4 The outcomes of the Forum meeting can be summarised as follows:-
- (i) That it should be made easier cross the road at several points along its length.
  - (ii) Traffic speed should be reduced.
  - (iii) That the townscape should be enhanced and visual pollution reduced.
  - (iv) That measures should not prejudice or constrain any wider town centre proposals.
  - (v) That any measures introduced should seek to discourage traffic volume.
  - (vi) That the County Council should be asked to develop a proposal incorporating a range of measures in West Street, including reducing the speed of traffic, making it easier to cross the road at several points, and a traffic light crossing at one place. These should be considered again by the Forum and if necessary at a further workshop held.

- (vii) That interim measures should focus on West Street alone, being independent of any possible traffic light scheme for the Westgate junction (which should be considered alongside wider town centre traffic proposals).
- 4.5 In response to this meeting (and the Committee's previously expressed concerns regarding timescale) it is proposed that detailed plans are drawn up for a pedestrian crossing near the junction of West Street and Crompton Street. This would enable the Westgate junction to be signalised at a later date if so desired and should not preclude other, as yet unidentified, potential traffic calming and speed reduction measures or other future potential measures for the Westgate area. This should also address concerns that the originally proposed crossing location between Nos 22 and 28 West Street would create undue visual intrusion and unnecessarily duplicate any pedestrian facilities that may be provided if the Westgate junction were to be signalised.
- 4.6 It is also proposed that further discussion is held with the Forum to explore what other measures could be introduced along West Street which would compliment the proposed crossing. However, if these cannot be identified and designed within a timescale that would enable them to be delivered alongside the proposed pedestrian crossing, it would not be intended to delay the delivery of the pedestrian crossing.
- 4.7 It is anticipated that consultation on the proposed crossing would be carried out with frontages and statutory bodies during December 2006, with any resulting objections and the final proposed design being brought back to Committee in March 2007. If approved this should enable the crossing to be delivered in mid 2007.

## **5. Car Park Variable Message Signing**

- 5.1 As previously reported, negotiations with Warwick District Council (WDC) to secure the use of the land required to deliver the proposed bus interchange have identified a requirement by WDC for implementation of a Variable Message Sign (VMS) system for car parking in the town.
- 5.2 Such a system would be intended to direct traffic efficiently to off-street car parks in away which would minimise unnecessary circulatory traffic and reduce congestion. This could also be expected to benefit visitors to the town and hence benefit the commercial life of the town.
- 5.3 Discussions with Warwick District Council have identified that a likely minimum specification for VMS could include:-
- (i) Five car parks (specifically: Linen Street, St Mary's Lands car park 2, the Castle car park off West Street, St Nicholas Park and Barrack Street at weekends); and
  - (ii) Sensitively placed signing on four approaches to the town (specifically: Stratford Road, Birmingham Road, Banbury Road and Coventry Road/Emscote Road).

- 5.4 Clearly, given the significant impact that Castle car parking can have on the town (both in terms of parking availability and traffic volume), it would be desirable and sensible to include the Castle car parking in any VMS system for Warwick. As the Castle could expect the scheme to provide appreciable benefits for its customers it seems reasonable that a contribution towards the costs of the scheme should be requested. To this end, initial talks have been held with the Castle management and are currently on-going. If the Castle is unable, or unwilling, to invest in the VMS system then the intention to include the Castle car parking within the specification for VMS would need to be reviewed.
- 5.5 An initial specification for a VMS system is being developed in liaison with a working group of the Forum and will include details of the type of signing, specific locations for signs and traffic routing. The introduction of VMS will also require all normal directional signing to car parks in the town centre to be reviewed.
- 5.6 It is hoped that the specification will be complete by late November or early December 2006, enabling the detailed design process to be undertaken alongside the Leamington VMS scheme. Joint delivery with the Leamington scheme should provide economic efficiencies and enable the scheme to be delivered in mid 2007/8.
- 5.7 A committed implementation date for VMS should enable an agreement to be made with WDC which would facilitate the bus interchange scheme. Making this agreement in advance of a committed implementation date for VMS would risk significant financial penalties in the event that the VMS scheme suffers an unforeseen delay. It is hoped that the VMS contract will be let in sufficient time to enable works to commence on the bus interchange scheme during January 2008.
- 5.8 It is hoped to expedite the consultation process for the VMS system. To achieve this it is proposed to consult with key stakeholders, the Forum and directly affected frontages only. This seems reasonable and justified given:-
- (i) The desire to avoid delay to the bus interchange project.
  - (ii) The well established intention to deliver a VMS scheme in Warwick.
  - (iii) The high level of involvement of the Forum in the design of the VMS.
- 5.9 A further report seeking approval to the detailed VMS scheme with any objections to the detailed locations of the four proposed VMS signs will be presented to this Committee, potentially early in 2007.

## **6. Recommendation**

- 6.1 That the Committee notes the progress made on the interim traffic management schemes and:-



- (i) Approves the objectives and principles as identified by the Warwick Town Centre Forum (and detailed in **Appendix A**) as a sensible basis on which to develop more detailed traffic management measures.
- (ii) Approves the implementation of a signal controlled pedestrian crossing on Friars Street as detailed in **Appendix B**.
- (iii) Approves consultation with frontages and stakeholders on the relocation of the previously proposed pedestrian crossing on West Street outside numbers 22-28 to a location near the junction of Crompton Street.
- (iv) Endorses the further development of, and consultation on, a Variable Message Signing system for car parks in Warwick as detailed in section 5 of this report.

