



**Penistone Library, Barnsley**

**Transport Statement**

**December 2024**

**Barnsley Council**

AMA Project Number: 23124

**Andrew Moseley Associates**

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# 1 INTRODUCTION

## 1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Barnsley Metropolitan Borough Council (BMBC) to prepare this Transport Statement (TS) in connection with the enhancement of the external areas associated with Penistone Library to provide cycle, scooter and pram parking, a loading / drop-off zone and a new parking court to the rear.
- 1.1.2 Given the size and nature of the proposals and the anticipated transport impacts, a detailed Transport Assessment is not considered to be necessary as part of the planning application. Instead, this TS has been prepared to provide BMBC, as the Local Planning and Highway Authority (LPA & LHA), with the necessary information to determine the planning application.
- 1.1.3 This TS has been prepared with reference to the Ministry of Housing, Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). It will demonstrate that the site can be conveniently accessed by sustainable modes of travel and that the minimal vehicle based trips expected to be generated by the development proposals will be safely and efficiently accommodated by the surrounding local highway network.
- 1.1.4 A Travel Plan (TP) has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

## 1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
  - ▶ **Section 2** – provides a description of the site location, highway network surrounding the site, and examines the accessibility of the site by sustainable modes of travel. This section also considers personal injury collision data within the vicinity of the library;
  - ▶ **Section 3** – describes the development proposals and provides an assessment of on-street parking capacity on local roads within the vicinity of the site; and
  - ▶ **Section 4** – provides a summary of the TS.

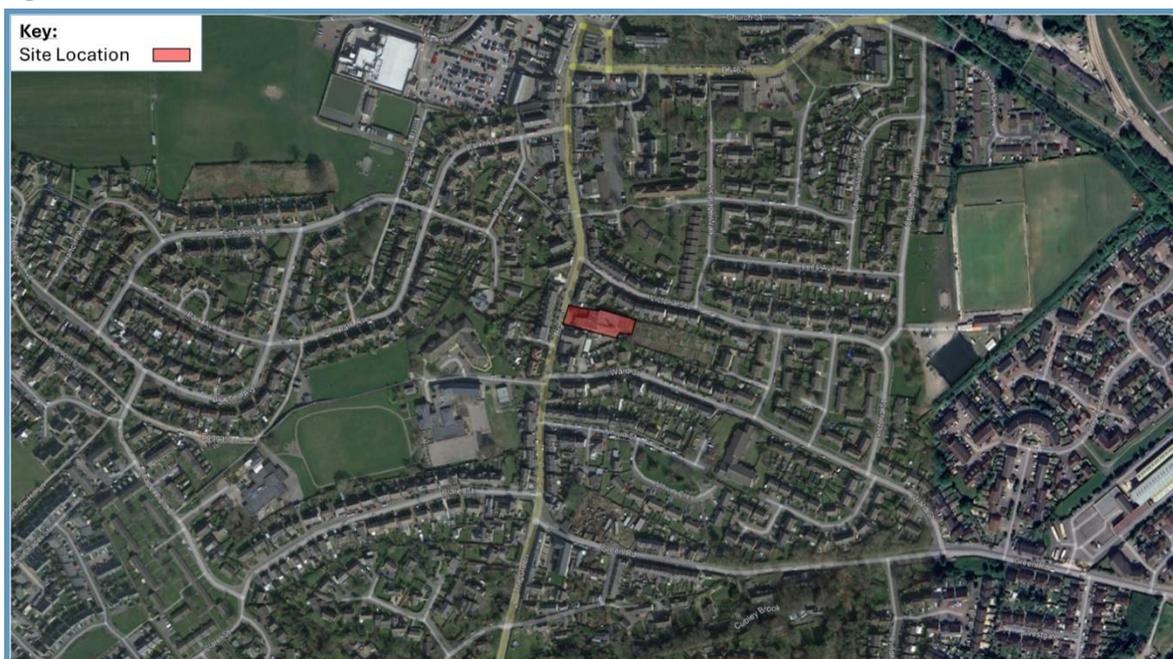
## 2 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

### 2.1 SITE LOCATION

2.1.1 Penistone Library is located approximately 300m from the centre of Penistone and approximately 12km from Barnsley town centre. It is bound to the north by residential dwellings, to the east by allotments, to the south by St Andrews Church, and to the west by High Street.

2.1.2 The location of the site is illustrated in **Figure 2-1**.

**Figure 2-1** Site Location Plan



### 2.2 LOCAL HIGHWAY NETWORK

2.2.1 The site would continue to be accessed by all modes of transport from High Street.

2.2.2 High Street is a single two-way carriageway equipped with streetlighting and pedestrian footways on both sides of the road. It is subject to a 30mph speed limit and runs in a general north / south alignment between Market Street and The Green.

2.2.3 The A628 can be accessed to the north of the site via St Mary's Street / B6462 Bridge Street in approximately 750m. The A628 is a key road in South Yorkshire providing access to / from Junction 37 from the M1 in the east and to the A57 in the west.

