

# Frequently Asked Questions

## Northgate junction proposals

### 1. How do the Northgate proposals fit in with the wider proposals for Warwick town centre?

The Northgate scheme aims to improve the setting of a key gateway to the town by reducing the footprint of the existing traffic island junction and introducing informal crossing points to make it easier for pedestrians to cross.

It is proposed to adopt a similar approach at other key gateways in the town (Eastgate and Westgate) as part of the implementation of wider proposals. The other gateways will require the one-way proposals to be in place.

### 2. Why are these proposals being implemented ahead of the wider scheme?

The consultation in 2016 put forward a number of 'early deliverables' that could come forward ahead of the wider town centre proposals. This included the Northgate junction changes as well as the 20mph zone and Priory Road changes. This proposal was supported by the public and subsequently approved by WCC in late 2016.

### 3. Where is the funding coming from for the Northgate proposals?

The proposals are being funded from a combination of:

- s106 proposals from south west Warwick
- WCC's Safer Routes to School funding programme

### 4. What consultation has been carried out on the Northgate proposals?

The 2016 consultation included an overview of the changes at Northgate junction. These have formed the basis of the current proposals. A couple of minor changes were made to take account of comments received during the public consultation:

- Removal of formal pedestrian crossing from outside Northgate House to respect the historic setting
- Change in materials to be more sensitive to the historic setting. The materials and design have been developed with input from WDC's Conservation Officer

The changes to traffic movements were consulted on through the statutory consultation on the TRO.

### 5. How will cyclists be accommodated?

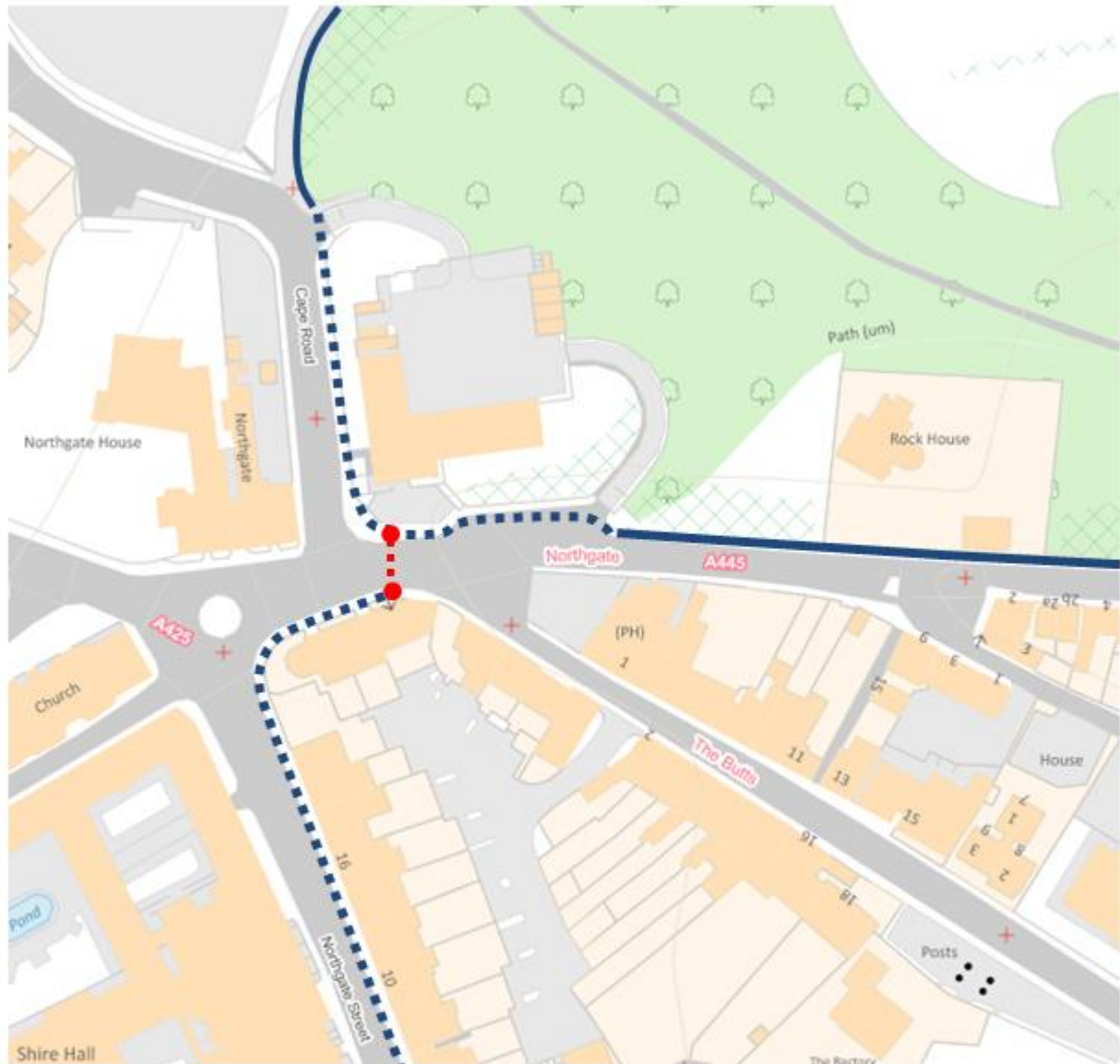
It is proposed that a formal crossing for cyclists will be accommodated as a second phase of the Northgate scheme, with the proposed route shown on the plan overleaf.