JOHN DEEGAN  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

7th November 2006

# WARWICK TOWN CENTRE FORUM

## REPORT TO WARWICK AREA COMMITTEE

### VISION AND OBJECTIVES

#### SUMMARY

#### 1.1 Introduction

This report from the Forum recommends to the Warwick Area Committee a *Vision* and *Objectives* for managing traffic better in Warwick town centre, and *Principles* by which they should be pursued. If the Committee approves these, they will guide the future work of the Council and of the Forum in an agreed direction, greatly facilitating the development of measures which will benefit the town, its residents, businesses and visitors.

The report contains firstly a Summary, with the recommended Vision, Objectives and Principles which the Forum recommends and asks the Committee to approve.

The main part of the report describes the background, outlining the work which has been done to prepare the objectives; explains the Vision which forms the overall objective; and details the objectives and the principles by which they should be pursued. For each of the objectives and principles, it explains the results which they can produce, and describes the ways in which they might be achieved, subject by subject and street by street. It demonstrates that the proposed objectives are strongly aligned with broader government and Local Transport Plan policy objectives.

#### 1.2 Vision

The Forum was established as a means by which everyone with an interest in Warwick can work to reach a consensus on how to reduce the impact of traffic on the town centre. Congestion, pollution and severance and the volume and speed of traffic adversely affect residents, businesses, visitors, and the environment. More positively, planning agreements with the developers of South West Warwick will provide funding for any of a wide range of measures designed *to manage the adverse effects of traffic within the Town Centre*. The Forum prefers to express this overall objective as a **Vision**:

**To make Warwick's historic town centre  
safer, easier and more pleasurable to live in, to work in, and to visit,  
now and in the future.**

### **1.3 Objectives and Principles**

The objectives try to make this vision real. They set a framework for changes in the town, its streets, traffic and transport, consistent with government policies and with the Local Transport Plan, and propose principles by which the objectives should be pursued. These are the five **objectives**, and the *principles* beneath them:

#### **Objective 1: Reduce pollution and its impact on people and buildings**

- 1.1 *Reduce Nitrogen Dioxide emissions from vehicles to 20% below the legal threshold of an Air Quality Management Area at residential property frontages*
- 1.2 *Reduce Carbon Dioxide emissions from vehicles by 20% in line with the LTP objective*
- 1.3 *Reduce noise, vibration, and visual pollution*

#### **Objective 2: Make it safer, easier and more pleasurable to walk, cycle and use public transport**

- 2.1 *Make it safer and easier for people on foot to cross traffic*
- 2.2 *Improve pavements' quality*
- 2.3 *Improve direct routes for walking, especially on routes of up to 1 mile*
- 2.4 *Improve safety for cyclists and increase the extent and the quality of cycle routes and lanes*
- 2.5 *Eliminate the town centre 'bus loop'*
- 2.6 *Increase the frequency of bus services and the directness of routes*
- 2.7 *Establish Park+Ride, and Drop+Ride for schoolchildren, as better alternatives to car use*
- 2.8 *Give specific attention to the needs of people with disabilities, elderly people, children, parents with buggies, etc*
- 2.9 *Improve the enjoyment and benefits of Warwick's small scale, charm, historic nature, and green spaces*

#### **Objective 3: Improve access to the town centre and its activities**

- 3.1 *Enhance the retailing and tourist activity of the town*
- 3.2 *Improve access to the town centre from the rest of the town, from the surrounding area and for visitors*
- 3.3 *Make it easier to deliver to commercial premises*
- 3.4 *Improve the availability of short stay parking in the town centre and of long stay parking serving it*

#### **Objective 4: Facilitate and control better the movement of vehicles**

- 4.1 *Reduce the speed of traffic*
- 4.2 *Promote the proper enforcement of moving traffic regulations*
- 4.3 *Manage better conflicting vehicle movements*
- 4.4 *Change road classifications and direction signs to reduce through traffic and ease parking*

#### **Objective 5: Reduce the overall level of vehicle traffic in the town centre**

- 5.1 *Reduce the volume of through traffic*
- 5.2 *Reduce peak traffic flows and congestion*

#### **1.4 Recommendation**

The five objectives, and the principles for implementing them, respond to all of the issues which have been raised in the Forum's work. They are fully consistent with broader government and Local Transport Plan policy objectives.

The Forum therefore recommends to the Warwick Area Committee that it approves these objectives, and the principles by which they can be pursued, and approves the vision which they will make real:

**To make Warwick's historic town centre  
safer, easier and more pleasurable to live in, to work in, and to visit,  
now and in the future.**

The main part of the report starts on the next page with a list of contents.

## WARWICK TOWN CENTRE FORUM

### VISION AND OBJECTIVES

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#### **2 Background**

The Forum was established as a means by which everyone with an interest in Warwick can work to reach a consensus on how to reduce the impact of traffic on the town centre.

It held a series of public workshops in the autumn of 2005 to identify the issues which need to be dealt with. These included broad-based issues such as pollution, the contribution that sustainable transport could make to the life of the town, improving access to the town centre, issues of moving vehicles such as speed, and the overall level of vehicle traffic. Five Working Groups have worked since the spring of 2006 to evaluate and validate these issues, and to propose the objectives which a traffic scheme should achieve.