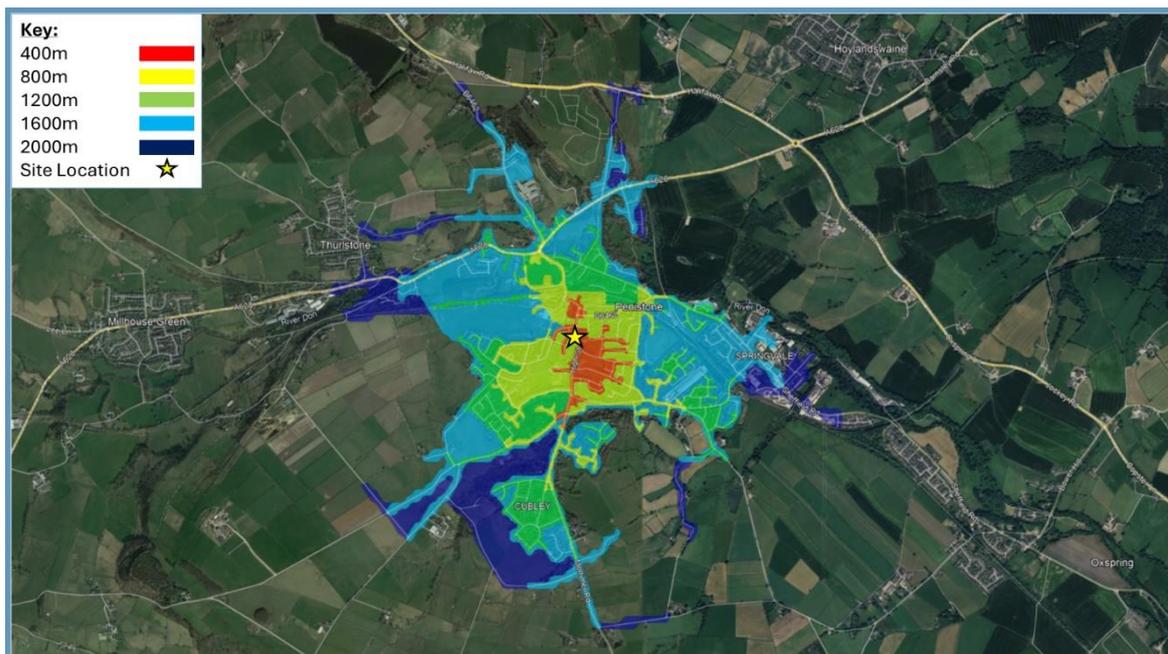
### 2.3 WALKING ACCESSIBILITY

2.3.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

*“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Para 74)*

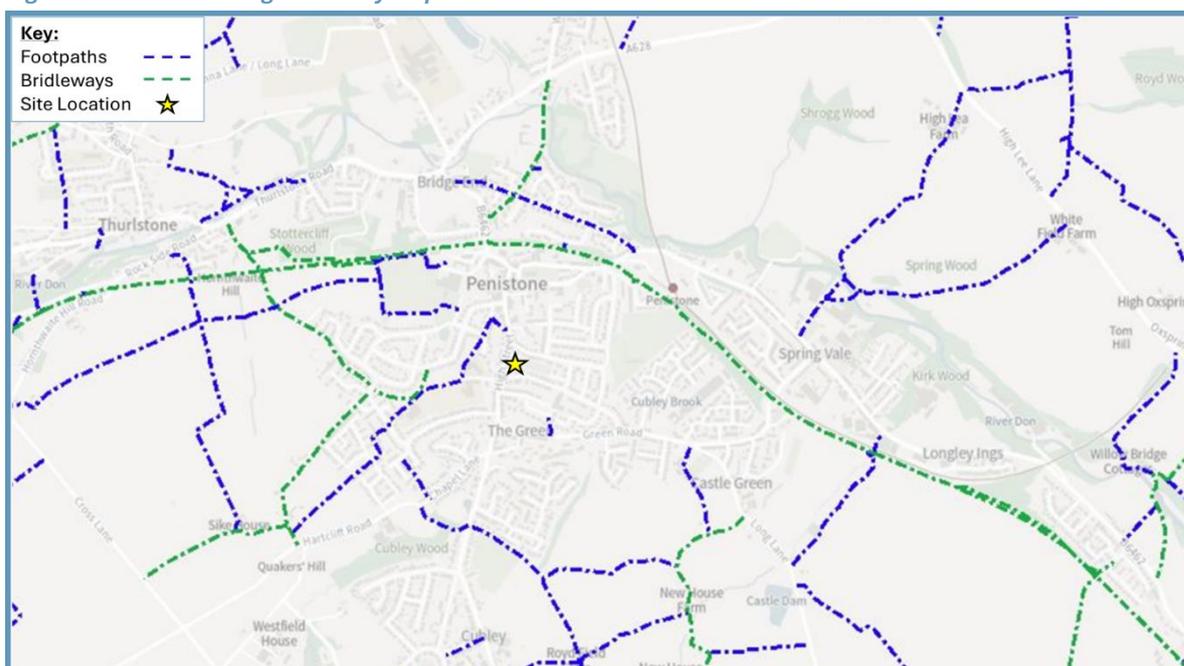
2.3.2 **Figure 2-2** shows a 2km walking catchment from the centre of the site.

Figure 2-2 2km Walking Catchment Plan



- 2.3.3 As can be seen, the site is located within a suitable walking distance of the entirety of Penistone town centre and Cubley, as well as the western extents of Springvale. Given the sustainable location of the library within the centre of Penistone, there is potential for linked trips to take place.
- 2.3.4 There are a number of facilities and amenities within the 2km catchment, including Greggs (c. 190m), Saint Johns Primary School (c. 210m), Clark’s Chemist (c. 290m), St Johns Community Centre (c. 450m), Penistone Bowling Club (c. 550m), Tesco Superstore (c. 550m), and Penistone Railway Station (c. 750m). The local catchment therefore provides a feasible means of access to the site on foot.
- 2.3.5 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide traffic-free walking facilities, details of which are provided in [Figure 2-3](#).

Figure 2-3 Public Rights of Way Map



- 2.3.6 The map shows that there is a network of PRoW routes to provide safe pedestrian walking facilities within the vicinity of the site throughout Penistone Town Centre and Cubley, and continues through to Thurgoland in the east, and Millhouse Green in the west.

2.3.7 The site is therefore considered to be located within a sustainable location to a range of walkable destinations.

## 2.4 CYCLING ACCESSIBILITY

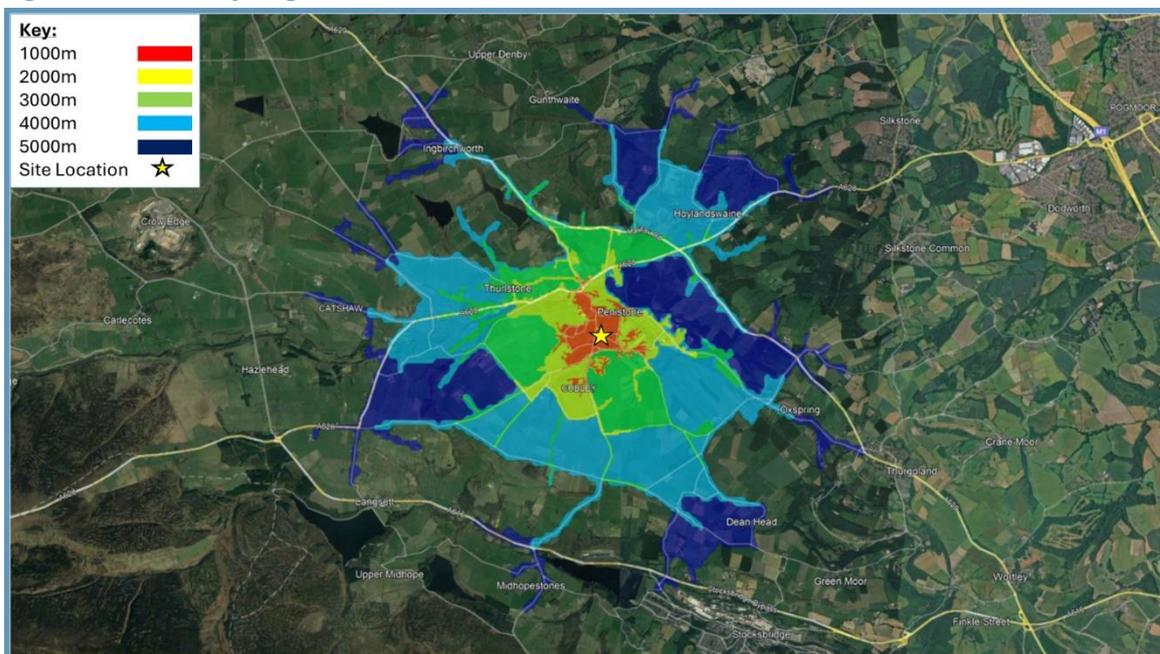
2.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

