

Appendix Two

Transportation Statement

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1. Policy Review

Local Transport Plan 2001-2006

1.1 The five year Local Transport Plan (LTP) programme for the area was developed by the Transport Executive, the Transport Authority and the four district councils to provide a transport strategy which is integrated into the wider vision for South Yorkshire.

1.2 The main objectives of the LTP are summarised below:

- ◆ To improve and protect the environment;
- ◆ To improve transport to areas of poor accessibility and job creation as an integral part of regeneration;
- ◆ To reduce the need to travel while improving the efficiency of the transport system and sustaining a vibrant economy;
- ◆ To meet the needs of the socially and physically disadvantaged;
- ◆ To provide genuine choices of travel mode;
- ◆ To improve safety for all travellers; and
- ◆ To maintain infrastructure to ensure the safe and efficient movement of goods and people.

1.3 The provision of “Genuine Travel Choice” is identified as a key objective of the LTP.

“Although there are often other ways of making journeys, the reality is, too often, that public transport and other more sustainable travel modes are not seen as viable alternatives to the private car. Our aim is that, through a variety of complementary strategies and measures, we develop and expand the infrastructure, improve facilities and services, and provide easy access to information on what is available, so that these alternative modes can compete successfully with the car” (Paragraph 4.1.1).

Public Transport

1.4 The bus strategy within the LTP aims to develop a core sustainable bus network, largely provided on a commercial basis and which influences, and is influenced by, location policies. The Strategic Quality Partnership has been used to identify and introduce further Quality Corridors. This Partnership was signed by the four Local Authorities in South Yorkshire – including Rotherham. The partners will;

“develop a high quality public transport network for South Yorkshire, and accelerate the introduction of Quality Corridors” (Section 2, Annex 6).

1.5 The development of Quality Bus Corridors (QBCs) is a significant part of the LTP programme aimed at increasing the usage of public transport. Assessment of each of the Bus Corridors will take place to identify problem areas and achieve improvement to bus operations. A Partnership Agreement with the Passenger Transport Executive (PTE), Bus Operators and the Police gives a commitment to this development of the QBCs. The Rotherham to Maltby QBC has been used as a pilot scheme in South Yorkshire and developments have been taking place over the last two years.

- 1.6 The Bus Corridors, which tend to follow the main road network into the Town Centre, give a focus for transport planning and a Sector Approach for assessment has been developed to widen out the area for investigation from the bus corridor into the adjacent residential areas.
- 1.7 The main objectives of the QBCs are:
- ◆ Increased service reliability;
 - ◆ Continued introduction of new buses with improved accessibility; and
 - ◆ Maximising the ease and minimising the cost of changing from one service to another and where appropriate between bus, tram and train.
- 1.8 The LTP process will prioritise broad Corridors within which to focus funding on all appropriate transport schemes.

Cycling

- 1.9 Within the LTP, the strategy regarding cycling is to encourage more people to use cycles and increase the number of cycle trips, in particular, to replace short car trips (less than 2 miles) by:
- ◆ Making cycling a more attractive and competitive mode of transport;
 - ◆ Developing a safe, convenient, efficient infrastructure which makes it easier and more comfortable for people to cycle and to ensure cycle routes are introduced where cyclists want them; and,
 - ◆ Improving links with public transport.

For a full list see *Chapter 4 paragraph 4.1.38* of the LTP for Rotherham.

- 1.10 As part of the five year programme, each Local Authority is implementing a strategy to include:
- ◆ Implementing on- and off- highway cycle routes to reflect the individual circumstances in their area;
 - ◆ Developing networks of cycle routes suitable for all cyclists emphasising links to the National Cycle Network, the Trans-Pennine Trail and linking together leisure, commerce, industry, retail and housing areas; and
 - ◆ Implementing 'showcase' cycle routes. These will be continuous high quality cycle friendly routes.

For a full list see *Chapter 4 paragraph 4.1.42* of the LTP for Rotherham.

Walking

- 1.11 The strategy is to get more people to walk and, in particular, to replace very short car trips (less than about 2 miles) with safe, healthy and pleasant walks by:
- ◆ Developing an urban structure conducive to walking involving the provision of local walking facilities linked to relatively dense mixed use development;
 - ◆ Providing safer, more active and pedestrian friendly streets and routes giving a greater opportunity to walk; and
 - ◆ Giving priority to the needs of the pedestrian in the design of transport infrastructure by creating standards for design, safety and quality.
- 1.12 As part of the five year programme, the Local Authorities will:
- ◆ Ensure new developments are accessible by foot;
 - ◆ Provide convenient and safe links for walkers; and
 - ◆ Improve links to public transport, particularly walking routes to bus stops.