These objectives were agreed at the meeting of the Forum on 21 September 2006 as a recommendation to the Warwick Area Committee. The County Council's Directorate of Environment and Economy, as a member of the Forum, fully supports the Forum's recommendation, and all other members are in broad consensus on it.

If the Warwick Area Committee approves these objectives, and the principles by which they can be achieved, the Forum will be able to consider next the practical application of these principles to the streets of Warwick. The priority and order of implementation will be considered by the Forum.

### **3 Vision**

The consultations on traffic management in Warwick which took place in 2003 and 2004 demonstrated widespread concern about the dominance of the motor vehicle over other activities in the town centre, the street patterns of which still embody its mediæval origins.

For several hours each working day the town suffers from congestion, pollution and severance, adversely affecting residents, businesses, visitors and others who wish to use and enjoy the town's amenities. Some of the traffic uses Warwick town centre as nothing more than a short cut. At other times, traffic moves so fast through the narrow residential and commercial streets that people on foot feel uncomfortable or even unsafe, inhibiting the town's attractiveness for residents, shoppers and visitors.

Development will continue, and will, with existing traffic arrangements, increase the growth of traffic in the town centre, worsening pollution, congestion and discomfort. Development also provides the opportunity to change the provision of transport and the management of traffic, in line with the County Council's Local Transport Plan and other policies. Planning agreements for the development of South West Warwick will require the developers to contribute to the funding of any of a wide range of measures designed *to manage the adverse effects of traffic within the Town Centre.*

The Forum prefers to express this overall objective as a Vision:

**To make Warwick's historic town centre  
safer, easier and more pleasurable to live in, to work in, and to visit,  
now and in the future.**

### **4 Objectives**

The objectives try to make this vision real. They set a framework for changes in the town, its streets, traffic and transport provision, consistent with government policies and with the Local Transport Plan, and propose principles by which the objectives might be achieved. Many will be achievable only in the longer term, but by providing an overall framework they provide a test against which individual measures can be judged, and pursued if they contribute to the longer term objectives.

The Forum recommends and the Warwick Area Committee is asked to approve the **objectives** and the ***principles for their delivery***. The outcomes and benefits and the *measures that might potentially be used to achieve* the objectives are provided for illustration and not yet for approval.

The paragraph numbers show many links and cross-references between the **objectives**, the ***principles for their delivery***, the outcomes and benefits and the *potential implementation measures*. After the five objectives, a table summarises them, and matches them to government and Local Transport Plan policies, demonstrating the close fit of what is proposed for Warwick town centre with these broader policies.

**Objective 1: Reduce pollution and its impact on people and buildings**

*Principle 1.1* **Reduce Nitrogen Dioxide (NO<sub>2</sub>) emissions from vehicles to 20% below the legal threshold of an Air Quality Management Area at residential property frontages\*;**

*Principle 1.2* **Reduce Carbon Dioxide (CO<sub>2</sub>) emissions by 20% in line with the LTP objective;**

*Principle 1.3* **Reduce noise, vibration, and visual pollution**

resulting in Better air quality with lower levels of other pollutants

Better health

Streets and buildings made more pleasant to be in

Less damage to buildings

*potentially achieved by* Shift to sustainable modes of transport (2), reduced vehicle traffic (5), and reduced peak congestion (5.2)

\* The 20% margin below the AQMA threshold (an annual average of 40µg of NO<sub>2</sub>/ m<sup>3</sup> of air at relevant exposure sites) comprises the 10% normally applied to ensure that measurement error does not permit exposure above this legal maximum and a further 10% to match the vision for a more pleasant town.

**Objective 2: Make it safer, easier and more pleasurable to walk, cycle and use public transport**

*Principle 2.1* **Make it safer and easier for people on foot to cross traffic**

resulting in Walking being a more attractive way to move around and to and from the town centre

Removal of discontinuities between locations and activities separated by traffic

*potentially achieved by* Easier informal crossing: narrower carriageways and more islands separating traffic flows, especially in Friars St, West St, at Westgate, Northgate and Eastgate, in High St and Jury St, Castle Hill and Smith St

Formal (zebra or traffic light) crossings at key locations

*Principle 2.2* **Improve pavements' quality**

resulting in Higher footfall, more social and commercial activity

*potentially achieved by* Wider pavements, and pavements where none exist, especially in Castle Lane, Bowling Green St and Theatre St, Brook St, High St, the Butts, Smith St and St Nicholas Church St

**Principle 2.3 Improve direct routes for walking, especially on routes of up to 1 mile**

resulting in Better access to and between the town centre, the castle, the railway station and residential areas

Reduced car use

potentially achieved by Better crossings (2.1) and wider pavements (2.2)

**Principle 2.4 Improve safety for cyclists and increase the extent and the quality of cycle routes and lanes**

resulting in Cycling being a more attractive way to move around and to and from the town centre

Reduced car use

potentially achieved by Road and junction layouts changed to improve cyclists' safety so that cyclists are better able to share space with vehicles, especially at Westgate, Eastgate and Castle Hill, and St John's (4.3)

Cycle routes or at least lanes giving direct access to and from areas outside the town centre where sharing road space is uncomfortable, especially to the Technology Park, the hospital, and to Leamington, and on other routes where 2-3 mile journeys are numerous

**Principle 2.5 Eliminate the town centre 'bus loop'**

resulting in Improved reliability and shorter journeys

potentially achieved by Building the Westgate bus station

**Principle 2.6 Increase the frequency of bus services and the directness of routes**

resulting in Public transport being a more attractive way to travel to/from the town centre and adjoining towns

