



# Masjid Abu Bakr, Bawtry Road Sheffield

## Highway Statement

March 2024

Project number 2297

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# Quality Management

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## 1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Highway Statement in relation to a proposed development on the site of the former Tinsley Methodist Church on Bawtry Road in the district of Tinsley, Sheffield.

1.2 The site location can be found below at Figure 1.1.

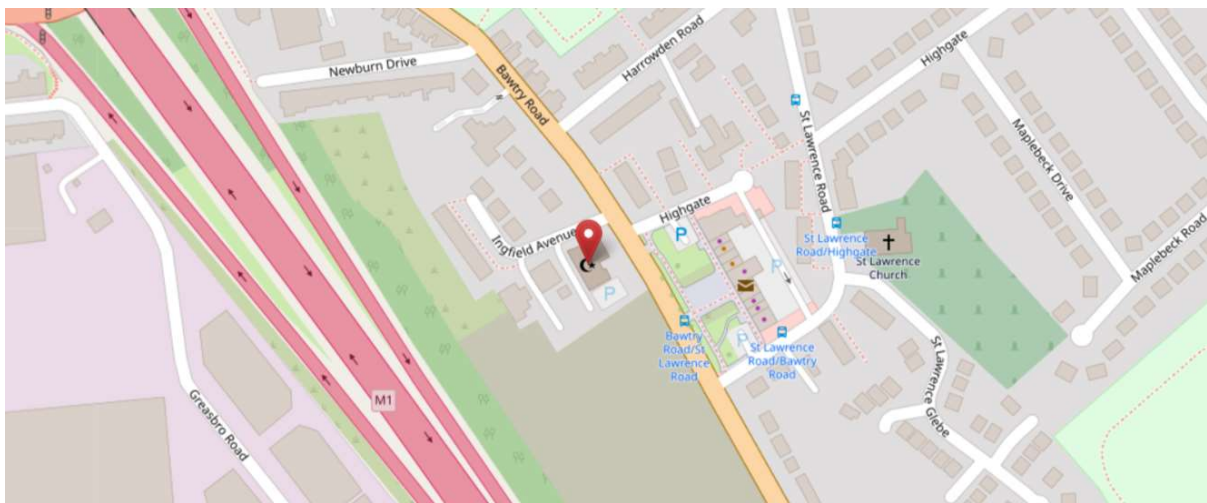


Figure 1.1 Site Location Plan

1.3 The site is positioned approximately 5.94km to the northeast of Sheffield city centre and is within the administrative boundary of Sheffield City Council. Presently the site serves as the setting for Masjid Abu Bakr and is bound by Ingfield Avenue to the north, the A631 Bawtry Road to the east, playing fields and associated parking to the south and Tinsley Community Centre to the west.

1.4 The development proposals comprise of the demolition of the former Tinsley Methodist Church and the construction of a Masjid and community centre with associated parking and landscaping to be accessed via the improved arrangements off Ingfield Avenue.

1.5 This Highway Statement demonstrates that:

- The site is readily accessible via public transport, pedestrian paths and cycling routes.
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.

- 
- Efficient and suitable access to the site is already in place off Ingfield Avenue.
  - The trip generation of the proposed development will not result in a significant residual impact on the local transport network.

1.6 The purpose of this Highway Statement is to bolster the proposed application. Following this introduction, the Highway Statement is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
- 3.0 Development Proposals outlines the development proposals and provides information pertaining to the site's proposed access routes.
- 4.0 Traffic Impact conducts an analysis of the potential influence of the development on local traffic patterns.
- 5.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

## 2.0 Existing Situation

### Site Description

- 2.1 The proposed development site, as shown in Figure 1.1, is located approximately 38 metres to the west of the junction of Ingfield Avenue and the A631 Bawtry Road.
- 2.2 The application site is located within the Tinsley area of Sheffield adjacent to medium density residential areas within the settlement, and the high density residential area within the adjacent settlement of Brinsworth.
- 2.3 The site is bounded by Ingfield Avenue to the north, Tinsley Community Centre to the west, Bawtry Road A631 to the east and a former primary school to the south.
- 2.4 The site consists of a former Methodist church with a footprint of around 460sqm and is currently used as a mosque. It consists of a car parking area to the rear that can accommodate around 16 to 17 parking spaces (based on standard parking space dimensions of 2.5m wide by 5m long).
- 2.5 The site contains an existing gated vehicular access which is around 3m in width and accessed via a dropped crossing arrangement. The internal road leads to the parking area to the rear. The internal road and car park contain a bituminous surface.