Maltby's Future - Community Plan 2003

- 1.13 *"Maltby's Future – Community Plan 2003"* is a report that was produced by local people concerned about traffic and other local issues in Maltby. In essence this report was designed to address local concerns with the High Street in particular traffic, lorries, parking, road safety and bus lay-bys.
- 1.14 The report states that *"Traffic is possibly Maltby's most serious environmental problem. Congestion on the High Street makes it difficult to cross and pollutes with exhaust fumes and noise."*
- 1.15 It recognises problems with buses stopping on the High Street "major bottlenecks are caused by stopping buses on the High Street by Queen's Corner".
- 1.16 The community plan also outlines that *"It is against the Highway Code to park on the High Street and reverse out into the traffic."*
- 1.17 The Community Plan illustrates that the local community not only recognise problems with the High Street in Maltby but that they are wanting changes and development to alleviate the problems.

South and West Yorkshire Multi-Modal Study (SWYMMS).

- 1.18 SWYMMS is one of several Road Based and Multi-Modal Studies being undertaken by the Department for Transport (DfT). In its own words "Multi-Modal Studies examine problems of congestion on the Strategic road network and seek solutions drawn from all modes of transport."
- 1.19 The overall aims of SWYMMS are:
 - ◆ To reduce congestion on the motorways and A1;
 - ◆ To re-establish the primary role of the trunk road network for strategic traffic;
 - ◆ To facilitate sustainable economic regeneration of depressed areas, in South Yorkshire and West Yorkshire; and
 - ◆ To sustain economic growth in other parts of the study area.
 - ◆

2. Highway Safety Review

2.1 Personal injury accident data has been obtained from Rotherham MBC for the 3 year period from 1 April 2000 to 31 March 2003. The data shows all personal injury accidents that have occurred along the A631 Maltby High Street. Details of these accidents are provided in the table below.

Table 2.1 - Personal injury accidents on A631 Maltby High Street (01/04/00 to 31/03/03)

Date Time Reference	Day	Type	Weather Road Surface	Light Road Surface	No. of Veh'	Location/Description
1 27/09/01 Thursday 1630 G0075301		Slight	Fine Dry	Daylight	1	Tickhill Road 20m from A631 junction. A car slowed down to pick up a pedestrian and a shunt occurs.
2 05/05/00 Friday 18:20 G0032400		Slight	Fine Dry	Daylight	2	High Street 75 yards towards Tickhill RD Shunt accident while car 1 was stationary in the line of traffic for the junction.
3 06/05/00 Saturday 18:25 G0033800		Slight	Fine Dry	Daylight	2	High Street Somerfield supermarket. A motorcycle hit the rear of a car that had stopped to turn into Somerfield car park. A shunt accident.
4 21/11/02 Thursday 19:50 G0093502		Slight	Raining Dark/Streetlights Wet/Damp		2	High Street near Somerfield supermarket. A car collided into the rear of a car that had stopped to turn into Somerfield car park. A shunt accident.
5 04/02/01 Sunday 12:30 G0011601		Slight	Raining Wet/Damp Dark/Streetlights		2	Millindale/High Street junction Shunt accident while car 1 was stationary in the line of traffic for the junction.
6 07/08/00 Monday 11:25 G0056700		Slight	Fine Dry	Daylight	2	Braithwell Road/ High Street Junction Shunt accident while car 1 was stationary in the line of traffic for the junction.
7 17/10/00 Tuesday 18:41 G0075500		Slight	Raining Wet/Damp Dark/Streetlights		2	Braithwell Road/ High Street Junction Collision occurred after a car turns across the path of a motorcycle.
8 07/02/01 Wednesday 21:10 G0010801		Slight	Fine Dark/Streetlights Dry		2	High Street/Grange Lane Junction. Collision occurred after a car turns across the path of second car.
9 14/12/01 Friday 19:20 G0103301		Slight	Fine Wet/Damp Dark/Streetlights		2	Millindale/High Street junction Driver pulled out and then stopped due to view restrictions and a car collided offside the vehicle.

