

PROPOSED PEDESTRIAN IMPROVEMENT SCHEME – MAIN STREET ROTHERHAM

APPENDIX A

(correspondence by e mail)

(1) RMBC to South Yorkshire Police (15 May 2013)

Further to my previous emails and our recent discussion regarding the proposed pedestrian improvement scheme for Main Street, I am now in a position to formally consult on the proposals for Main Street, The Statutes and Don Street (please see attached plan).

It is our intention to provide a zebra crossing on Main Street between The Statutes and Don Street following alterations to the kerblines to facilitate the 5m visibility requirement for the zebra crossing. As a result of the proposed zebra crossing, it is our intention to relocate two existing disabled bays outside Riverside House to the existing permit holder only bay situated at the end of Riverside House. We are also proposing to create two new disabled bays on Don Street in the layby created by the widening of the existing footway.

Don Street, The Statutes and that part of Main Street from Westgate to New York Way shall form part of the soon to be implemented Town Centre 20mph zone. The junctions of The Statutes and Don Street will be amended to provide tighter entry radii and consequently reduce vehicle speeds into the side roads as well as providing a shorter crossing distance for pedestrians across these side roads. In addition the existing centre line on Main Street will also be removed and replaced with a continuous 0.5m wide imprint strip between the start of the proposed 20mph zone to the junction with Market Street.

Vehicle speeds have been surveyed on Main Street (alongside the Police Station) with the resultant mean speed values of 25mph towards Westgate and 27mph towards Main Street roundabout (see attached). It is our intention to implement a 20mph zone gateway feature including imprint surfacing, signing, bollards etc. It is envisaged that the proposed gateway and the amendments around The Statutes and Don Street will have a sufficient impact in altering the road environment to reduce vehicle speeds to at or below the 24mph value required for the implementation of a 20mph zone. Following the schemes completion, monitoring will be undertaken and should vehicle speeds be not in accordance with the requirement for a 20mph zone, then further measures will be implemented to ensure that these speeds are achieved.

I am aware that concerns have been raised with regard to the psv of the proposed imprint surfacing and as such, I also attach a copy of the product specification demonstrating that the imprint material is fit for purpose on this type of road. I have also spoken to Wakefield MBC with regard to the issue of them allegedly removing imprint surfacing on their highway network following an RTA. They are not aware of any skidding problems that they have with the imprint surfacing. They have also informed me that they haven't removed any imprint surfacing as a consequence of an RTA.

In conjunction with the above proposals, we are also taking the opportunity to repave sections of the existing footways on Main Street, upgrade the lighting to LED lanterns, paint the existing lamp columns and rationalise the existing signage and bollards.

Whilst I appreciate your concerns with regard to the proposed 20mph zone extension, it is our intention to ensure that vehicle speeds are commensurate with a 20mph zone, however, it is felt that due to the changing nature of the environment around Riverside House these speeds can be met with the scheme as promoted.

I would be grateful to receive any comments you may wish to make on the proposals within one month from the date of this email.

(2) South Yorkshire Police to RMBC (04 June 2013)

Thank you for the final plan regarding the attached scheme. As you are aware from our many discussions regarding this scheme, we are supportive of the scheme in general, however, I have always been quite clear on the South Yorkshire Police stance regarding the implementation of 20mph zones without the necessary traffic calming;

Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.”

No traffic calming features are proposed, with the existing Main Street carriageway layout basically staying the same, and, given existing speeds, reliance on signing and a small section of change in road surface alone, is likely to result in a high proportion of drivers exceeding the proposed 20mph speed limit and continuing to drive above 24mph. Making these roads subject to a 20mph without additional traffic calming features is therefore likely to lead to non-compliance with DfT guidance.

The non-observance of speed limits results in a number of safety issues; including errant drivers attempting inappropriate overtaking manoeuvres and following too close, both of which may increase collision occurrence and severity, and the risk of loss of control accidents. The non-observance of the speed limit could also lead to conflicts with pedestrians, particularly child pedestrians, and the vulnerable, feeling a false sense of security in the 20mph area and expecting traffic to be travelling at this speed. An associated concern is that having an artificially low/routinely ignored speed limit on these roads could encourage similar abuses of the 20mph limit elsewhere in the area, leading to similar problems elsewhere.

With regards to the speed data provided, the observed speeds are above the 24mph maximum speed recommended by the DfT for 20mph limits in "Setting Local Speed Limits - Circular Roads 1/13"

With the probability in the future of further development on Don Street, the traffic and pedestrian activity in this area is only likely to increase in the future. Therefore unless further traffic calming features, as indicated on the plan are implemented we would have to formally object to the extension of the 20mph limit within this scheme.

(3) South Yorkshire Police to RMBC (19 June 2013)

I am sorry if I did not make it clear in my last e-mail, but the Police does formally object to the 20mph speed limit, for the reasons previously given.