*“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77)*

2.4.2 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

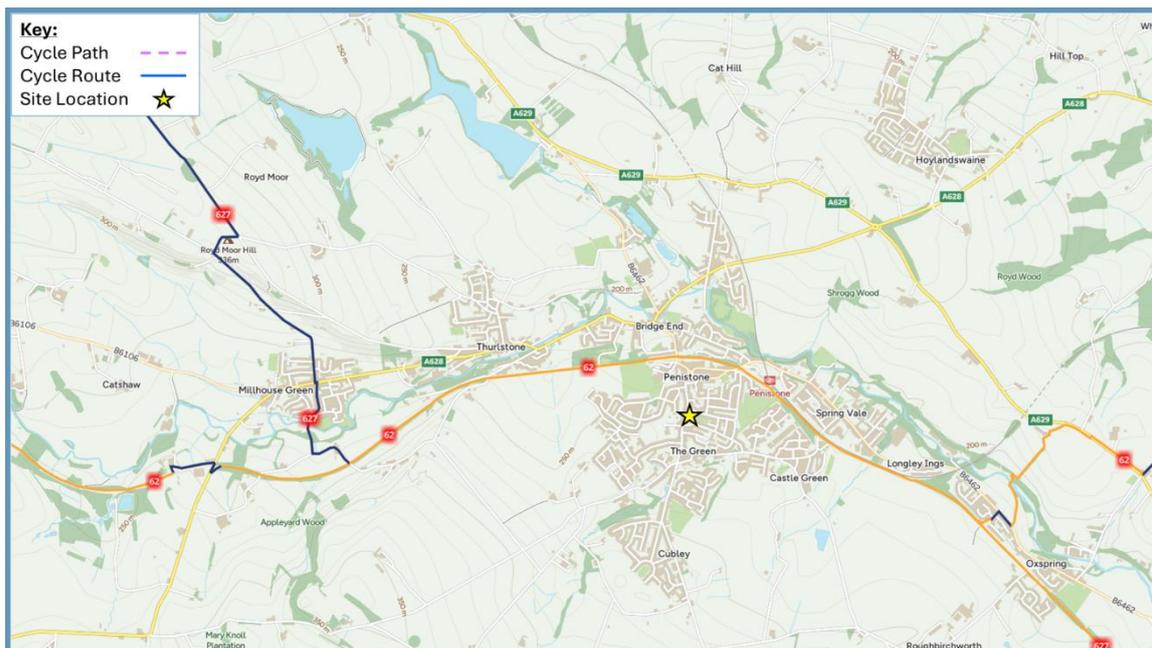
2.4.3 **Figure 2-4** shows a 5km cycling catchment from the centre of the site. In addition to the areas accessible within the 2km walking catchment, the cycle catchment includes the entirety of Thurlstone, Hoylandswaine, Millhouse Green, and the northern and southern extents of Midhopstones, and Ingbirchworth, respectively.

**Figure 2-4 5km Cycling Catchment Plan**



2.4.4 Within the vicinity of the site, there are a number of cycle routes including the National Cycle Network (NCN) Routes 62 and 627. The cycle network is detailed on the plan attached at **Figure 2-5**.

Figure 2-5 Cycle Network Map



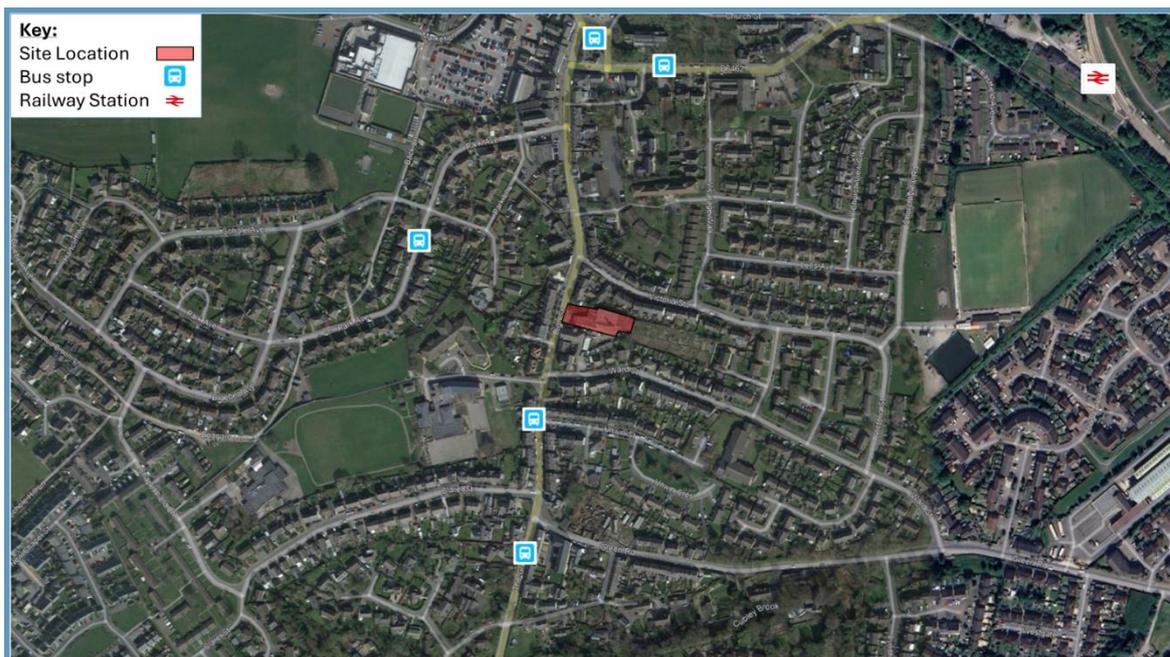
2.4.5 As detailed in the map, NCN Route 62 is located approximately 450m from site. The route spans from Lancashire to North Yorkshire, forming the west and central portions of the Trans Pennine Trail. It provides traffic-free routes throughout Penistone in an approximate east / west alignment, with access to neighbouring settlements, including Manchester, and Doncaster. Furthermore, the NCN Route 62 intersects with the NCN Route 627 in Millhouse Green, approximately 2.6km from the site. The NCN Route 627 runs in an approximate north / south alignment, providing on-road cycling access to settlements such as Shepley and Stockmoor, before ending in Highburton.

## 2.5 PUBLIC TRANSPORT ACCESSIBILITY

### Bus Services

- 2.5.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT's 'Guidelines for Planning for Public Transport in Developments' (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.
- 2.5.2 There are five bus stops located within the recommended 400m walking distance from the site. The stops are equipped with a flag and pole, and online timetabling information. The stops are set out on the attached plan at [Figure 2-6](#).

Figure 2-6 Public Transport Location Plan



2.5.3 Details of the mentioned bus services were obtained from recent timetables produced by various bus operators. **Table 2-1** summarises local bus service details and route information.