Reduced car use

potentially achieved by Frequent direct bus services between Warwick town centre and Leamington

More frequent services on existing less direct routes serving south-west Warwick, Warwick Parkway station, Warwick hospital, Woodloes Park and Spinney Hill, and villages outside the town, through existing planned and future improvements in bus services, including 'SPARK'

Bus priority lanes and junctions

Newer and better buses



**Principle 2.7 Establish Park+Ride, and Drop+Ride for schoolchildren, as better alternatives to car use**

resulting in Reduced volume of radial traffic, especially at peak times

potentially achieved by *Early use of the Hampton Rd (St Mary's Lands area 2) car park as base for a pilot scheme*

*Park+Ride car park, bus terminal and bus services, following first stage approval of 'SPARK'*

*Bus priority lanes and junctions (2.6)*

**Principle 2.8 Give specific attention to the needs of people with disabilities, elderly people, children, parents with buggies, etc**

resulting in Better mobility for those for whom it is difficult

potentially achieved by *Formal (zebra or traffic light) crossings at key locations, easier informal crossing, narrower carriageways and more islands separating traffic flows (2.1), wider pavements, and pavements where none exist (2.2), better direct routes for walking (2.3), better bus services (2.6)*

**Principle 2.9 Improve the enjoyment and benefits of Warwick's small scale, charm, historic nature, and green spaces**

resulting in Increased attractiveness of the town centre for residents of the rest of the town and the surrounding area and visitors from further away, increased trade, enhanced town life

potentially achieved by *Improved townscape, especially in the Market Place, Old Square, Northgate St, Smith St and Coten End, including additional benches, planting, less intrusive parking, better, co-ordinated and fewer signs, and making walking easier (2.1, 2.2 and 2.3)*

**Objective 3: Improve access to the town centre and its activities**

**Principle 3.1 Enhance the retailing and tourist activity of the town**

resulting in Increased use of the town centre for shopping and social activities

Increased tourism and economic benefits from it

potentially achieved by *Making it safer, easier and more pleasurable to walk in the town centre*

*Increasing the availability of parking (3.4)*

**Principle 3.2 Improve access to the town centre from the rest of the town, from the surrounding area and for visitors**

resulting in Increased use by Warwick residents of the town centre for shopping and social activities  
Improved attractiveness of the town centre as a place to work and to visit.

*potentially achieved by Making it safer, easier and more pleasurable to walk, cycle and use public transport (2) instead of cars  
Reduced car use, traffic volumes and peak hour congestion on radial roads (5.2)  
Increasing the availability of parking (3.4)*

**Principle 3.3 Make it easier to deliver to commercial premises**

resulting in Surer deliveries  
Less conflict with other road uses and activities

*potentially achieved by Providing unloading bays close to where deliveries are frequently made  
Managing deliveries and collections, especially those made by HGVs, to avoid time and place conflicts with other activities*

**Principle 3.4 Improve the availability of short stay parking in the town centre and of long stay parking serving it**

resulting in Easier parking for residents, shoppers, visitors, and town centre employees  
Higher footfall and commercial and social activity

*potentially achieved by Proper management of parking, through the WCC Civil Enforcement project, in which the Forum will play a full part  
Park+Ride (2.7)*

**Objective 4: Facilitate and control better the movement of vehicles**

**Principle 4.1 Reduce the speed of traffic**  
*(at times when congestion does not constrain it)*

resulting in Improved safety, particularly for people on foot and cyclists (2.1)  
Making the town centre feel more comfortable to spend time in  
Less conflict between traffic flows

*[continued on next page]*

*potentially achieved by* 20mph speed limit throughout town centre, past the schools on Myton Rd and south of the Banbury Rd roundabout, with effective and attractive measures for its (self-) enforcement

**Principle 4.2 Promote the proper enforcement of moving traffic regulations \***

resulting in Improved safety and greater comfort for other users of the streets

*potentially achieved by* Establishing a Forum consultative working group to work with the Police to promote greater priority to preventing regularly observed breaches.

\* including speed limits, traffic lights, the 'except for town centre access' weight limit, bus lanes, using mobile phones while driving, and giving priority on zebra crossings and at side turnings to people on foot

**Principle 4.3 Manage better conflicting vehicle movements**

resulting in Clearer means of negotiating difficult junctions and reduced risk of vehicle accidents.

Increased safety for people on foot and cyclists (2.1)

*potentially achieved by* Slower speeds

*Redesigning or simplifying critical junctions to improve layout, markings and operation, especially at Westgate, Theatre St, Northgate, the Butts, High St-Jury St-Church St-Castle Lane, Eastgate, Castle Hill and St John's*

*Closure of minor streets used to avoid congestion on major streets ('rat-runs')*

**Principle 4.4 Change road classifications and direction signs to reduce through traffic and ease parking**

resulting in Encouraging the use of routes avoiding the town centre, and reducing traffic on routes via the town centre (5.1)

Making it easier to find parking and reducing the visual impact of clutter (1.2)

*potentially achieved by* Reclassifying all roads within and most to/from the town centre as 'B' or lower category

*Influencing the advice of satellite navigation systems*

*Signing routes between areas on the edge of Warwick and outside it to use the main road network rather than the town centre*

[continued on next page]

*Improving signs to car parks so that drivers seeking spaces transit the town centre as infrequently as possible*