10	27/07/01 Friday 07:54 G0058101	Slight	Fine Dry	Daylight	2	High Street near Somerfield supermarket. Vehicle pulled out and collided with oncoming traffic.
11	06/07/00 Thursday 1038 G0047900	Slight	Raining Wet/Damp	Daylight	1	Tickhill Road/High Street Junction. A cars wing mirror collided with pedestrian.
12	05/07/01 Thursday 0850 G0051801	Slight	Fine Dry	Daylight	1	High Street 30m from junction with Hellaby A child runs out in front of car causing an accident.
13	28/11/2001 Wednesday 1530 G0095401	Slight	Fine Dry	Daylight	1	High Street 80yards from Braithwell A pedestrian ran out in front of a car causing an accident.
14	13/02/02 Wednesday 0000 G0106802	Slight	Raining Dark/Streetlights Wet/Damp		1	Millindale/High Street junction A pedestrian ran out in front of a car causing an accident.
15	G0038300	Slight	Fine Dry	Daylight	2	Tickhill Road/High Street Junction A collision with a cyclist crossing the road.
16	G0000401	Slight	Raining Wet/Damp	Daylight	2	High Street 10 yards from Millindale. A collision with a cyclist crossing the road.
17	G0032202	Slight	Fine Dry	Daylight	1	High Street 20m from Braithwell Road. A passenger on the bus misjudged the step and fell.
18	G0013302	Slight	Fine /Dry	Daylight	1	High Street 20yards from Grange Lane. A passenger on the bus misjudged the step and fell.
Grey	Shunt Accidents.					
Yellow	Accidents occurring at junctions					
Blue	Accidents involving pedestrians					
Red	Accidents involving cyclists					
Green	Accidents involving buses					

2.2 It can be seen from the above table and the map illustrating the location of the accidents (Appendix A) that the accidents can be divided into groups indicated by colour and number.

2.3 18 accidents occurred over the last 3 year period, all were slight injury accidents.

- 2.4 The accidents occurred in both dry and wet road conditions and day and night time therefore not indicating any immediate problems with surface run off on the roads or lighting available.
- 2.5 Accidents 1-6 were classed as shunt accidents and involve a stationary vehicle and a second vehicle running into the back of it.
- 2.6 Traffic on Maltby High Street is not free-flowing, it is in fact very stop-start. This is due to the nature of the High Street and its operation, with several shops including Somerfield, with the echelon parking along the High Street and the present bus stops. The capacity of the road is greatly reduced and causes the stop-start nature of the traffic which is most likely a contributing factor to the shunt accidents.
- 2.7 Accidents 7- 10 occurred at junctions as a result of simple conflicts between turning vehicles.
- 2.8 Some accidents listed in Table 2.1 (numbered 11-14) involved pedestrians, the age group of pedestrians involved in these accidents was 12-16 years old. Visits to the site suggest that this age group are in the majority at certain times of the day, especially at lunch times.
- 2.9 Accident 11 involved a 65 year old pedestrian being struck by a wing mirror.
- 2.10 Table 1 indicates that two accidents involved cyclists (accidents 15 and 16). Accident 15 occurred at the junction of High Street/Tickhill Road/Grange Lane/Muglet Lane; this involved a 9 year old cyclist crossing the road at the pedestrian crossing and collided with a motor car.
- 2.11 The second cycle accident during the 3 year period again involved a young cyclist of eight years old, who travelled from the north and entered the High Street 10 yards east of Millindale and subsequently was involved in a collision with a car.
- 2.12 The two last accidents listed in Table 1, (accidents 17-18) are a result of passengers misjudging the gap between the kerb and the bus resulting in the passengers falling as they attempted to board. In the case of accident 18 the injured party was 74 years old, no age is given for accident 17.
- 2.13 Overall the nature of many of the accidents does relate to the highway environment and specific features; areas with narrow footways, multiple frontage access, some driver behaviour which is inappropriate to the surrounding highway environment (town centre with pedestrian/cycle activity). Master planning will seek to address these issues at a conceptual design level.

3. Site Audit

Land use in Maltby and the surrounding area

- 3.1 Maltby's High Street consists mainly of commercial land use with lots of small shops and two large supermarkets i.e. Somerfield and Co-op. Maltby Fire Station is also located on the High Street opposite the Co-op although there are proposals for its relocation.
- 3.2 Moving away from the High Street the land use changes dramatically with several industries located on the A631 which are responsible for the high number of HGVs passing through Maltby High Street. The industries located east of Maltby include:
 - ◆ Rossington Distribution Centre;
 - ◆ Aven Industrial Park;
 - ◆ Stainton Quarries; and
 - ◆ Maltby Collieries (see Figure 3.1).



