

St John's Junction Improvement Proposals: Public Information Document

Engagement Overview

Warwickshire County Council (WCC) are developing ideas for how the St John's junction in Warwick could be improved to facilitate future transport changes that are needed in the wider town centre area. Those town centre changes received public support through a consultation undertaken in 2016 include:

- Traffic management proposals to introduce one-way routing on The Butts and High Street / Jury Street which will ease vehicle flows and provide opportunities to reallocate road space to other users.
- Gateway improvements – reconfiguring the layout of highway junctions including Westgate, Eastgate and St John's junctions to improve facilities for pedestrians and cyclists and enhance the historic built environment by reducing the footprint of junctions and improving the look and feel of the town centre.
- Improved connectivity for pedestrians and cyclists, including wider pavements and new crossing points for pedestrians, and dedicated provision for cyclists with new cycle lanes /shared use cycleways and cycle-contraflow on some one-way streets.

St John's – Scheme objectives:

The objectives of the St John's junction improvement scheme are to:

- Improve connectivity and enhance the experience for pedestrians and cyclists.
- Accommodate increased vehicle flows between Priory Road and St Nicholas Church Street, enabling the wider Warwick town centre traffic management changes.
- Improve the attractiveness of the location as a key gateway to the town.

We would like your feedback on our proposals which include measures that:

- Connect cyclists to the wider cycle network (including programmed cycle links that are being planned for future delivery, on A429 Coventry Road and Coton End/Emscote Road) creating two important cycling corridors that will merge within the St John's area.
- Give more space to pedestrians and make it easier for people to move around and visit local retailers.
- Discourage traffic from rat-running through the existing service road.

- Create a more attractive and pleasant space for people to enjoy.
- Reduce the number of parking spaces on the service road and change the car parking layout to create more space for pedestrians and cyclists along the Coventry Road. Additional changes will add new blue badge parking spaces and specific loading bays to serve retailers.
- I Expand the cycle parking offer at St John's.
- Accommodate an increased vehicle flow through the junction that is expected when the wider town centre work is complete.

Why are we engaging?

We would like feedback from the wider community, specifically town centre users, on the proposals to help us make decisions on our design of St John's. We would like you to tell us what you think about the proposals, what you feel works and does not and how the proposals could be improved. We are still at an early stage in developing these proposals and your input will help shape our plans and designs.

How you can feedback

- The engagement exercise will open on 14th November and close on 19th December
- Where possible, please submit feedback online via the survey available at <https://ask.warwickshire.gov.uk/insights-service/st-johns>
- If you would like a paper copy of the survey or need an alternative format or language or require help to complete the survey, please contact us by phone on 01926 412395 or by email: contactcommunitiesgrp@warwickshire.gov.uk.
- You can send your feedback directly to Warwickshire County Council by email warwicktc@warwickshire.gov.uk or in writing to St John's Consultation, Warwickshire County Council, Transport Planning, Shire Hall, Warwick, CV34 4RL.
- You can also feedback at our information event. We will capture any feedback given at these events, but we strongly encourage you to also submit a written response using the survey.

Information event

We will be holding a drop-in information event where you can find out more about the proposals and ask any questions you may have.

Date	Time	Event	Location
14/11/22	10:00 – 15:00	Public drop-in session	Shire Hall, Market Square, Warwick, CV34 4RL.
23/11/22	19:00 – 20:00	Online event	Microsoft Teams joinable on the following link: https://bit.ly/StJohnsEngagement
28/11/22	10:00 – 15:00	Public drop-in session	Shire Hall, Market Square, Warwick, CV34 4RL.
08/12/22	10:00 – 15:00	Public drop-in session	Shire Hall, Market Square, Warwick, CV34 4RL.

What the proposals mean for different users:

Pedestrians

The proposal will provide pedestrians with more space along the existing footways, and along the shared footway/cycleway that is proposed alongside Coventry Road. The tree-lined area opposite the shops will undergo some changes to reduce the amount of clutter there, and some seating areas are also being considered.

The proposals should make it easier and safer for pedestrians to cross roads at locations where some crossings will be upgraded to toucan crossings providing wider crossing points. Courtesy pedestrian crossings, where drivers are encouraged to stop for pedestrians crossing from Coton End to visit the shops, will be provided at a central location on the service road.