*Reducing the size, mountings and lighting of signs and road markings so that they provide the required information with minimum visual intrusion*

**Objective 5: Reduce the overall level of vehicle traffic in the town centre**

***Principle 5.1 Reduce the volume of through traffic; and***

***Principle 5.2 Reduce peak traffic flows and congestion***

resulting in Reduction in queueing and unnecessary delays

Improved environment for all, particularly residents, pedestrians and visitors, with less air and noise pollution

More rapid response times for emergency vehicles and reduced noise pollution from their sirens

*potentially achieved by: Modal shift to walking, cycling and public transport (2)*

*Improving the capability of alternative routes avoiding the town centre*

*Changing road classifications and direction signs (4.4)*

*Reducing the perceived capacity and capability of the town centre road network*

*Traffic light control of inbound traffic to limit it to the capacity of the town centre road system*

*Road user charging, as either a national or a local scheme - which might integrate road use and parking charges, give discounts for residents, and only apply at some times of day*

**5 Fit with government and Local Transport Plan objectives**

Central government has laid down four main transport policy objectives:

- A Delivering accessibility
- B Tackling congestion
- C Better air quality
- D Making roads safer

These are largely reflected in the five main Local Transport Plan objectives:

*To make Warwick's historic town centre safer, easier and more pleasurable to live in, to work in, and to visit, now and in the future.*

- 1 To improve accessibility to the transport system in order to promote a fairer, more inclusive society
- 2 To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy
- 3 To reduce the impact of transport on the environment
- 4 To improve the environment and safety of people when they are using the transport system
- 5 To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes

In the table below, the match between the Forum objectives for Warwick town centre and government and Local Transport Plan objectives is shown:

- by ✓ where the town centre objectives and the broader objectives are strongly aligned; and
- by -- where the town centre objectives provide some support to the broader objectives and do not conflict with them;
- △ would have been used to show where the town centre objectives and the broader objectives are in conflict; but none are.

Town Centre Objective	National Shared Priorities				Local Transport Plan Objectives					connected LTP policy areas
	D	C	B	A	1	2	3	4	5	
	Making roads safer	Better air quality	Tackling congestion	Delivering accessibility	Improving accessibility	Promoting employment & strong, sustainable economy	Reducing impact on the environment	Improving environment & safety using transport	Policy and physical integration	
1: Reduce pollution and its impact on people and buildings	✓	✓	--	--	--	--	✓	✓	✓	Air Quality and Climate Change
2: Make it safer, easier and more pleasurable to walk, cycle and use public transport	✓	✓	✓	✓	✓	--	✓	✓	✓	
3: Improve access to the town centre and its activities	--	--	✓	✓	✓	✓	--	✓	✓	
4: Facilitate and control better the movement of vehicles	✓	--	✓	--	--	--	✓	✓	--	
5: Reduce the overall level of vehicle traffic in the town centre	✓	✓	✓	--	--	--	✓	✓	✓	Land Use and Transportation

## **6 Conclusion**

**The five objectives, and the principles for implementing them, respond to all of the issues which were considered significant in the autumn 2005 workshops and have been evaluated and validated as areas for change by the Working Groups.**

The workshops also proposed three overall aims:

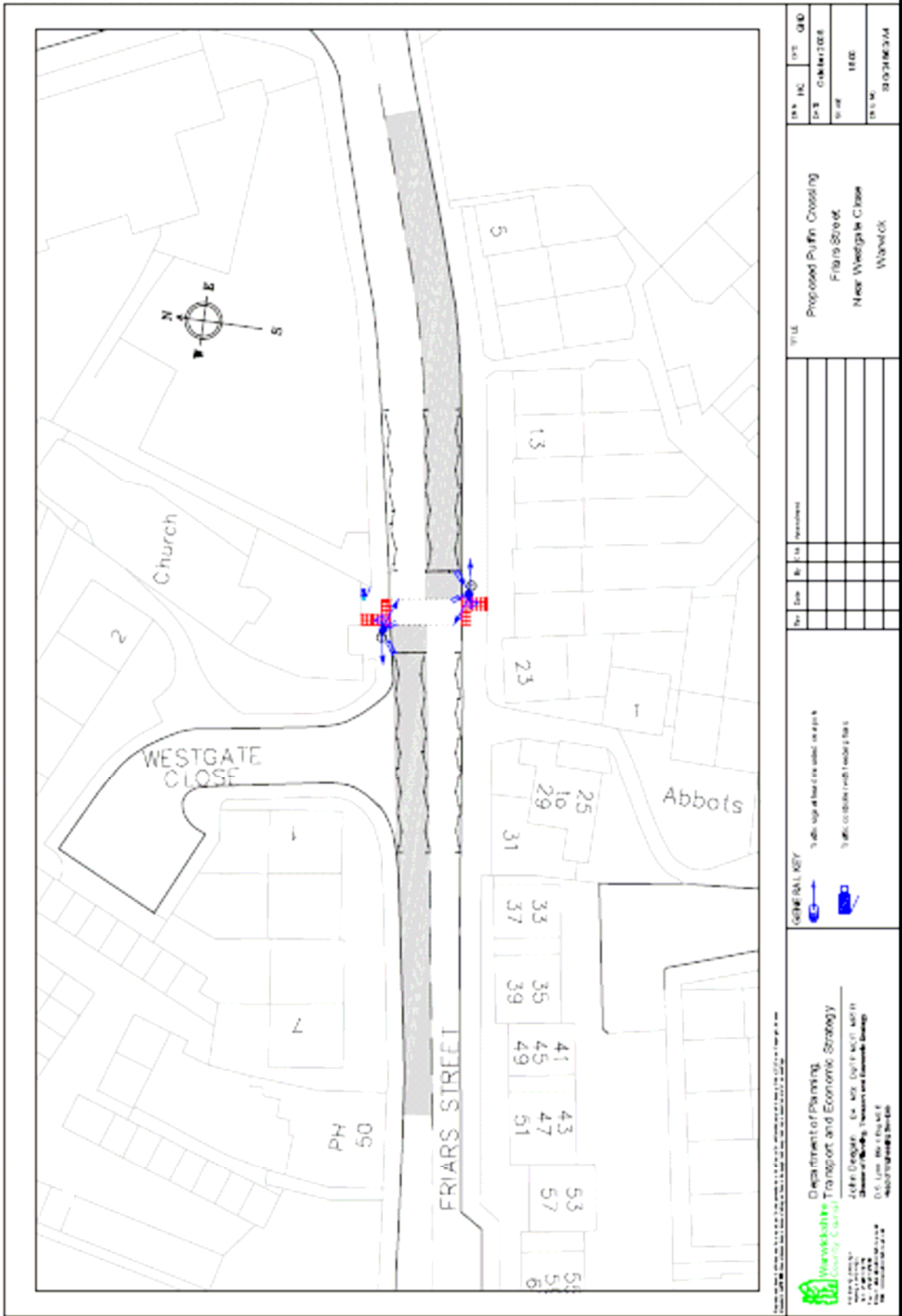
- Safety should be prime;
- The provision of transport and the management of traffic should be integrated with housing, commercial and public service developments;
- The Forum and the County Council should determine a long-term vision and plan steps towards it, incrementally and experimentally.