Figure 3.1 - Entrance to Maltby Colliery



Figure 3.2 - Hellaby Industrial Estate

3.3

3.4 To the West of Maltby industries include:

- ◆ Wincanton;
- ◆ Ibstock;
- ◆ Hellaby Industrial Estate (see Figure 3.2).

3.5 In order to determine the number of HGV trips generated from the industries outlined above a census of the traffic in the area has been examined. The results of which are contained in Tables 3.1 and 3.2. Full information is provided in Appendix B.

Table 3.1 - Vehicle Inflow on each arm of Maltby High Street/Tickhill Road/Grange Lane/Muglet Lane junction

Arm	12 hr Flows All Vehicles	12 hr Flows HGV	E value	M Value	24 hr flows All Vehicles	24 hr flows HGV
A High Street	5839	651	1.15	350	6439	718
B Grange Lane	2827	245	1.15	350	3117	270
C Tickhill Road	3880	445	1.15	350	4279	491
D Muglet Lane	1887	84	1.15	350	2081	93

Table 3.2 - Vehicle Outflow on each arm of Maltby High Street/Tickhill Road/Grange Lane/Muglet Lane junction

Arm	12 hr Flows All Vehicles	12 hr Flows HGV	E value	M Value	24 hr flows All Vehicles	24 hr flows HGV
A High Street	6034	664	1.15	350	6654	732
B Grange Lane	2326	240	1.15	350	2565	265
C Tickhill Road	4102	425	1.15	350	4523	469
D Muglet Lane	1971	96	1.15	350	2174	106

- 3.5 The fully classified 12 hour traffic flow data was provided by Rotherham MBC. The data was collected between 07:00 and 19:00 on Wednesday 2nd of July. This has been converted into 24 hr traffic flows to reflect an Annual Average Daily Traffic flow (AADT).
- 3.6 The 12 hour flows were converted by the application of an E-Factor and an M-Factor for a built up Principle road to produce the 24hr AADT figures. The figures for both the E-Factor and the M-Factor were taken from The COBA Manual, May 2002, part 4, chapter 9.
- 3.7 The tables illustrate the above average number of HGV that travel through Maltby on the A631. Tables 2 and 3 show that 718 and 732 HGVs travel along Maltby High Street that is 11% of the total vehicle flows along the A631. The percentage of HGV vehicles is relatively high this is due to the number of industries located of the A631.
- 3.8 Due to the volume of HGVs and commuters using the A631 and passing through Maltby, the issue of a relief road has been raised in several forums, the most recent being "Maltby's Future, Community Plan 2002". However, the proposal outlined in this document is not feasible; this is because the suggested relief road has the route passing through Doncaster Greenbelt. However a relief road of some sort would greatly improve the conditions along Maltby High Street. It has been suggested that a partial by-pass be constructed from a grade separated junction 1A of the M18 that will join the A631 east of Maltby close to Stainton.

New developments and their potential impacts

Doncaster Airport

- 3.9 The development of Doncaster International Airport at Finningley Airfield an ex RAF base (see Figure 3.3) will potentially impact upon the A631.
- 3.10 Construction is due to begin shortly on Doncaster Airport and it is set to be completed by December 2005. With operations to Europe, America and the West Indies the airport estimates to generate around 4 million passengers a year by 2011.



Figure 3.3 - Finningley Airfield - the site for Doncaster Airport

- 3.11 This will obviously impact upon the local infrastructure, the routing strategy outlined in the TA for the airport suggests that traffic will use the M18 until junction 1 then travel south on the A614 to the airport. However, this is not the most convenient route for accessing the airport. It is possible that traffic may use the A631 (Maltby High Street) to access the airport. This is most likely to occur in off-peak periods, as traffic could get held up by congestion on the A631 Maltby High Street in peak periods.
- 3.12 There is a possibility that if there is increased economic activity for the South Rossington area following the development of the airport there could be a new link off the motorway that would be a more direct route (this is mentioned in SWYMMS).

Supertram extension

- 3.13 The scheme outlined in "Extending Supertram May 2003 Update" illustrates the proposed route extension from Sheffield to Hellaby. This route would only really be viable if it was built in conjunction with a park and ride site at Hellaby and would also depend upon the Waverly development going ahead.