Table 2-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
21/21a	Barnsley Town Centre – Crow Edge Whams Road/Middlecliffe Drive	Every 60 minutes 06:19 to 18:43	Every 60 minutes 08:11 to 18:43	No service
23	Millhouse Green - Stocksbridge	Every 120 minutes 09:02 to 15:46	Every 120 minutes 09:02 to 15:46	No service
24	Barnsley - Ingbirchworth	Every 120 minutes 06:20 to 17:39	Every 120 minutes 06:20 to 17:39	No service
25	Penistone – Millhouse Green	Every 60 minutes 10:12 to 13:12	No service	No service
26	Penistone - Thurgoland	Every 60 minutes 08:18 to 15:18	Every 60 minutes 09:33 to 12:33	No service
408	Penistone Grammar School - Barnsley	One service 15:07	No service	No service

2.5.4 **Table 2-1** sets out that the local bus stop provides access to six bus services that provide a combined frequency of approximately four buses per hour from Monday to Friday, approximately three buses per hour on Saturday. The services provide access towards Barnsley, Stocksbridge, Millhouse Green, and Thurgoland. Further bus routes are available via Barnsley Interchange with services towards Doncaster, Rotherham, Wakefield, and Sheffield.

#### Rail Services

2.5.5 Penistone railway station is located approximately 750m walking distance from the site. The platforms are accessible on foot via a pedestrian footpath off the B6462 Sheffield Road.

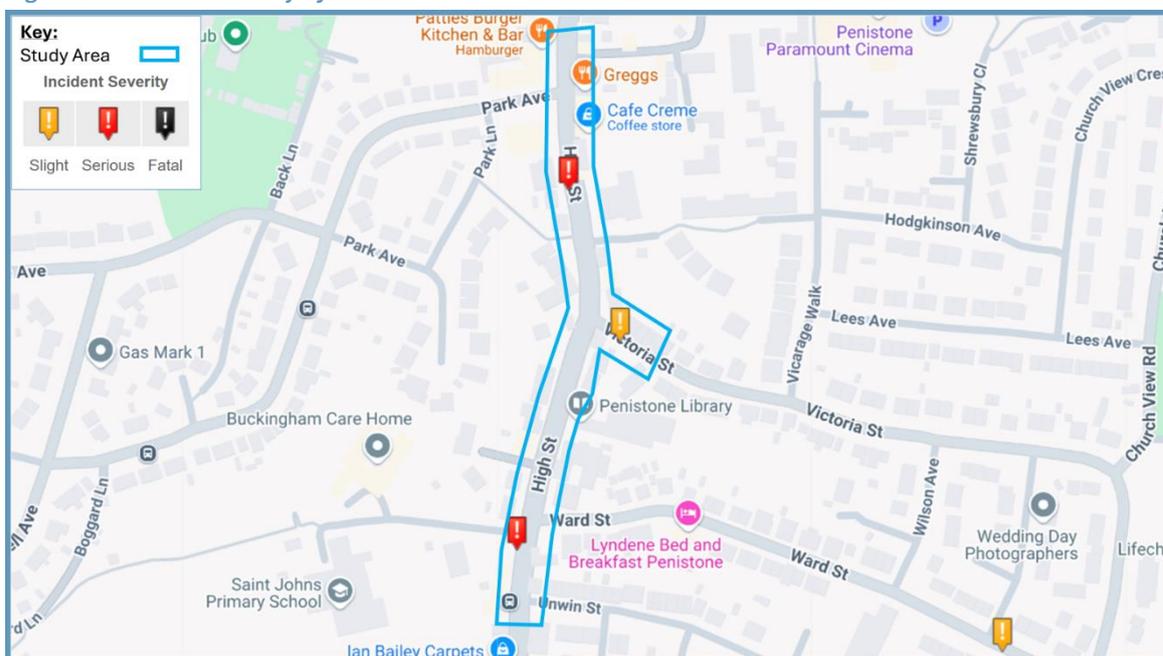
2.5.6 Sixteen secure cycle storage spaces are available for those looking to access the railway station by bike. In addition, Northern provide facilities for in carriage cycle storage to facilitate journeys by bike.

2.5.7 The station provides approximately three services per hour towards Sheffield and Huddersfield.

## 2.6 PERSONAL INJURY COLLISION RECORDS

2.6.1 A review of the existing road safety record on the surrounding roads has been undertaken using Crash Map, a database validated by the Department for Transport (DfT). The most recent five-year period has been considered (2022-2018) and the area under consideration includes High Street and its associated junctions, spanning approximately 200m north, and 115m south of the site. The collision plot is set out in [Figure 2-7](#).

**Figure 2-7 Personal Injury Collision Plot**



2.6.2 [Table 2-2](#) provides a summary of the collisions that have occurred within the study area.

**Table 2-2 Personal Injury Collision Data Summary**

Study Area	Severity	Number of Collisions per Year					Total
		2018	2019	2020	2021	2022	
High Street	Slight	0	0	0	0	0	0
	Serious	1	0	0	0	1	2
Victoria Street	Slight	0	0	0	0	1	1
	Serious	0	0	0	0	0	0
Total	Slight	0	0	0	0	1	1
	Serious	1	0	0	0	1	2

2.6.3 As detailed above, there was one ‘slight’ collision, and two ‘serious’ collisions recorded within the study area.

2.6.4 The slight collision occurred in January 2022, and it involved one vehicle, resulting in one pedestrian casualty.

2.6.5 Two serious collisions were recorded in the study area as follows:

- ▶ The first collision occurred in March 2018. It involved one vehicle, and resulted in one pedestrian casualty; and
- ▶ The second collision occurred in February 2022. It involved two vehicles and resulted in one motorcyclist casualty.

## Summary

- 2.6.6 Although there were two serious collisions within the study period, they appear to be one-off events, and it is not considered that there is any existing threat to pedestrian safety that would be exacerbated by the development proposals. No further analysis is considered necessary given there are no clusters or hotspots identified.

## 3 DEVELOPMENT PROPOSALS

### 3.1 DEVELOPMENT PROPOSALS AND SITE OPERATION

- 3.1.1 The development proposals comprise the enhancement of the external areas associated with Penistone Library to provide cycle, scooter and pram parking, a loading / drop-off zone and a new parking court to the rear.
- 3.1.2 The proposals form part of a wider Barnsley Council objective to relocate several different council and other public sector staff to the existing library.
- 3.1.3 The new parking court will be achieved by demolishing the existing garage to the rear of the library. To facilitate the new loading / drop-off zone, the existing accessible parking space to the front of the library will be relocated to the southern side of the building. The space will still be located within convenient walking distance of the entrance to the library. The loading / drop-off zone will have a 15 minute time limit, and to ensure this is not abused appropriate signage will be erected.
- 3.1.4 The staff who are relocating to the library currently work at the following locations in Penistone:
- ▶ IKIC Centre / Family Hub – no on-site parking spaces available;
  - ▶ SY Police Office – 4 on-site parking spaces with one of these spaces required by staff on a daily basis; and
  - ▶ Springvale Depot – 4 to 6 parking spaces required by staff throughout the working week.
- 3.1.5 These staff members are responsible for delivering public facing community services which will now be coordinated from Penistone Library. The development proposals will not result in a significant uplift of visitors, but rather provide enhanced facilities to support sustainable travel to / from the site.
- 3.1.6 Various community groups make use of the library and users vary in age from newborns to the elderly. A maximum of 50 users can be on site Monday to Friday, and a maximum of 30 users on Saturday. The opening / closing hours will remain the same (08:00 – 20:00). Outside of these hours, up to 4 staff could be on site at any one time.
- 3.1.7 The existing library accommodates 6 informal parking spaces (including one accessible space). The demolition of the existing garage to the rear of the library will make way for an additional 6 spaces, and the existing accessible bay located to the front of the site will be relocated to the southern side of the building to make way for the dropped kerb loading / drop-off zone. The proposals can be viewed on AMA Drawings 23124-SK001-1.2 and 2.2, attached at [Appendix A](#).
- 3.1.8 Given the limited number of existing parking spaces on site, the majority of staff and visitors either travel sustainably or park on nearby streets. The provision of cycle / scooter parking and pram storage will improve visitor's journeys to / from the site, and it is envisioned that the additional parking spaces achieved as a result of the demolition of the existing garage will be reserved for those visitors who request a space for accessibility reasons, or members of staff who require a parking space and have received prior agreement from the library management. Management will be available to ensure the car park is operating efficiently and this will be monitored as part of the Travel Plan.
- 3.1.9 The proposals are unlikely to generate new car-based trips. Instead, the majority of staff relocating to Penistone Library will continue to make use of sustainable modes of travel given car parking at their existing workplaces is limited, and those who do require a parking space will need to agree this with management as previously discussed.
- 3.1.10 Overall, the provision of enhanced facilities to support sustainable travel to / from the library is for the benefit of users and as a result it is expected that more visitors will be able to walk or cycle to the site.