Cyclists

The proposals have been reviewed against national guidance set out in [Local Transport Note 1/20](#) which is the best practice guide for developing high quality cycling infrastructure. A cycle audit of the proposal will be carried out once the preferred design is realised.

At an early stage in developing the proposals, consideration was given to whether a segregated cycle track could be provided through St John's. This option was discounted because it would have significantly reduced the road space required to maintain vehicles flows whilst also reducing the space available to pedestrians. It also prevented any coherent linkages to future cycling schemes that didn't cause conflict with vehicles flows at the junction.

Bus users

There will be no change for bus users as part of the scheme. Bus access will be maintained through the junction.

Motorists

The key changes for motorists are as follows:

- Priory Road, Smith Street and St Nicholas Church Street will become signalised at the points where they join St John's.
- The St John's service road will become one-way southbound.
- Motorists will be unable to turn right from St John's into the service road (travelling from Coton End), and unable to exit right from the service road onto St John's (towards St Nicholas Church Street). This will apply to all vehicles except for emergency services. The prohibited right turns will prevent queues along St John's which at busy times would extend through the St John's junction with Coventry Road and Coton End, and also within the Service Road where drivers would struggle to find a sufficient break in the traffic on St John's to safely turn right towards St Nicholas Church Street.

- Upgraded parking bays within the service road, to meet modern standards, with some parking bays removed to accommodate walking and cycling facilities and to allow for signals to be installed. This is outlined in the table below:

Street	Parking spaces -current arrangement	Parking spaces - additional	Parking Spaces - proposed
St John's Service Road	26 (0 loading, 0 blue-badge)	1 x blue badge space 1x loading bay	16
St John's (outside Castle Balti)	4	0	0
Smith Street	4	0	0

Many people value the convenience of parking as close as possible to the town centre, particularly if they want to quickly pick something up from a shop. We think the benefits of using the space currently allocated to parking to create more space for pedestrians and cyclists outweighs the impacts associated with removing parking. Free on-street parking encourages people to drive short distances whereas improving the streets for pedestrians and cyclists should encourage more visitors and encourage more people to walk or cycle to the town centre instead of driving. The parking spaces available within the proposed design will still be available for people wanting to make a short stay at St John's.

We understand that many people cannot walk long distances and we have therefore introduced parking for blue badge holders for journeys to the shops along the St John's service road.

Businesses

There is compelling [evidence](#) from other parts of the country which shows that improving the look and feel of streets and investing in walking and cycling encourages more visitors and that people arriving on foot or bicycle spend more time and money in that area. Transport for London has helpfully brought together the latest evidence, research, and findings on the economic benefits of walking and cycling on the following website:

[Transport for London: Economic Benefits of Walking and Cycling](#)

As part of this scheme, a loading bay will be provided on the service road at St John's to accommodate the needs of the retailers, put in place to remove obstructive parking that prevents movement through the service road.

The impact on traffic

Traffic modelling has been carried out to understand how the proposals at St John's will affect traffic into and from Warwick town centre. The work indicates that:

- The St John's junction will be overcapacity in the future irrespective of whether a scheme is introduced or not and would require the County Council to acquire parcels of land for demolition in order to create more highway space, inviting more traffic into St John's.
- Testing revealed that based on how the traffic flows will change following the wider town centre proposals, the St John's scheme will improve conditions relative to doing nothing at this location.
- When the full Warwick town centre proposals are in place, the proposed amendments will improve conditions without any walking and cycling journeys included within the transport modelling. This means that any increase in walking and cycling journeys that happens as part of these improvements will improve the performance of the network.

It is expected that the St John's proposals will encourage more people to walk or cycle to the town centre if they live locally and that this would bring about a small reduction in the amount of traffic on the town's roads.

Next Steps

Once the engagement period closes, the County Council will carefully consider the feedback received which will be used to inform a design that will then go through public consultation based on the traffic management elements of the design.

Additional Information

Additional information documents are available to explain the background and thinking that has led to the current proposal and to help you understand how the proposals could affect you. The documents are:

- [Warwickshire's Local Cycling and Walking Infrastructure Plan](#)
- Warwick Town Centre Proposals Equalities Impact Assessment (If you would like to view a copy of this document, please email warwicktc@warwickshire.gov.uk)

You may also find it useful to refer to the following core supporting documents which set out the policy basis for the town centre proposals:

- [Warwickshire County Council Plan 2022-2027](#)