Summary

- 3.14 In view of the existing conditions within Maltby High Street any wider strategic development or infrastructure plans that would increase traffic must give rise to some concern. There is, however, also a need to maintain the vitality and viability of the town.
- 3.15 It would not be appropriate to cut off the potential benefits brought about by increased numbers of visitors in the wider area, and a by-pass may disadvantage the wider area benefits unless this is closely related to the town centre with direct parking/walking links to the High Street.
- 3.16 This issue is to some degree outside of the remit for master planning of the High Street. However the future role of Maltby should be planned in light of this.

4. Review of the Maltby High Street – Environmental Improvements (Concept Plan 2 drawing number 122/A631.63/HT102)

- 4.1 After undertaking an extensive site visit of Maltby High Street and the surrounding area, the concept plan has been reviewed and comments are outlined below.
- 4.2 When assessing the proposals it was important to consider and compare a number of key issues:
- ◆ What has been outlined in drawing number 122/A631.63/HT102,
 - ◆ The present condition of the High Street carriageway and its operation;
 - ◆ To look at the land use on the High Street and the surrounding area; and
 - ◆ To consider issues raised by the local community such as those outlined in “Maltby’s Future, Community Plan 2002” of particular relevance is part 3 “Transport, Traffic, Road safety and shopping”.
- 4.3 The drawings outlining the proposed environmental improvements for Maltby can be summarised as improvements in the areas of:
- ◆ Parking provision and layout;
 - ◆ Bus stop locations and bus lay-bys;
 - ◆ Cycle provision;
 - ◆ Pedestrian crossing facilities and adequate footpath provision; and
 - ◆ Junction improvements and new traffic signal system.

Parking provision and layout.

- 4.4 Parking on Maltby High Street outside Somerfield supermarket consists of echelon parking bays (see Figure 4.1). These parking bays raise serious safety issues, the cars have to reverse out of the bays into oncoming traffic. This practice is not only dangerous but it greatly reduces the capacity of the road. (For information on traffic flows for Maltby High Street see Chapter 3.)
- 4.5 Note, however that in the accident data for the three year period of 01/04/00 to 31/03/03 no accidents of this nature were recorded (sees Table 2.1).



Figure 4.1 - Echelon parking bays

- 4.6 The concept 2 plan proposes that the current echelon parking bays are replaced by parallel parking this will help to improve the capacity of the road. A recommendation that would be supported by the local community who outlined in "Maltby's Future, Community Plan 2002" the parking on the High Street is a *"death trap.....where you have to reverse out against the flow of the traffic"*.
- 4.7 Parallel parking raises its own concerns since the disabled parking on the north side of the High Street would require a disabled driver to exit and enter their vehicle into oncoming traffic. This is unadvisable and it would be preferable if the disabled parking was incorporated into an off street parking option.
- 4.8 However, the current combination of parking provisions a bus stop and the access to Somerfield car park creates a very disjointed and confusing layout for both road users and pedestrians. Some rationalisation of the layout would be beneficial, whereby the parking provisions could be sacrificed for the bus stop.
- 4.9 Somerfield car park is located at the rear of the supermarket, and is accessed via the High Street (see Figure 4.2). It provides around 50 parking spaces and goods vehicles also unload at a designated bay in the car park. The concept plan includes the creation of an over-run strip and speed hump to slow traffic trying to gain access to the car park. This is an appropriate measure from an operational and safety perspective. Note one accident (accident 4 from Table 2.1) involved a vehicle turning into Somerfield car park. A footway into the car park would also be strongly recommended to allow safe pedestrian access.
- 4.10 Service vehicles use this access and to accommodate these the revised junction layout should include radii of no less than 10m.



Figure 4.2 - Access to Somerfield car park

4.11 Concept Plan 2 outlines some additional sheltered parking to be built along the south side of the High Street; this will provide extra parking spaces to maintain the important element of passing trade. However this will reduce the width of the existing footpath from 2.5-3.0m to 1.8m (from properties 74-94 along the High Street). This is in conflict with the “*hierarchy of transport users*” set out in the “*LTP Chapter 3 paragraph 3.13*” which stipulates that pedestrians should be given preference over private cars. (See chapter 1 Policy review for further information.)

4.12 A possible way to overcome these conflicts with the LTP is to shift the road alignment so that the pavement width on the south side is kept between 2 and 3m.

Bus stop locations and bus lay-by

4.13 The site visit made apparent the impact that stopping buses have on the capacity of the road. When bus services stop at present locations vehicles are unable to pass them which reduces the capacity of the road. By introducing the half width bus lay-bys, traffic will be able to pass the buses but still allowing the buses to pull out on to the road easily.

