

Pedestrianisation of Main Street

This was discussed in detail at T&T meetings. It was felt that making Main Street totally traffic free was not a viable option for following reasons:

1. The traffic free section would of necessity be very short, ie just between the two car parks.
2. It would negatively impinge on the bus services.
3. It would increase traffic on Barleyhill Road, Church Lane, Bar Lane etc.
4. It would negatively impact on the convenience stores (Co-op, Sainsbury) if there were not short stay parking outside the shops.

The shop keepers were also contacted through Jane Anne Parsons and their response was overwhelmingly negative. They emphasized the need for shoppers to be able to drive through Main Street and stop for short shopping trips.

An alternative that was considered was to make Main Street a **shared space**. There are several examples of towns adopting shared space areas where traffic and pedestrians intermingle: there are no kerbs or road markings. These were initially greeted with great enthusiasm but people are beginning to have reservations about them. Boston Spa were at one stage considering making their town centre a shared space but I see that it is not included in their Draft Neighbourhood Plan; the estimated cost was £3million.

One of the first schemes was in Poynton, and there are lots of articles on it. The [sustrans link](#) below includes the before and after video. The second link gives a more unbiased view of it. The cost was £4 million.

<http://www.sustrans.org.uk/our-services/what-we-do/route-design-and-construction/shared-space-busy-intersection-poynton>

A cyclists perspective on the Poynton Scheme:

<https://aseasyasridingabike.wordpress.com/2014/06/16/poynton/>

This is a more recent article on shared space schemes:

<http://www.architectsjournal.co.uk/news/shared-space-schemes-labelled-dangerous-in-lords-report/8686930.fullarticle>

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