- 3.1.11 Nonetheless, to demonstrate that the proposals will not have an undue impact upon on-street car parking, reference is made to a parking beat survey undertaken on Saturday 30<sup>th</sup> November 2024 from 10:00 to 15:00 and Tuesday 3<sup>rd</sup> December 2024 from 08:00 to 19:00, to identify the level of existing on-street parking on High Street, and the surrounding local roads, within approximately 200m of the library.
- 3.1.12 The survey methodology is considered to be robust and covers peak visiting times at the library thus accurately reflecting demand and capacity on local roads for on-street car parking.
- 3.1.13 The results of the parking beat survey are discussed in [Section 3.2](#), below.

## 3.2 PARKING BEAT SURVEY

- 3.2.1 The parking beat survey established that, in total, there are 41 parking spaces on High Street and a further 119 spaces on surrounding local roads on a Saturday and 91 spaces on a weekday, predominantly comprising of unrestricted parking. The remaining carriageway comprises of dropped kerbs or bus stops (over which parking should not take place).
- 3.2.2 It should be noted that St John’s Primary School access road was included on the Saturday beat given the school is closed and parking can take place on the northern side of the carriageway. It was not included on the weekday beat given the school is open and parking in this area will likely be used by parents. This is considered to provide a true reflection of car parking capacity on different days of the week in the local area.
- 3.2.3 The results of the parking beat survey are summarised in [Table 3-1](#), whilst the full survey results are provided at [Appendix B](#).

**Table 3-1 Parking Beat Survey Results Summary**

Road Name	Capacity	Saturday 30/11/24 10:00 – 15:00		Tuesday 03/12/2023 08:00 – 19:00	
		Average Parked Vehicles	Average Stress (%)	Average Parked Vehicles	Average Stress (%)
High Street	41	20	48%	17	41%
Unwin Street	23	17	72%	16	69%
Ward Street	30	7	24%	8	26%
Victoria Street	38	14	36%	14	36%
St John’s Primary School access road	28	5	16%	N/A	N/A

- 3.2.4 As can be seen, parking stress over the two days averaged 39% on Saturday 30<sup>th</sup> and 43% on Tuesday 3<sup>rd</sup>. The results of the parking beat survey suggest that there is ample spare on-street car parking capacity available along High Street, as well as on the surrounding highway network within convenient walking distance of the library.
- 3.2.5 On Saturday 30<sup>th</sup> November, the busiest time of the day on High Street was 13:30 to 14:30 where 24 vehicles were parked creating a parking stress of 59%. On Tuesday 3<sup>rd</sup> December, the busiest time of the day on High Street was 08:30 to 09:30 where 25 vehicles were parked creating a parking stress of 61%. It is clear that ample parking capacity exists on street for both staff and visitors on both a typical weekday and a typical weekend should the library car park reach full capacity, and, therefore, the development proposals would not result in a detrimental impact upon the safe, free flow of traffic on High Street or surrounding local roads.

## 4 SUMMARY

- 4.1.1 Andrew Moseley Associates (AMA) has been commissioned by BMBC to prepare this TS in connection with the enhancement of the external areas associated with Penistone Library to provide cycle, scooter and pram parking, a loading / drop-off zone and a new parking court to the rear.
- 4.1.2 The following summarises the key points:
- ▶ The proposals fully accord with both national and local transport policy;
  - ▶ Staff and library users have the opportunity to travel for all key journey purposes by modes other than the private car, including walking, cycling and public transport;
  - ▶ Based on the PIC review, it is not considered that there is any existing threat to pedestrian safety that would be exacerbated by the development proposals;
  - ▶ The demolition of the existing garage to the rear of the library will make way for an additional 6 spaces, and the existing accessible bay located to the front of the site will be relocated to the southern side of the building to make way for a new dropped kerb loading / drop-off zone; and
  - ▶ Whilst the development proposals are not expected to result in an increase in car based trips to the library, it is clear that on street parking capacity is available to cater for any overspill parking if the library car park becomes full;
  - ▶ A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.
- 4.1.3 This TS has demonstrated that the limited traffic associated with the development proposals can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.
- 4.1.4 Therefore, there are no overriding traffic and transportation reasons preventing the Local Planning and Highways Authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