**Site Frontage – Ingfield Avenue**

- 
- 2.6 The site contains a dedicated pedestrian access located off Ingfield Avenue that leads to the main entrance.

### **Local Highway Network**

- 2.7 The site will use an improved access from Ingfield Avenue. Ingfield Avenue is subject to a 30mph speed limit and is designed as a two-way single carriageway with an approximate kerb-to-kerb measurement of around 5 metres in width. Footways are provided to either side of the carriageway, with the northern footway measuring 1.52m in width and the southern footway measuring 2.05m in width. The road is around 105m in length and culminates in the east at its junction with A631 Bawtry Road. It serves a small number of residential properties in addition to the Tinsley Community Centre, which also contains its own dedicated car park. Subsequently it is subject to light traffic volumes throughout the day.
- 2.8 Ingfield Avenue contains street lighting to residential road standards and also contains Traffic Regulation Orders at its junction with the A631 Bawtry Road in the form of no waiting at any time on both sides of the road covering the junction area.
- 2.9 The Ingfield Avenue junction with the A631 Bawtry Road takes the form of a priority junction complete with giveaway markings.
- 2.10 The A631 is a key route which links Sheffield in the southwest with Louth in Lincolnshire via Rotherham, Maltby, Gainsborough and Market Rasen. Locally it provides access to the Junction 34 M1 Motorway and other principal routes to the wider strategic network. It also provides access to the nearby residential areas adjacent to the site. The road is subject to heavy traffic volumes throughout the day.
- 2.11 The road contains footway on both sides with a wide grass verge separating the footway and carriageway. Adjacent to the site there is a push button puffin crossing assisting pedestrian access across the road. The road is subject to a 30mph speed limit with street lighting to main road standards.



## Walking and Cycling

- 2.12 Facilities for pedestrians and cyclists within the vicinity of the development site include dropped crossings with tactile paving at the junction between Ingfield Avenue and the A631 Bawtry Road. Footways are also provided to both sides of the carriageway, with the northern edge footway measuring 1.52m in width and the southern edge footway measuring 2.05m in width. There is also a pedestrian crossing as described above.
- 2.13 As shown in Figure 2.1 below, the proposed development site has links to Boston Footpath No.23 which provides a link between Sheffield and Rotherham via the A6178 Sheffield Road. The footpath is shown in purple.

