



THE WARWICK SOCIETY

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Proposals for High Street and Jury Street, Warwick

The Warwick Society, the town's civic society, has almost four hundred members. Its first concern is the future of the fine buildings which make Warwick a distinctive and beautiful place for residents to live, businesses to prosper, and visitors to enjoy; but Warwick's qualities are severely threatened by the impact of traffic, especially through traffic.

The Society strongly supports the proposed Traffic Regulation Orders and the changes which will make the streets more civilised, reduce vehicle speeds, deter through traffic (and thus improve air quality), make it easier to cross the roads on the direct routes which people on foot desire, make cycling safer and easier, retain the existing amount of parking, improve access for businesses, residents and visitors, contribute to the attractiveness and economic success of the whole town centre, and help to assure the future of its buildings.

The Society has played a full part in the process by which the proposals have been developed. It is confident that the involvement of many of the people directly affected has made the scheme the best that can be achieved, given the nature of the buildings and streets, the funding available, and the many uses to which the public space is put.

The Society hopes that a favourable decision by Councillors will allow the work to be completed by Easter 2012, minimising the disruption to businesses and residents during the construction period. In finalising the details of the design, we hope that the following points will be taken into account:

The strong reasons to reclassify these streets as 'B' or lower category, so that maps and 'satnavs' guide through drivers to other 'A' routes

The need to ensure that vehicle speeds are reduced by installing the tightest possible curves around the islands and the steepest possible ramps at the approaches to the raised crossings, without risking damage to adjacent buildings.

The weakness of the relatively wide, open area at the East Gate end of Jury Street, where two more parking spaces would contribute to reducing speeds.

The possibility of providing another two parking spaces outside no.2 Brook Street.

The need to provide guidance for people with poor eyesight, for other people on foot, and for drivers, at the boundaries between pavement areas reserved for pedestrians and the crossing areas shared with vehicles.

The requirement to free-up footway space by minimising clutter, including bollards, but especially signs and parking ticket machines.

The desirability of adapting the street lighting between, say, Pageant House and Back Lane, so that, by day and night, the streetscape is visually differentiated as special and lighting is adequate for both people on foot and drivers.

The recommendation to use the highest affordable quality of materials, both for appearance and for maintainability.

The need to inform and educate all users of the street of its special function and design, above all to ensure that the semi-formal crossings are readily understood and accepted, providing a safe and efficient environment for both pedestrians and drivers.

The Society is grateful to the County Council for developing proposals which will bring substantial benefits, and, through the Town Centre Forum, for making the process of development a true community effort. It looks forward to more work, building on the momentum of the programme to reduce the impact of the traffic on the town's streets, as further funding becomes available.

John Fletcher
Hon. Membership Secretary