## APPENDICES

Appendix A Development Proposals

Appendix B Parking Beat Survey



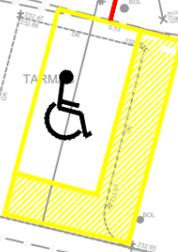
*Appendix A*  
*Development Proposals*



**KERB TO BE DROPPED**

**TARMAC TO BE EXTENDED**

**KERB TO BE DROPPED**

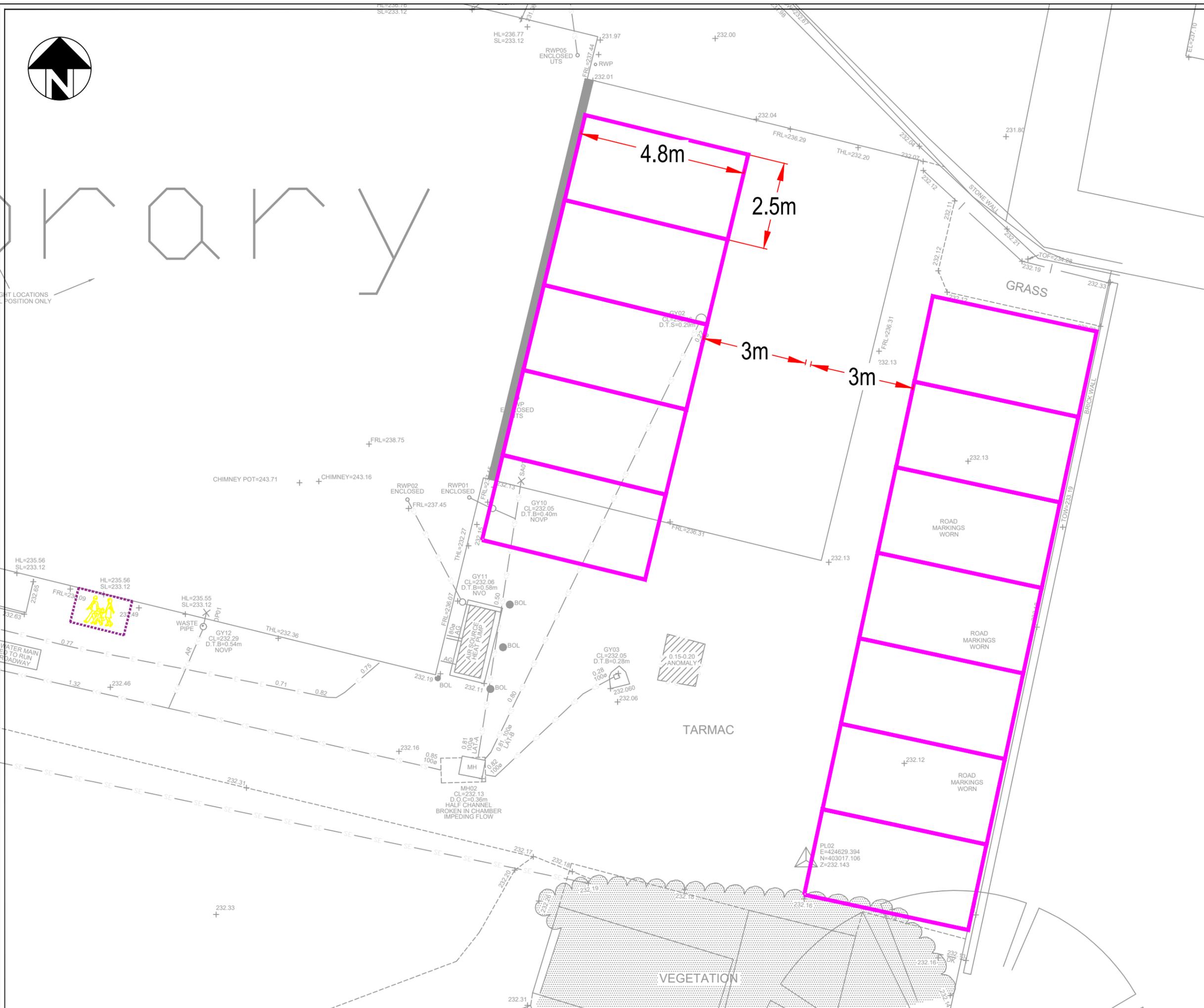


P01	Preliminary Issue	00.00.00	XX
 <p><b>ANDREW MOSELEY ASSOCIATES</b> Transport &amp; Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk</p>			
Project: <b>PENISTONE LIBRARY</b>			
Client: <b>BARNESLEY COUNCIL</b>			
Drawing: <b>PROPOSED BLUE BADGE, CYCLE PARKING, AND DROPPED KERB ACCESS ARRANGEMENT</b>			
Drawn By: <b>EP</b>	Date: <b>02.12.2024</b>		
Checked: <b>AMM</b>	Scale: <b>1:100</b>	Paper: <b>A3</b>	
Drawing No. <b>AMA-23124-SK001-1.2</b>	Rev. <b>P01</b>		



K O R N Y

LIGHT LOCATIONS  
POSITION ONLY



P01	Preliminary Issue	00.00.00	XX
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Project: **PENISTONE LIBRARY**

Client: **BARNESLEY COUNCIL**

Drawing: **PROPOSED PARKING BAYS AND PRAM PARKING ACCESS ARRANGEMENT**

Drawn By: **EP** Date: **02.12.2024**

Checked: **AMM** Scale: **1:100** Paper: **A3**

Drawing No. **AMA-23124-SK001-2.2** Rev. **P01**



***Appendix B***  
***Parking Beat Survey***



**Legend**

<b>UN</b>	Unclassified
<b>DK</b>	Dropped Kerb
<b>KC</b>	Keep Clear
<b>RP</b>	Reserved Parking
<b>SY</b>	Single Yellow
<b>DY</b>	Double Yellow

Barnsley Parking Beat  
 Parking Beat  
 Date  
 Saturday 30 November 2024

Road Name	Capacity	10:00		10:30		11:00		11:30		12:00		12:30
		Vehicles	Stress									
High Street	41	14	34%	16	39%	21	51%	16	39%	19	46%	22
Unwin Street	23	20	87%	17	74%	17	74%	16	70%	14	61%	14
Ward Street	30	7	23%	7	23%	7	23%	8	27%	7	23%	7
Victoria Street	38	18	47%	17	45%	19	50%	5	13%	7	18%	16
St John Primary School Access	28	5	18%	5	18%	5	18%	4	14%	4	14%	4
TOTAL	160	64	40%	62	39%	69	43%	49	31%	51	32%	63





S.No.	Road Name	Side	Feature	Length	Capacity	1000	1030	1100	1130	1200	1230	1300	
START AT JUNCTION WITH GREEN ROAD, LEFT SIDE HEADING NORTHBOUND (53.521658, -1.631385)													
1	High Street	WS	DY	15									
2	High Street	WS	DY										
3	High Street	WS	DY										
CROSS OVER AT CLAREL STREET													
4	High Street	WS	DY	14									
5	High Street	WS	DY										
6	High Street	WS	DK	7.5									
7	High Street	WS	UN	17	3								
8	High Street	WS	UN									X	
9	High Street	WS	UN					X	X	X		X	X
10	High Street	WS	DK	3									
11	High Street	WS	UN	12.5	2	X		X		X	X		
12	High Street	WS	UN					X		X	X	X	X
13	High Street	WS	DK	3									
14	High Street	WS	UN	29	5	X	X		X		X	X	
15	High Street	WS	UN					X	X	X			X
16	High Street	WS	UN					X	X	X	X	X	X
17	High Street	WS	UN										
18	High Street	WS	UN					X	X	X		X	X
19	High Street	WS	DK	4									
20	High Street	WS	KC	7									
CROSS OVER AT SAINT JOHNS PRIMARY SCHOOL ACCESS													
21	High Street	WS	KC	8									
22	High Street	WS	UN	8	1	X	X	X	X	X	X	X	
23	High Street	WS	DK	3			X						





Barclays Parking Unit  
 Parking Unit  
 Date: Tuesday 10 December 2018

Road Name	Capacity	M10		M10	
		Used	Spots	Used	Spots
High Street	41	17	41%	25	61%
London Street	23	20	87%	20	87%
West Street	20	3	15%	3	15%
Victoria Street	38	14	37%	11	29%
TOTAL	122	54	44%	59	48%