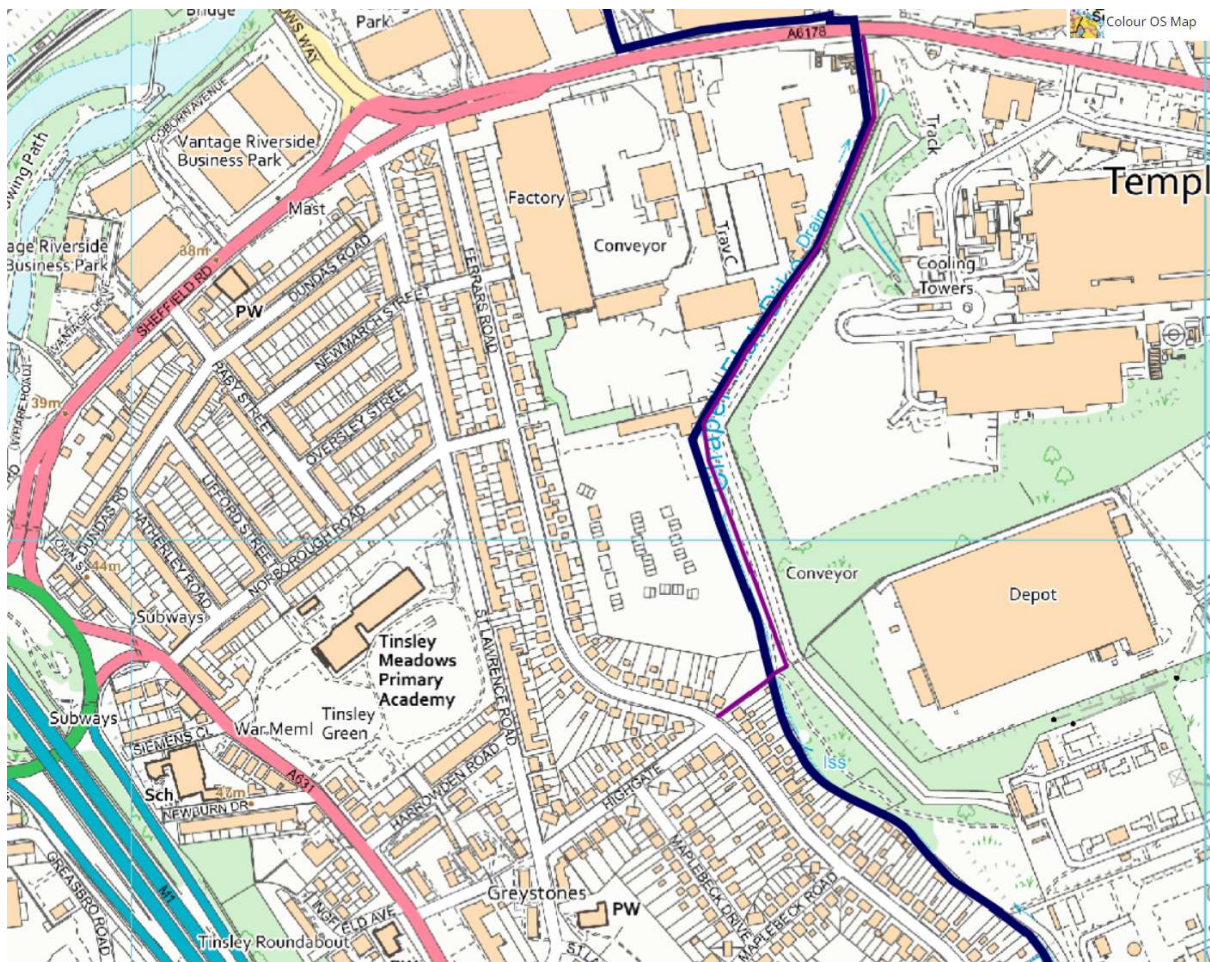


Figure 2.1 PRoW Map

- 2.14 Pedestrian and cyclist isochrones are illustrated within Figures 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.



