

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	14th June, 2013
3.	Title:	Proposed pedestrian improvement scheme, Main Street, Rotherham Town Centre.
4.	Directorate:	Environment and Development Services

5. Summary

The report details the proposal for a pedestrian improvement scheme on Main Street, Rotherham Town Centre

6. Recommendations

It is recommended the Cabinet Member resolves that:

- a) consultation and detailed design for the proposal is undertaken and,**
- b) subject to no objections being received, that the scheme be implemented.**

7. Proposals and Details

The number of pedestrians visiting Riverside House has steadily increased following the phased consolidation of town centre offices into the new offices since 2011.

The main pedestrian routes to access Riverside House are along **Main Street** from both directions including from **Market Street** across the Main Street zebra crossing. A further route is available from the railway station via **The Statutes**, however, there is no controlled crossing where The Statutes meets Main Street. Requests have been received from visitors, employees and the Council's Disabled Workers Group for a controlled crossing in this location to make it easier to cross the road.

A pedestrian/vehicle survey was undertaken, which demonstrated that the criteria for a controlled crossing were met. Several design options were considered including:

- a signal controlled pelican / puffin crossing - the highway layout does not permit a crossing of this kind to be installed due to the proximity of the side roads being less than the permitted 20m distance to the crossing.
- A signalised junction including a pedestrian crossing - modelling of traffic flow showed that at peak times traffic would back up along Main Street in both directions particularly affecting the efficiency of the Westgate traffic signals. In view of the impact on the road network it was decided that a signalised junction would not be the most appropriate option to improve crossing facilities at this location.
- A formal crossing point on Main Street near to The Statutes and also to improve the pedestrian crossing provision along the whole of Main Street.

This third option has been worked up into an outline scheme (see appendix A) which includes:

- a new zebra crossing outside Riverside House between the junctions with Don Street and The Statutes;
- the creation of 2 (net) additional disabled parking spaces next to Riverside House;
- an extension of the town centre 20mph zone to include Don Street, The Statutes and Main Street (from Westgate to New York Way);
- amendments to the kerb lines of The Statutes and Don Street to reduce the crossing widths for pedestrians;
- amendments to the existing imprint surfacing on Main Street to form a gateway feature tied into the start of 20mph zone and also an imprint surface on side road entrances at Don Street and Market Street;
- new enhanced paving materials along parts of Main Street.

It is also planned to paint lighting columns and signposts black and that several bollards along Main Street will be removed in order to reduce street clutter.

Consultation with the emergency services and other organisations will have to be undertaken in order to promote the change in speed limit. South Yorkshire Police have informally raised concerns that vehicle may not comply with the proposed

20mph speed limit however unless traffic calming is installed as part of the scheme. It is proposed that, following completion of the scheme, vehicle speed surveys will be undertaken and, if they are not commensurate with the proposed 20mph limit, then we will consider further measures (including vertical traffic calming) to ensure that the proposed speed limit is adhered to.

8. Finance

The cost of the recommended scheme is estimated at £350,000; funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2013/2014.

9. Risks and Uncertainties

Any objections to the scheme including the proposed Traffic Regulation Orders may result in design changes being required which could lead to a delay in implementation and an increase in scheme costs.

10. Policy and Performance Agenda Implications

The proposed scheme is in line with objectives set out in the Sheffield City Region Transport Strategy, and the associated Safer Roads and Casualty Reduction strategy for improving road safety.

11. Background Papers and Consultation

Statutory consultation with the emergency services and Ward members will be undertaken. Plans showing the scheme will also be on display in the Library areas of Riverside House.

A Location map showing outline details is attached as Appendix A

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