S.No.	Road Name	Side	Feature	Length	Capacity	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830			
START AT JUNCTION WITH HIGH STREET, LEFT SIDE HEADING EASTBOUND (53.522503, -1.631238)																														
1	Unwin Street	NS	DY	11	79	15																								
2	Unwin Street	NS	DY				X	X	X	X																				
3	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X
4	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X				X	X				X	X	X	X	X
5	Unwin Street	NS	UN				X	X	X	X								X	X	X				X	X	X				
6	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
8	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
9	Unwin Street	NS	UN																											
10	Unwin Street	NS	UN				X	X	X	X											X	X	X	X	X	X	X	X	X	X
11	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X			X	X	X	X			X	X	X	X	X	X	X
12	Unwin Street	NS	UN				X	X	X	X													X	X					X	X
13	Unwin Street	NS	UN				X	X	X																					
14	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X	X
15	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
16	Unwin Street	NS	UN				X	X	X	X	X	X	X	X					X	X	X	X	X	X	X	X	X	X	X	X
17	Unwin Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X								X	X	X
CROSS OVER AND GO BACK WESTBOUND																														
18	Unwin Street	SS	UN	10	2	X	X	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X	X			
19	Unwin Street	SS	UN																											
20	Unwin Street	SS	DK	4																										
21	Unwin Street	SS	UN	8	1	X	X	X	X							X	X	X												
22	Unwin Street	SS	DK	3.5																										
23	Unwin Street	SS	UN	12	2																		X	X	X	X	X			
24	Unwin Street	SS	UN																				X	X	X	X	X			
CROSS OVER AT LOCAL ACCESS																														
25	Unwin Street	SS	UN	6.5	1														X	X	X	X	X	X	X	X	X			
26	Unwin Street	SS	DK	3		X	X	X																X	X	X	X			
27	Unwin Street	SS	UN	13.5	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
28	Unwin Street	SS	UN								X	X	X								X	X	X	X	X	X	X	X	X	
29	Unwin Street	SS	DK			5																X	X							
30	Unwin Street	SS	UN	4		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
31	Unwin Street	SS	DY	10.5									X	X																
32	Unwin Street	SS	DY										X	X																
END AT JUNCTION WITH HIGH STREET (53.522449, -1.631241)																														

S.No.	Road Name	Side	Feature	Length	Capacity	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830			
START AT JUNCTION WITH GREEN ROAD, LEFT SIDE HEADING NORTHBOUND (53.521658, -1.631385)																														
1	High Street	WS	DY	15																										
2	High Street	WS	DY																											
3	High Street	WS	DY																											
CROSS OVER AT CLAREL STREET																														
4	High Street	WS	DY	14																										
5	High Street	WS	DY																											
6	High Street	WS	DK	7.5																									X	
7	High Street	WS	UN	17	3		X	X												X		X								
8	High Street	WS	UN				X	X	X		X													X	X	X	X			
9	High Street	WS	UN				X	X	X		X	X										X								X
10	High Street	WS	DK	3																										
11	High Street	WS	UN	12.5	2	X	X	X	X	X	X	X	X						X								X	X		
12	High Street	WS	UN				X							X	X	X	X	X	X		X				X	X	X			
13	High Street	WS	DK	3																										
14	High Street	WS	UN	29	5																		X				X			
15	High Street	WS	UN				X	X	X		X	X									X			X	X	X	X			
16	High Street	WS	UN				X	X					X								X	X	X					X	X	
17	High Street	WS	UN				X	X	X		X	X	X	X		X		X	X	X	X	X	X						X	X
18	High Street	WS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
19	High Street	WS	DK	4																										
20	High Street	WS	KC	7																										
CROSS OVER AT SAINT JOHNS PRIMARY SCHOOL ACCESS																														
21	High Street	WS	KC	8																										
22	High Street	WS	UN	8	1	X	X	X	X	X	X	X		X														X		
23	High Street	WS	DK	3																				X	X					
24	High Street	WS	UN	12	2							X		X					X	X	X									
25	High Street	WS	UN										X	X	X	X														
CROSS OVER AT LOCAL ACCESS																														
26	High Street	WS	UN	55	11														X	X	X									
27	High Street	WS	UN				X	X	X							X					X	X	X	X	X	X	X	X	X	X
28	High Street	WS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
29	High Street	WS	UN																											
30	High Street	WS	UN											X	X	X	X	X	X	X	X	X	X							X
31	High Street	WS	UN				X	X	X		X	X	X	X							X									
32	High Street	WS	UN					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
33	High Street	WS	UN					X	X				X	X		X	X	X	X	X	X	X	X							
34	High Street	WS	UN				X	X	X	X	X	X	X	X							X	X		X	X	X	X	X	X	X
35	High Street	WS	UN				X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
36	High Street	WS	UN				X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
37	High Street	WS	DY	3																										
38	High Street	WS	DK	5																										
39	High Street	WS	DY	24																										
40	High Street	WS	DY																											
41	High Street	WS	DY																											
42	High Street	WS	DY																											
43	High Street	WS	DK	3																										
44	High Street	WS	SY	56																										
45	High Street	WS	SY																											
46	High Street	WS	SY																											
47	High Street	WS	SY																											
48	High Street	WS	SY																											
49	High Street	WS	SY																											
50	High Street	WS	SY																											
51	High Street	WS	SY																											
52	High Street	WS	SY																											
53	High Street	WS	SY																											
54	High Street	WS	SY																											
55	High Street	WS	DK		3.5																									
56	High Street	WS	SY																											
57	High Street	WS	SY	32																										
58	High Street	WS	SY																											
59	High Street	WS	SY																											
60	High Street	WS	SY																											
61	High Street	WS	SY																											
62	High Street	WS	DK	6																										
63	High Street	WS	SY																											
64	High Street	WS	SY	17																										
65	High Street	WS	SY																											
CROSS OVER AT PARK AVENUE AND GO BACK SOUTHBOUND																														

S.No.	Road Name	Side	Feature	Length	Capacity	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830		
66	High Street	ES	SY	45																									
67	High Street	ES	SY																										
68	High Street	ES	SY																										
69	High Street	ES	SY																										
70	High Street	ES	SY																										
71	High Street	ES	SY																										
72	High Street	ES	SY																										
73	High Street	ES	SY																										
74	High Street	ES	SY	16.5																									
75	High Street	ES	DY																										
76	High Street	ES	DY																										
77	High Street	ES	DY	5																									
78	High Street	ES	DK																										
79	High Street	ES	DY	8																									
CROSS OVER AT PENISTONE GROUP PRACTICE																													
80	High Street	ES	DY	36																									
81	High Street	ES	DY																										
82	High Street	ES	DY																										
83	High Street	ES	DY																										
84	High Street	ES	DY																										
85	High Street	ES	DY																										
86	High Street	ES	DY																										
CROSS OVER AT VICTORIA STREET																													
87	High Street	ES	DY	13																									
88	High Street	ES	DY	11																									
89	High Street	ES	DK																										
90	High Street	ES	DK	5																									
91	High Street	ES	DY																										
92	High Street	ES	UN	10	2																								
93	High Street	ES	UN	14	2																								
94	High Street	ES	DK																										
95	High Street	ES	UN																										
96	High Street	ES	UN																										
CROSS OVER AT PENISTONE LIBRARY																													
97	High Street	ES	UN	34	6																								
98	High Street	ES	UN																										
99	High Street	ES	UN																										
100	High Street	ES	UN																										
101	High Street	ES	UN																										
102	High Street	ES	UN																										
103	High Street	ES	DY	12																									
104	High Street	ES	DY																										
CROSS OVER AT WARD STREET																													
105	High Street	ES	DY	41																									
106	High Street	ES	DY																										
107	High Street	ES	DY																										
108	High Street	ES	DY																										
109	High Street	ES	DY																										
110	High Street	ES	DY																										
111	High Street	ES	DY																										
112	High Street	ES	DY																										
CROSS OVER AT UNWIN STREET																													
113	High Street	ES	DY	9	2	X	X																						
114	High Street	ES	UN	12.5																									
115	High Street	ES	UN	4																									
116	High Street	ES	DK																										
117	High Street	ES	UN	15	3	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
118	High Street	ES	UN																										
119	High Street	ES	UN																										
120	High Street	ES	DK																										
121	High Street	ES	UN	11	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
122	High Street	ES	UN																										
123	High Street	ES	DY	27																									
124	High Street	ES	DY																										
125	High Street	ES	DY																										
126	High Street	ES	DY																										
127	High Street	ES	DY																										
END AT JUNCTION WITH GREEN ROAD (53.521667, -1.631274)																													