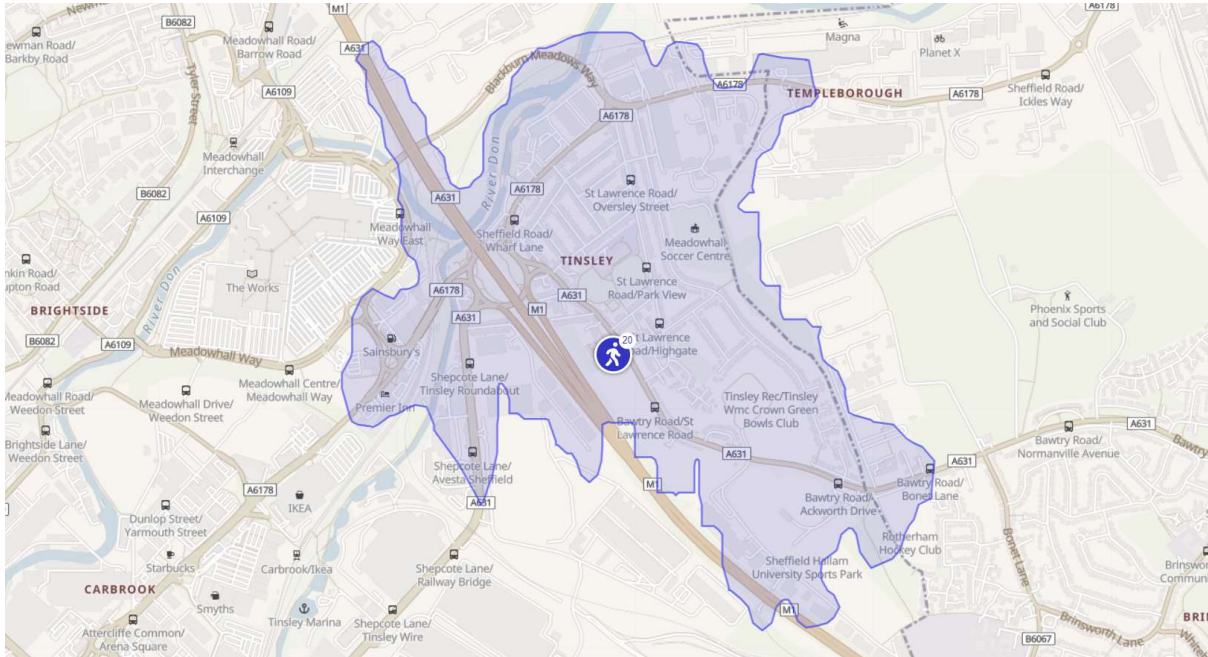


Figure 2.2 Pedestrian Isochrone

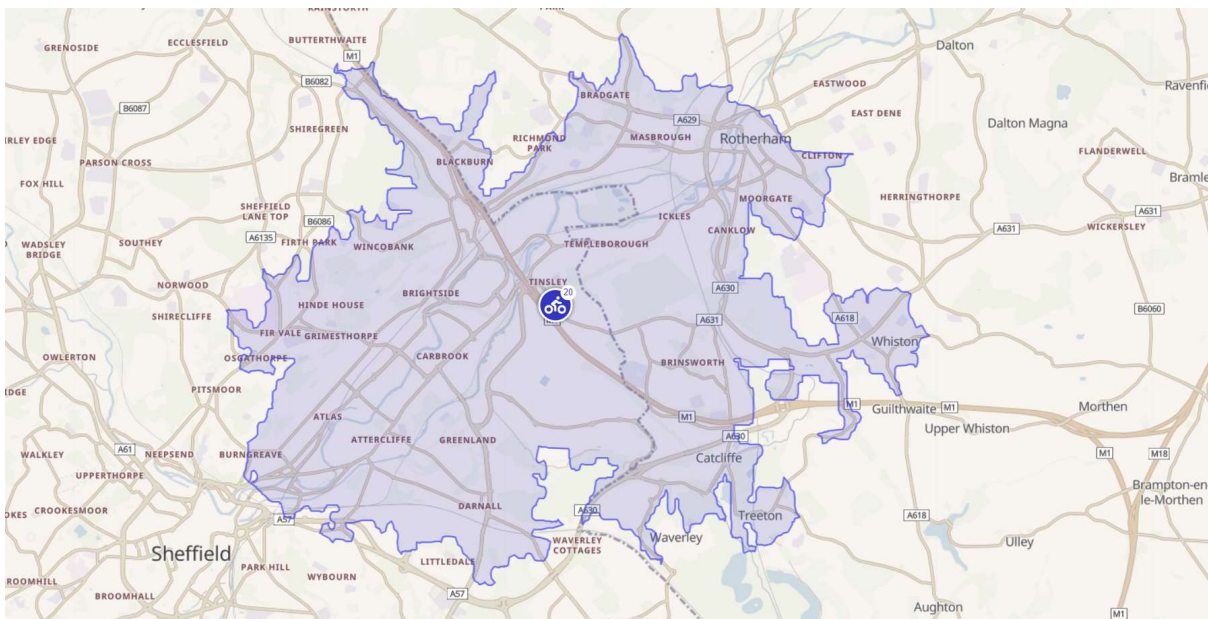


Figure 2.3 Cyclist Isochrone

2.15 Figure 2.2 demonstrates that the predominant area of Tinsley and the outskirts of Templeborough are accessible within a 20-minute walking duration.

2.16 Figure 2.3 demonstrates that the settlements of Bradgate, Masbrough, Rotherham, Clifton, Moorgate, Ickles, Canklow, Brinsworth, Whiston, Catcliffe, Treeton, Darnall, Greenland, Carbrook, Brightside, Blackburn, Richmond Park, Wincobank, Attercliffe, Atlas, Grimesthorpe, Hinde House, Fir Vale, Osgathorpe and Burngreave are all accessible within a 20-minute cycling duration.

## Public Transport

- 2.17 The application site is conveniently situated with respect to public transportation. The nearest bus stop, known as 'Tinsley, adjacent to Bawtry Road/St Lawrence Road' is located approximately 125 metres to the southeast and has the benefit of a flagpole and timetable case.
- 2.18 A summary of the services available from these stops is provided within Figure 2.4 below. The table includes information on service routes, frequencies and the bus providers offering these services.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
207	Sheffield – Brinsworth – Rotherham	Infrequent	Infrequent	120 mins	First South Yorkshire
208	Sheffield – Dinnington	60 mins	60 mins	N/A	First South Yorkshire

Figure 2.4 Bus Services

- 2.19 The services depicted in Figure 2.4 can streamline potential trips and provide links to areas such as Brinsworth and Whiston, as well as the interchanges at Sheffield and Rotherham, Meadowhall Shopping Centre and its railway station.
- 2.20 Meadowhall Train Station is also reachable both on foot, by bicycle and by bus, located just 1.35km to the northwest of the proposed development site. The station has the benefit of 20no. cycle parking spaces in the form of stands next to the entrance and within the car park which are covered by CCTV. Regular services are available to destinations such as York, Sheffield, Doncaster, Hull and Manchester Piccadilly. This station also provides access to Sheffield Supertram, which provides regular services between Middlewood, Sheffield City Centre, Meadowhall, Rotherham Parkgate, Halfway and Herdings/ Leighton Road.