The first two overall aims are supported by the objectives, and fixing a long term vision and planning to move incrementally towards it is a guiding principle of the objectives and of the Forum's future work.

**The five town centre objectives are, overall, strongly aligned with eight of the nine broader government and Local Transport Plan policy objectives, and conflict with none.**

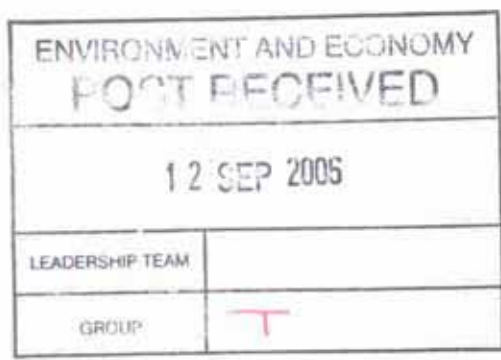
**The Forum therefore recommends to the Warwick Area Committee that it approves these objectives, and the principles by which they can be achieved, and approves the vision which they will make real:**

**To make Warwick's historic town centre  
safer, easier and more pleasurable to live in, to work in, and to visit,  
now and in the future.**



**APPENDIX B – Friars Street Pedestrian crossing (location, objection and response)**

Sallie Hall  
Traffic Signals Technician  
WCC  
PO Box 43  
Shire Hall  
Warwick



11<sup>th</sup> September 2006

Dear Sallie

I refer to our conversation of 10<sup>th</sup> July and now wish to put my concerns to you in writing as you advised. Please do not think that I have been apathetic in my response to our conversation, I have merely been getting options from residents & people who cross Friars Street at the "busy times".

I will address my concerns in three ways, firstly general, then Friars Street residents and finally personal.

You state in paragraph 2 "aimed at encouraging people to access facilities by foot". What people & what facilities. The only people who cross Friars Street are from Friars Street, Abbots Way & Monks Way. The only facilities I have been able to find apart from town itself, are two car parks & the Caravan Club. The one car park on Hampton Road is a joke, there is never any more than 3 cars in there at anyone time. So if you wish to increase access to this facility, the only way this car park would ever get used on a daily basis was if the cost for the whole day was 50p or free. Many people state it is too far out for the cost of it. So a puffin would not increase its usage. If it were to be used none of the people using it would need to cross Friars Street as they would be on the correct side of the road for town anyway.

The people parking on the race course already use Linen Street and many a time I have seen people cross Theatre Street BETWEEN the 2 puffin's already on this road. The cycle track already runs down to Hampton Road where there is already a crossing. As another example of this, my next door neighbour Mrs Murphy, in the OAP bungalow has already said puffin or no puffin she will still cross by the shop, "like I always do". I have also asked many people whilst crossing at various times of the day "Would a puffin have made it easier to cross and if it did does it give you any better access to facilities?" not one person said yes. Some of those were actually Council employees! I have known this house all of my life. My grandparents lived in it from 1959 when it was first built. I have spent a great deal of time here, as I went to Westgate, then Newburgh. I stayed here most weekends as a child and even as an adult visited a least 2-3 a week. In all that time, right up to the present day, I can NEVER remember seeing or hearing about a road traffic accident on the upper part of Friars Street. So very dangerous that it needs a puffin!

Most of the traffic at busy times is caused by the private schools, as evidenced the week before Westgate broke for summer holidays. The private schools had already started there holidays and the traffic was reduced by 85%. Given that we cannot relocate the private schools that create most of the traffic, my question here is where is the ongoing benefit through out the day re access to local facilities?