### 6. What traffic management arrangements will be in place during the scheme construction?

We will seek to minimize disruption on the network during the construction phase by:

- Carrying out the construction during the spring/summer when traffic flows are lower;
- Carry out a phased approach to construction to limit the geographical extent of highway disruption at any one time;
- Introduce one-way running along Saltisford (eastbound) / The Butts (southbound) / Cape Road (northbound) for phases of work where the highway is restricted to one-lane. This avoids the need for 3-way traffic lights to control traffic and should minimize delay;
- Introduce a temporary relaxation of the HGV weight limit to allow Sainsburys lorries to access the store without having to route via the Northgate junction area.

## Northgate junction – proposed cycle access



KEY	
	Location of proposed toucan
	Cycle route (new - proposed)
	Cycle route (existing)

# Wider Warwick scheme

## Traffic routes

### 1. Why are one-way streets being introduced?

The one-way streets are being introduced for a number of reasons:

- To simplify the road system in Warwick so that current conflicts for vehicles are reduced. Removal of these conflicts means that stationary traffic is reduced, helping to improve air quality.
- To allow pavements to be widened and facilities for cyclists improved
- To allow traffic lanes to be removed from junctions, reducing the footprint of junctions and improving the setting of historic buildings

### 2. What other route options were considered?

Various one-way routing options were considered, including a reversal of the current proposals (with The Butts southbound and High Street / Jury Street westbound). The proposed one-way routing provides the greatest benefits for easing the flow of traffic (and associated air quality improvements) and gives the opportunity to reallocate roadspace to other uses.

### 3. What is the impact of displaced traffic from the introduction of one-way streets? Will traffic levels increase on some streets?

Yes, traffic levels will increase on some streets due to displaced traffic. However the proposals will encourage people out of their cars for more local journeys and encourage them to use different routes if they are just travelling through the town, so we aim to minimize any increase.

### 4. How will the proposals discourage through traffic?

The scheme will discourage through traffic in two ways:

- By creating less direct routes through the town, people may be discouraged from travelling through and choose alternative routes instead (e.g. M40, A46)
- Through traffic may be discouraged by the introduction of a 20mph zone.

## Air Quality

### 5. What are the impacts of the proposals on air quality?

Air quality modelling has been carried out to understand the impact of the one-way routing proposals. This shows that air quality is improved overall for the town centre. On streets where air quality worsens (due to displaced traffic from the one-way routing), this is well below acceptable exceedance levels.

## Assessment of proposals

### 6. What assessment of the proposals has been carried out?

- Traffic modeling – assessments have been undertaken in S-Paramics microsimulation modelling software using the latest datasets to inform traffic flows and routing. Average delays across the modelled network were the primary performance indicators.
- Air quality modeling (as indicated in Q5 above)

### 7. How will the proposals accommodate Local Plan growth?

The proposals are designed to deal with existing issues within the town. However, transport modeling work has been undertaken to understand the impact of the proposals in a future year scenario with Local Plan growth. The proposals have been assessed in the same Local Plan transport models used to provide evidence for the Local Plan examination. This modelling includes all the most recent Modifications to the Plan and includes demand associated with the Asps and Gallows Hill Appeals sites. Analysis of this assessment identifies that the proposals show improved performance over those

identified within the Infrastructure Delivery Plan to support the Local Plan. The scheme proposals will also help achieve modal shift which will reduce the overall impact of Local Plan growth on the highway network.

## **Cycling**

### **8. What is a cycle-contraflow?**

A cycle-contraflow allows two-way cycling on one-way streets, improving connectivity for cyclists and providing short cuts. There are many examples of their introduction in the UK, including on narrow historic streets.

## **Street clutter**

### **9. How will street clutter be minimised?**

An audit of street sign and street furniture will be carried out with a focus on reducing street clutter.

## **Other proposals**

### **10. What other proposals have been considered?**

The ideas being put forward have been developed following the transport strategy review for the Warwick and Leamington area carried out in 2014/15. Other proposals being developed include: Park and Ride, walking and cycling improvements for Warwick and Leamington and working with employers and schools to encourage mode shift.

The proposals being developed do not preclude other ideas that the public may wish to explore being put forward at a later date e.g. proposals to reduce overall traffic levels.