4.14 The relocated bus stop illustrated on concept plan 2 is moving 2m along from its present position (See Figure 4.3).

4.15 In line with a possible rationalisation of the High Street (see paragraph 4.8) the relocation/retention of the bus stop outside Somerfield will be an issue for consideration.

4.16 As set out in the LTP (see Chapter 1 Policy review) Maltby is part of the Quality Bus Corridor programme.



Figure 4.3 - The bus stop to be relocated

Quality Bus Corridor

- 4.17 As part of the improvements throughout South Rotherham's bus network there is a scheme to make improvements along the quality bus corridor (QBC) between Rotherham and Maltby. This will include improvements to roads, bus interiors, bus stops (providing litterbins, shelters, information etc), low kerbs and yellow bus shelters.
- 4.18 The bus services running through Maltby High Street are at present of a good standard, with services running out to the industries surrounding Maltby. For example bus stops are located outside Maltby Colliery and Aven Industrial Park (see Figure 4.4) and Hellaby Industrial estate (Figure 4.5). However as highlighted in Table 2.1 accidents numbered 17 and 18 resulted from people misjudging the height of the kerb and the step onto the buses. This problem will be addressed in accordance with the QBC scheme and the LTP. This will involve a combination of kerbs being at the correct height and kneeling buses.



Figure 4.4 - Bus stop at Aven Industrial Park



Figure 4.5 - Bus stop at Hellaby Industrial estate

Cycle provisions

- 4.19 At present, there are no cycle lanes or advanced stops lines at junctions.
- 4.20 The concept plan drawing outlines the creation of an advisory cycle lane on the A631 Maltby High Street, running eastbound along the High Street. However any proposed lanes would be required to run the full length of both sides of the road in order to comply with LTP guidelines (see 1 Policy review paragraphs 1.9 and 1.10).
- 4.21 However, disjointed cycle lanes could reduce the capacity of the road and add to the already stop start nature of traffic on the High Street in Maltby. It also raises safety concerns. Therefore it would be strongly recommended to pursue the High Street traffic calming scheme and consider off carriageway facilities for cyclists.

- 4.22 It is strongly recommended that a cycle gate is provided at the High Street entrance to the allotments. This may help to reduce accidents of cyclists riding out onto the road (see accident 16 in Table 2.1).

Pedestrian crossing facilities and adequate footpath provision

- 4.23 To aid pedestrians crossing the road there are two proposed refuges for the A631 Maltby High Street. One is to be located outside Somerfield and the second refuge is to be located outside a nursery, these are very good locations and a suitable proposal. A controlled crossing outside the nursery would not only aid pedestrians but would again help to calm the traffic on the High Street.
- 4.24 Once again these proposed developments should have a positive impact upon the number of road accidents involving pedestrians along Maltby High Street. Table 1 outlines a number of accidents (numbered 11-14) that adequate crossing facilities will help reduce and subsequently improve safety.
- 4.25 As mentioned earlier the proposed sheltered parking will encroach on the present path, otherwise the paths are generally of a good width 2.5-3.0m.
- 4.26 On the south side of Maltby High Street, opposite the fire station and beside the Co-Op there is an access that is private property; this access is very wide and in poor condition. It would be strongly recommended that with cooperation from the owners the width of the access be reduced and improvements to its surface and appearance are made in order for it to become more pedestrian friendly and so that it does not confuse road users.

Junction improvements and new traffic signal system

- 4.27 The main proposed improvements to the junction are that of the advanced cycle stop lines. The present 3 stage junction with pedestrian push buttons on each arm may need revising (see tables 3.1 and 3.2 for traffic flows into and out of junction). These indicate a high number of vehicles utilising the junction.
- 4.28 The current width of the carriageway at the junction is widest at approximately 7m.



Figure 4.6 - Junction of High Street/Tickhill Road/Grange Lane/Muglet Lane

Conclusions

- 4.29 The proposed developments as outlined in Maltby High Street – Environmental Improvements (Concept Plan 2 drawing number 122/A631.63/HT102) generally address the issues which contribute to the less than satisfactory highway environment.
- 4.30 However it must again be pointed out that are possible conflicts with LTP policy with respect to cycle provisions and footpath provisions.
- 4.31 The proposed scheme should be modified in line with Master Plan aspirations to rationalise the road layout so that the different activities along the High Street can be accessed safely by all modes.
- 4.32 The overall objective must be to reduce any negative impact upon the capacity and safety of the highway.