The next problem concerns all the houses from 21 Friars Street upwards and the removal of overnight parking. Currently we are able to park from 6pm to 8am, but with the puffin this will be removed. Every house has a vehicle either work and/or private and to a person they would like to know where they are expected to park. The resident's daytime parking down Friars Street, is continually taken up with non residents cars. Many of us feel aggrieved at having to pay £10 for a parking permit & then not be able to park on Friars Street itself, so when the overnight parking is removed where will we be able to park our cars & will they be safe from crime? Would you or your colleagues like parking your cars some 100-200 yards away at night?

So how do you intend to address this issue?

Finally there is the matter of how it will affect my family & I. This crossing will be right on by door step 24/7. I have spent a great deal of time, effort & money to get our home the way we want it. Our front garden alone has had many hundreds of pounds spent on it and for what. Now with a proposed puffin with so many people now crossing at this one point, the increase in litter & damage is inevitable. The continuing bleep at all hours of the day and do not think for one minute the local kids will find it highly amusing to continually press the buttons whatever the time, not to mention the drunks. Being a mortgage consultant, I have shown the plans to conveyances I know, all of whom have said it will reduce the value of my property by between 10% - 16%. Of this I am absolutely thrilled. What do you intend to do?

Having spent the time looking at all aspects I can see no real gain for anyone in the local community. Or is it that you have a limited amount of time to spend Bryant's £600,000 traffic management monies. If you wish to improve road safety and access why not put a puffin on High Street/Jury Street where the zebra crossing is? More people jump onto that crossing from the side & so many people use it that cars have to stop all the time so inhibiting the traffic flow. With the one minute delay, as with all puffins this would increase the traffic flow through town, elevating traffic congestion and stop people jumping on it from all angles.

I do not think you have made a great deal of effort in involving the people of Friars Street or conducting a good enough survey into the need for a crossing. The five OAP's sat in a car for 2 days counting cars and causing more problems with there parking was very lame and the silly little yellow A4 posters that kids keep ripping down was very proactive, but then you all rely on public apathy in the Council don't you, because you always say "WELL WE GAVE YOU THE CHANCE.....". I will be very interested on your views and answers to all of our problems & concerns raised in this letter. I feel a response within one week of this letter is not unrealistic given the small amount of time take to come to your original outcome.

Yours sincere]y

My ref: T/SJH/11.4.335/4040



**Environment and Economy**

PO Box 43  
Shire Hall  
Warwick  
CV34 4SX

DX 723360 WARWICK 5

**Tel: (01926) 412810**

Fax: (0870) 2428144

signals@warwickshire.gov.uk

[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

22 September 2006

Dear 

**Proposed Puffin Crossing - Friars Street near Westgate Close, Warwick**

Thank you for your letter dated 11 September. Your correspondence on this matter has been noted and our response is detailed below. I apologise for the delay in getting this information to you, I have been waiting for some information from our Traffic Studies Team on the background to the scheme.

This proposal for installing a pedestrian crossing emerged from the extensive debate during 2004 about the future of traffic management in Warwick town centre. As you may be aware, a large traffic management scheme was identified which was not fully supported following a detailed public consultation. However, out of this wider scheme a number of 'Interim Traffic Management Measures' were identified, including an upgraded bus interchange, footway and cycleway improvements and crossings on Friars Street and West Street. These measures have been included in a series of public exhibitions and raised at three Warwick Area Committee meetings (on which your local elected County Council Members sit). These were held in November 2004, November 2005 and May 2006 and papers and minutes detailing the wider traffic management scheme and interim measures are available on the County Council's website.

However, in acknowledgement of the fact that you may not have been aware of the above Area Committee meetings and may have missed previous public consultations, the proposed crossing will be included in a further report on Warwick Town Centre to be presented to the Warwick Area Committee on the 21<sup>st</sup> November 2006. This is a public meeting at which members of the public are able to raise concerns or comments



directly to members prior their debate. If you wish to attend the meeting I suggest that you contact the County Council's Warwick Area Office (01926 736136) from the 13<sup>th</sup> November to obtain a copy of the report and make arrangements.

As you may be aware, there is already an existing School Crossing Patrol at the proposed location. However, of particular concern is the safety of child pedestrians crossing Friars Street when the patrol is absent or when activities are taking place outside normal school hours.

With reference to your comment about the "continuing bleep at all hours of the day", the audible signal, which is provided as a facility to assist the visually impaired, will only be active from 7am to 9pm daily. The volume will be set with consideration to surrounding properties. You also stated that "the increase in litter and damage is inevitable". However there is no evidence from other installations across the county that this will happen.

Unfortunately it is inevitable that the crossing will result in the loss of some overnight parking on Friars Street. The zigzag markings associated with the scheme are there to keep the crossing clear of parked cars and to provide adequate visibility for and of pedestrians using the crossing. However this loss of parking is outweighed by the benefits of upgrading this pedestrian facility.

With reference to the impact on your property, the scheme has been designed to ensure that the minimal amount of signal equipment is used to lessen the visual obtrusion of the crossing. The signal heads will be facing the approaching traffic and the pedestrian displays will be located at the kerbside and will be visible, but neither will shine into adjacent properties.

If you wish to make a claim for compensation, I have been advised by our Legal Services section that the Land Compensation Act 1973 sets out the criteria under which a claim for compensation may be made as a result of highway works being carried out.