## Road Traffic Accidents

- 2.21 The personal injury data for the previous 5-year period, ending December 2022, has been sourced from CrashMap. This data encompasses incidents that occurred along Bawtry Road within 100 metres either side of its junction with Ingfield Avenue. Figure 2.5 provides a visual representation of this data, detailing the location and severity of each incident.

2.22 An analysis of the recorded collision data within the study area is available within Figure 2.6. The detailed report of the collision can be found at Appendix A.

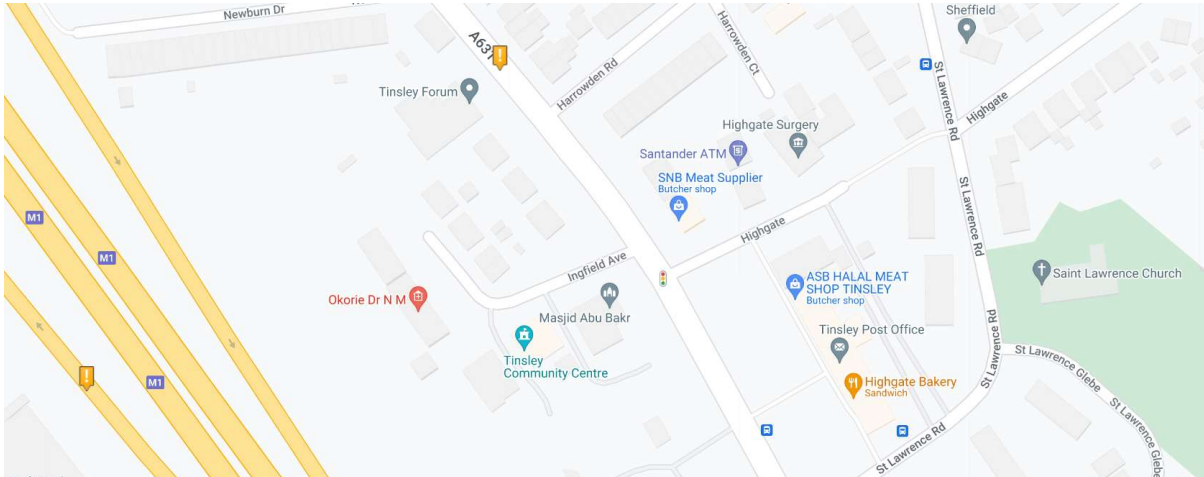


Figure 2.5 Crashmap Search Area

Reference	Severity	Date / Time	Description
2022141156773	Slight	23/03/2022 15.20	The incident involved one vehicle (a car) and a pedestrian. The car was proceeding normally along the carriageway, not on a bend, and the pedestrian was in the carriageway, crossing elsewhere. The front of the car made impact with the pedestrian who was crossing from the driver's nearside, masked by a parked or stationery car. The pedestrian received slight injuries.

Figure 2.6 Injury Accident Data Summary

2.23 The analysis of the incident reported in the table at Figure 2.6 indicates that this was an isolated incident on Bawtry Road around 90m north of the Ingfield Avenue junction. The overall accident data does not suggest any inherent road safety issues in the area surrounding the proposed development site.