S.No.	Road Name	Side	Feature	Length	Capacity	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830			
START AT JUNCTION WITH HIGH STREET, LEFT SIDE HEADING EASTBOUND (53.524007, -1.630624)																														
1	Victoria Street	NS	DY	10.5	7																									
2	Victoria Street	NS	DY																											
3	Victoria Street	NS	UN				X		X	X	X	X	X	X				X	X	X	X	X	X	X			X	X	X	
4	Victoria Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
5	Victoria Street	NS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	
6	Victoria Street	NS	UN				X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	
7	Victoria Street	NS	UN							X	X	X	X	X										X	X	X	X	X	X	
8	Victoria Street	NS	UN				X	X	X	X	X											X		X			X	X	X	
9	Victoria Street	NS	UN										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
10	Victoria Street	NS	DK	3		X																			X	X	X			
11	Victoria Street	NS	UN	10.5	2	X																								
12	Victoria Street	NS	UN																									X	X	
13	Victoria Street	NS	DK			5																								
14	Victoria Street	NS	UN	26.5	5																									
15	Victoria Street	NS	UN																											
16	Victoria Street	NS	UN																											
17	Victoria Street	NS	UN																											
18	Victoria Street	NS	UN																											
19	Victoria Street	NS	DK	4.5	20	4																								
20	Victoria Street	NS	UN																											
21	Victoria Street	NS	UN																											
22	Victoria Street	NS	UN																											
23	Victoria Street	NS	UN																											
CROSS OVER AT VICARAGE WALK																														
24	Victoria Street	NS	UN	4																										
CROSS OVER AND GO BACK WESTBOUND																														
25	Victoria Street	SS	UN	11	2																									
26	Victoria Street	SS	UN				X	X	X		X		X	X		X	X	X	X	X	X	X	X	X		X	X	X	X	
27	Victoria Street	SS	DK	3																										
28	Victoria Street	SS	UN	10	2	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
29	Victoria Street	SS	UN								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
30	Victoria Street	SS	DK	2																										
31	Victoria Street	SS	UN	8	1	X	X	X		X	X	X	X	X	X															
32	Victoria Street	SS	DK	4	50	10																								
33	Victoria Street	SS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
34	Victoria Street	SS	UN																			X	X	X	X	X	X	X	X	
35	Victoria Street	SS	UN																											
36	Victoria Street	SS	UN																											
37	Victoria Street	SS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
38	Victoria Street	SS	UN																											
39	Victoria Street	SS	UN																				X	X	X	X		X	X	X
40	Victoria Street	SS	UN																			X	X					X	X	X
41	Victoria Street	SS	UN				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
42	Victoria Street	SS	UN		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
43	Victoria Street	SS	DK	6																										
44	Victoria Street	SS	UN	8	1																									
45	Victoria Street	SS	DK	3																										
46	Victoria Street	SS	UN	20	4																									
47	Victoria Street	SS	UN																											
48	Victoria Street	SS	UN																											
49	Victoria Street	SS	UN																											
50	Victoria Street	SS	DY	8																										
END AT JUNCTION WITH HIGH STREET (53.523945, -1.630655)																														

S.No.	Road Name	Side	Feature	Length	Capacity	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	
<b>START AT JUNCTION WITH HIGH STREET, LEFT SIDE HEADING EASTBOUND (53.522951, -1.631143)</b>																												
1	Ward Street	NS	DY	12																								
2	Ward Street	NS	DY																									
3	Ward Street	NS	UN	12.5	2																							
4	Ward Street	NS	UN																									
5	Ward Street	NS	DK	4																								
6	Ward Street	NS	UN																									
7	Ward Street	NS	UN	13	2																							
8	Ward Street	NS	DK	3																								
9	Ward Street	NS	UN																									
10	Ward Street	NS	UN																									
11	Ward Street	NS	UN	20	4																							
12	Ward Street	NS	UN																									
13	Ward Street	NS	DK	2																								
14	Ward Street	NS	UN	5	1																							
15	Ward Street	NS	DK	3																								
16	Ward Street	NS	UN	8	1																							
17	Ward Street	NS	DK																									
18	Ward Street	NS	DK																									
19	Ward Street	NS	DK	22																								
20	Ward Street	NS	DK																									
21	Ward Street	NS	UN	5	1																							
22	Ward Street	NS	DK	7																								
23	Ward Street	NS	UN																									
24	Ward Street	NS	UN	13	2																							
25	Ward Street	NS	DK	3																								
<b>CROSS OVER AND GO BACK WESTBOUND</b>																												
26	Ward Street	SS	UN	4						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
27	Ward Street	SS	DK	2																								
28	Ward Street	SS	UN	12	2			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
29	Ward Street	SS	UN							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
30	Ward Street	SS	DK	2.5																								
31	Ward Street	SS	UN											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
32	Ward Street	SS	UN	18	3			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
33	Ward Street	SS	UN											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
34	Ward Street	SS	DK	3																								
35	Ward Street	SS	UN																									
36	Ward Street	SS	UN	18.5	3													X	X	X	X	X	X	X	X	X	X	X
37	Ward Street	SS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
38	Ward Street	SS	DK	7																								
39	Ward Street	SS	UN																									
40	Ward Street	SS	UN																									
41	Ward Street	SS	UN	29	5																							
42	Ward Street	SS	UN																									
43	Ward Street	SS	UN																									
44	Ward Street	SS	DK	4																								
45	Ward Street	SS	UN																									
46	Ward Street	SS	UN	22	4	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
47	Ward Street	SS	UN																									
48	Ward Street	SS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
49	Ward Street	SS	DY																									
50	Ward Street	SS	DY	15																								
51	Ward Street	SS	DY																									
<b>END AT JUNCTION WITH HIGH STREET (53.522906, -1.631147)</b>																												



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