Under the Act, a carriageway is deemed to be altered if the location, width or level of the carriageway is altered (other than by re-surfacing), or an additional carriageway is provided for the highway beside, above or below the existing one. In those circumstances it is the physical effects of the scheme for which compensation is applicable. The physical effects include noise, fumes, dust, solid and liquid effluent and street lighting.

Please find enclosed a copy of Section 3 of the DTLR Booklet "Compulsory Purchase and Compensation", which explains the procedure for making claims under the Land Compensation Act 1973 due to public works.

If you wish to discuss any of these matters, please do not hesitate to contact Gafoor Din, Traffic Control & Information Systems Team Leader on 01926 412810 or Mike Waters, Traffic Studies Team Leader on 01926 735668.

Yours sincerely

Sallie Hall, Traffic Control & Information Systems

## Workshop on a foot crossing, or more, in West Street

22 August 2006

The workshop considered four questions

**What do we want to achieve?**

**What are all the possible ways to achieve the agreed end?**

**What are the pros and cons of each of these possible ways?**

**What is the best solution?**

This report summarises the outcome of the workshop, and informs a Forum recommendation to the County Council:

WCC should be asked to develop a proposal incorporating a range of measures in West St, including reducing the speed of traffic, making it easier to cross the road at several points, and a traffic light crossing at one place, for consideration by the Forum and if necessary at a further workshop.

These measures should be independent of the possibility of traffic lights at Westgate junction, which should be considered with wider town centre traffic proposals.

### **What do we want to achieve?**

The workshop concluded that, within the overall objective of a traffic scheme for Warwick to reduce the impact of traffic on town centre streets, and the Area Committee requirement to consider further the proposed traffic light crossing in the context of possible wider improvements in West Street,

we wish to:

- Make it easier and safer for people on foot to cross West St at several points along its length;
- Reduce the speed of traffic;

and also to:

- Enhance the townscape and minimise visual pollution;
- Not prejudge or constrain wider town centre traffic proposals;
- Help discourage and reduce the volume of traffic (especially vehicles which may be diverted from Friars St by 20mph limit there)

but *not* to:

- speed up traffic flow.

## **What are all the possible ways to achieve these objectives?**

### **Range of West St improvements**

**Wider pavements and narrower road on West St between Stuart Close and Charter Approach ('C') and at two points between Charter Approach and Crompton St ('B' and 'A') and road level raised to that of the pavement at one of these places**

**Foot crossing of Crompton Street on west side of West St**

**Wider pavements instead of layby at bus stops**

**Central 'refuge' all the way down West St**

**More central islands and 'refuges' to give more options for people on foot**

**Parking bays at intervals to assist crossing**

**Different road surface materials to slow down traffic**

**A traffic light crossing better to meet the needs of people with disabilities, the elderly, children, and people with pushchairs**

**Wider pavement outside 22-28 West St, raised road level and traffic light crossing towards Church Hall ('D')**

***opposite suggestion:* NOT a crossing by the Church Hall**

### **Traffic lights at Westgate junction**

**Traffic lights at Westgate junction, including right turn from Castle Lane, with 'pedestrian phase' / including Castle Lane and pedestrian phases**

***opposite suggestion:* NOT traffic lights at Westgate junction**

**Learn from the temporary traffic lights installed for the LLH wall work**

**Strong interdependence between West St and Westgate**

### **Changes elsewhere**

**20mph speed limit in Castle Lane (to deter drivers from using it to avoid High St traffic lights) and a pavement in Castle Lane where it does not now exist**

**Yellow 'keep clear' box to improve vehicle entrance to / exit from Crompton St**

**Roundabout at Friars St / Crompton St / Hampton St junction**

**Deter HGVs from entering town centre**

### **Note concern:**

**Longbridge junction enlargement is forecast by HA by reducing congestion there to increase traffic on Stratford Road to/from Warwick by ?30%**

## **The pros & cons, pluses & minuses, of each of these possibilities**

### **Traffic lights at Westgate junction:**

- FOR:** easier for people on foot in all directions, including across Bowling Green St, to cross  
discourage traffic  
traffic down West St would move intermittently, gaps permitting crossing
- AGAINST:** increase traffic in Bowling Green St and Theatre St  
divert westbound traffic to Castle Lane, as when temporary lights operated  
increase queuing  
increase pollution in Castle Lane and Theatre Street, and in High St?  
severe damage to view of LLH

### **Traffic light crossing at some point along the length of West Street:**

- FOR** better for people with disabilities, the elderly, children, and people with pushchairs
- AGAINST** encourages faster traffic when green light is showing, making it harder to cross elsewhere

### **Range of West St improvements:**

- FOR:** reduce speed of traffic  
easier crossing at several points
- AGAINST:** possibly nothing

## **Summary after discussion**

### **Traffic lights at Westgate junction:**

**A strong division of opinion, and no consensus for installing them as an 'Interim Measure' now.**

**Therefore consider now West St alone, and try to avoid proposals which would be interdependent with Westgate traffic lights. Possibility of traffic lights at Westgate junction should be considered with wider town centre traffic proposals.**

**Range of West St improvements, including reducing the speed of traffic, making it easier to cross the road at several points, and a traffic light crossing at one place:**

**Consensus that these would be beneficial, as long as they do not prejudice physically or financially a possible later Westgate scheme.**

**WCC should be asked to develop a proposal incorporating this range of measures, for consideration by the Forum and if necessary at a further workshop.**