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### **3.0 Development Proposals**

#### **Proposed Development**

- 3.1 The development proposals comprise of the demolition of the existing Tinsley Methodist Church and the construction of a new building which will offer prayer services on the same scale as existing and new Islamic teaching facility, as well as youth groups and evening activities for children of the wider community, thus providing an inclusive social space.
- 3.2 The building will consist of 4 floors each with a floor area of 375sqm. The total floor area will be 1500sqm equating to an increase of around 1040sqm. A car parking area is proposed to the front accommodating around 15 parking spaces (based on a standard space of 2.5m x 5m). The architect's layout plan can be found at Appendix B.
- 3.3 Classes on Islamic teaching will be carried out in the evenings from 4.30pm, lasting approximately one hour. Classes will be segregated by gender and on different floors at different times, with two classes of 20 students and four teachers, with the final class of the day commencing at 9pm. Occasional lessons are also held in the mornings with around 15 adults in attendance including the Imam. It is acknowledged that the floor area provides a sizable increase when compared to the existing building, however, as stated above due to religious beliefs the proposed floors will not be in use at the same time as the site provides separation of entrances and floors between male and female attendees, with different times for male and female teaching at the site.
- 3.4 Prayer sessions will continue to operate from the site at the same scale as existing with around 30 people attending prayer sessions on average. However, during Friday prayers this will attract up to 60 attendees. During special occasions such as Ramadan and funerals, the site can accommodate up to 250 attendees. The site is a local facility for nearby residents who would generally walk to the site for prayer sessions and special occasions.

#### **Access and Parking Provision**

- 3.5 Access to the site will continue to be gained from an improved arrangement off Ingfield Avenue, with the access widened to 5m to enable simultaneous two way flow. The access leads to the proposed car park to the front of the site. The site access provides visibility of 2.4m x 36m to the east and 2.4m x 38m to the west. Although the speed limit is 30mph, given the road layout the actual traffic speeds



are much lower and estimated to be around 20mph. Therefore, as the 'Y' distance exceeds the requirement of 25m for 20mph speeds, the proposed visibility provision should be suitable.

- 3.6 The proposals include the provision of around 15 car parking spaces, which will provide adequate parking allocation for the development given the sites sustainable location. Based on the method of travel to work data from the 2011 Census information, around 58% of journeys to work are by driving a car within the Sheffield 018 E02001628 area (see model split data below).

<b>QS701EW - Method of travel to work</b>		
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population	All usual residents aged 16 to 74	
units	Persons	
area type	2011 super output areas - middle layer	
area name	E02001628 : Sheffield 018	
rural urban	Total	
<b>Method of Travel to Work</b>	<b>2011</b>	<b>%</b>
Underground, metro, light rail, tram	72	4
Train	11	1
Bus, minibus or coach	263	15
Driving a car or van	999	58
Passenger in a car or van	136	8
Bicycle	27	2
On foot	213	12
	<b>1,721</b>	<b>100</b>

### **Census Information – Method of Travel to Work**

- 3.7 Using the onerous output above would equate to a demand of 17 spaces for 30 attendees for prayer sessions, providing a slight shortfall. As the majority of attendees are from the local area, the actual parking demands are much lower than demonstrated above using the Census output. The parking demands would not change as a result of the development proposals given the prayer sessions would continue to operate at the same level at the site.



- 
- 3.8 The centre will also offer classes for children, with hour long classes starting at 4:30pm onwards. All visitors are encouraged to walk to the site from the adjacent residential areas. Parking will generally consist of staff members attending the classes. There will be times when some parents drop off their children by car and pick up again at the end of the sessions. The parking area proposed can easily cater for these drop off and pick up times at the start and end of the classes.
- 3.9 Car parking attendants will also be operating during the times of larger events and Friday prayers to make sure no indiscriminate car parking occurs at the site or on the adjacent highway. During large events (such as funerals) visitors will be made aware of limited parking at the site, although these occasions consist of local people that reside within close proximity of the site.
- 3.10 Electric vehicle charging points will be installed in accordance with current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport.
- 3.11 Cycle parking will be provided; the type and location of which to be agreed with the LPA. The Architects plan at Appendix B identified the secure and sheltered cycle parking adjacent to the main entrance to the building.

### **Pedestrian and Cycle Provision**

- 3.12 It is envisaged that both pedestrian and cycling traffic will gain access to the proposed development site via a pedestrian access located off Ingfield Avenue, which will also front onto the A631 Bawtry Road.
- 3.13 In addition, the proposals shall incorporate the inclusion of secure facilities for the storage of bicycles. These facilities are intended to promote cycling as a means of transport to and from the site. The exact specifications, including the type and location of these bicycle storage facilities, will be established in consultation with the Local Planning Authority. This approach ensures that the facilities are appropriately integrated into the site design and meet any specific requirements or guidelines set forth by the LPA.
- 3.14 The proposed development site has links to Boston Footpath No.23 which provides a link between Sheffield and Rotherham via the A6178 Sheffield Road. The footpath is shown in purple at Figure 2.1.

### **Servicing**

- 3.15 In terms of servicing, the proposals will continue to adhere to the existing protocols and arrangements currently in place for the neighbouring properties located along Ingfield Avenue. This means that any service-related activities, including deliveries and waste collection, can be carried out in a manner consistent with the practices already established.

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## 4.0 Traffic Impact

### Existing Traffic

- 4.1 The site's former use as a Methodist Church would have generated traffic along the adjacent network. Since that time, it has been used as a mosque and using first principles and the Census output in section 3 of this report, 58% of people would travel by car to work that reside within the Sheffield 018 E02001628 area. Based on this approach Friday prayer session as a worse case, 60 attendees could result in 35 trips by car (58%) and therefore 70 trips during that time. During normal prayer sessions during other times during the week, of the 30 people that normally attend some 17 would travel by car equating to 35 trips per prayer session. Assuming 6x prayer sessions per day would equate to 210 daily trips. It should be considered that the above is based on method of travel to work and presents a worse case. The travel patterns of the local community attending the centre would be different as the majority of attendees would be within walking distance of the site.

### Proposed Traffic

- 4.2 The proposals are to demolish the existing building and rebuild to improve facilities at the site. With regard to the traffic generations associated with the prayer sessions, this would stay at the existing level as considered above.
- 4.3 With regard to the classes on Islamic teaching, these will be carried out in the evenings from 4.30pm, lasting approximately one hour. Classes will be segregated by gender on different floors and different times within the building. The site can accommodate two classes of 20 students and four teachers, with the final class of the day commencing at 9pm. The majority of those attending the classes would reside within walking distance so the numbers of vehicular traffic would be minimal. However, based on the method of travel to work data, this would result on 58% of students arriving at the centre by car as a worse case, equating to 23 people travelling by car totalling 46 trips at the start and end of each session. The 23 vehicle trips can be accommodated within the car park for drop off and pick up purposes as in practice drop off and pick ups would be somewhat staggered. The travel patterns of the local community attending the centre would be different to the method of travel to work data, as the majority of attendees would reside within walking distance of the site and would merely walk to the classes.

- 4.4 It is considered that the anticipated increase in the level of traffic generated by the proposed development due to the introduction of religious studies would not be discernible from the daily fluctuations in flows that could be expected on the nearby strategic highway network and can be accommodated along the roads adjacent to the site. The development proposes a suitable level of on site parking having regard to likely demands associated with the proposed development. Therefore, the level of traffic generated by the proposals and likely parking demands will have no material impact on the safe operation of the highway and will not significantly add to any congestion at the peak times on the local network.

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## 5.0 Conclusion

- 5.1 This report presents the proposals to provide a new Masjid Abu Bakr and Community Centre at the former Tinsley Methodist Church on Bawtry Road in the district of Tinsley, Sheffield. The site already operates as a mosque and the development would allow for religious studies at the site.
- 5.2 This Highway Statement describes the existing highway network and the proposed development and considers the traffic generations, highway safety and access proposals with the existing situation. The vehicular access/ egress and proposed car parking are also assessed.
- 5.3 The site is located within a sustainable area close to large residential areas that presents sustainable travel options to access the site.
- 5.4 The report concludes that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the nearby strategic highway network and can be accommodated along the roads adjacent to the site. The development proposes a suitable level of on site parking having regard to likely parking demands associated with the proposed development. Therefore, the level of traffic generated by the proposals and likely parking demands will have no material impact on the safe operation of the highway and will not significantly add to any congestion at the peak times on the local network.
- 5.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.



# Appendix A

## Accident Data



**Validated Data**

**Crash Date:** Wednesday, March 23, 2022      **Time of Crash:** 3:20:00 PM      **Crash Reference:** 2022141156773

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A631	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Sheffield			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Sheffield			<b>OS Grid Reference:</b>	440200 390733
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				

**Map temporarily unavailable.**  
Once map functionality is restored CrashMap will automatically email an updated report to you.

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's nearside - masked by parked or stationary vehicle

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

# Appendix B

## Architects Layout Plan





Streetwise

BLOCK/SITE PLAN  
AREA 90m x 90m  
SCALE 1:500 on A4  
CENTRE COORDINATES: 440255, 390616



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Streetwise



BLOCK/SITE PLAN  
AREA 90m x 90m  
SCALE 1:500 on A4  
CENTRE COORDINATES: 440255, 390616



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