



SLC Property

New Park and Ride Facility to Serve Existing Penistone Railway Station

Statement of Community Engagement

PSF-SLC-XX-REP-PTY-0004

September 2026

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Document Control

Version Control

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V2	23.09.26	Alannah Mathewson BA (Hons) MSc MRTPI and Emma Rankin	Finalised following client review and receipt of final designs for planning submission

Approvals

Version No.	Name of approver	Title & organisation	Date
V2	Alannah Mathewson	Senior Chartered Planner at SLC Property	23.09.2026

1 Introduction

1.1 Applicant and Agent

- 1.1.1 SLC Property Ltd (the Agent) has been instructed on behalf of Barnsley Metropolitan Borough Council (BMBC) (the Applicant) to prepare and submit a planning application relating to the delivery of a new Park and Ride facility on land adjacent to the existing Penistone Railway Station.

1.2 Purpose of this Statement of Community Engagement

- 1.2.1 The purpose of this Statement of Community Engagement is to outline the pre-planning engagement and communications that have taken place with key stakeholders, the local and wider community, and other interested parties in connection with the proposals for a new car park at Penistone railway station.

1.3 The Proposed Development

- 1.3.1 The proposal development relates to the construction of a Park and Ride car park on land located immediately to the east of Penistone Railway Station.
- 1.3.2 The development is intended to provide additional parking capacity for users of the station, addressing existing parking pressures and supporting increased use of rail services, particularly for commuters travelling to Sheffield, Huddersfield and destinations beyond.
- 1.3.3 A footbridge with lifts and stairs is also proposed between the existing station platforms, to replace the existing barrow level crossing. It is however noted that the footbridge is to be consented through an application for prior approval under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order 2015. On this basis, whilst footbridge was included in the public engagement materials, the planning application to which this Statement of Community Engagement forms part of does not seek consent for this element of the proposed scheme.
- 1.3.4 Further details regarding the proposals which form part of this application are available in the Planning Statement submitted in support of this application.

1.4 Structure of this statement

- 1.4.1 Section 2 sets out the strategic context, aims and objectives of the public engagement.
- 1.4.2 Section 3 describes the process undertaken to identify stakeholders, the engagement tools and communication methods utilised, the delivery of the engagement activities, and the methods employed to capture and analyse feedback received during the consultation period.
- 1.4.3 Section 4 sets out the survey feedback and categorises the feedback into key themes for the purposes of analysis.

- 1.4.4 Section 5 sets out how the feedback has informed the design submitted in support of this planning application.
- 1.4.5 Section 6 summarises the public engagement activities undertaken and the outcomes of those activities.

2 Objectives of Engagement

2.1 Introduction

- 2.1.1 This chapter sets out the strategic context, aims and objectives of the public engagement undertaken to date.

2.2 Planning Policy Context

- 2.2.1 In England there is no statutory requirement to consult the public (for a specified length of time or otherwise) on proposals that are the subject of an application for planning permission; however, the thrust of legislative and policy development over recent years has demonstrated a shift to actively involving local people with decisions on plans and development in their area.
- 2.2.2 The engagement approach adopted for Penistone Station has been designed with regard to the National Planning Policy Framework (NPPF) (2026) and the Barnsley Local Plan Statement of Community Involvement (2020).

National Planning Policy Framework

- 2.2.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It is a material consideration in the determination of planning applications. Of particular relevance to this SCE are the extracts set out below.
- 2.2.4 **Policy DM1 (2)** states that for proposals apart from major developments '*should be supported by the minimum necessary information requirements to enable a decision. In certain circumstances, set out elsewhere in this Framework, this should include pre-application discussions (see policies CO2 and P4). Pre-application engagement may also be required where proposals raise complex planning matters, such as the potential effect on heritage assets.*
- 2.2.5 **Policy PM6 1(d)** '*All plan-makers should, in preparing plans: Engage positively with communities and other key stakeholders, at appropriate points during their preparation and using a range of methods, so that relevant issues are identified and addressed as early as possible during the plan-making process*'

Barnsley Local Plan Statement of Community Involvement (April 2020)

- 2.2.6 The Barnsley SCI sets out that '*It is important to us that all sections of the community are given the opportunity to take part in the planning process at the earliest opportunity so that decisions can*

take account of the range of community views and reflects, as far as possible, the concerns and aspirations of the people affected by them”.

- 2.2.7 It is also stated *‘We will liaise with the network of Equality Forums that facilitate engagement with some of the diverse groups who have historically been harder to involve. The Forums for race, disability, faith, gender, Deaf, and LGBT communities can help provide help and guidance to ensure ongoing engagement with these groups is more effective in the future.*
- 2.2.8 The approach set out in the SCI has shaped the pre-planning public engagement which has taken place, recognising the importance of enabling local people to influence proposals at a formative stage from a range of diverse groups.

2.3 Strategic Principles

- (i) That consultation must be at a time when proposals are still at a formative stage.*
- (ii) That the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response.*

- 2.3.1 The engagement approach outlined in this SCE has been designed in accordance with the Gunning Principles for fair and meaningful consultation:

- (iii) That adequate time is given for consideration and response; and*
- (iv) that the product of consultation is conscientiously considered when finalising the decision.*

- 2.3.2 The Gunning Principles are a set of rules for public consultation proposed in 1985 by Stephen Sedley QC and accepted by the Judge in the Gunning v. LB of Brent case. They ensure consultation is fair to both consultor and consultee.

2.4 Objectives of pre-planning engagement

- 2.4.1 The objectives of the pre-planning engagement were:
- To share information on plans for Penistone station car park and footbridge with local residents, businesses and other stakeholders.
 - To provide information in a variety of formats enabling informed response to the engagement, with consideration for maximising reach by using resources efficiently.

¹ Page 2 Barnsley Local Plan –Statement of Community Involvement

- To provide opportunity for residents, businesses, and other stakeholders to feedback on the proposals via electronic and post/letter (for those who do not have access to the internet).
- To provide an opportunity for residents, businesses, and other stakeholders to have a two-way dialogue with members of the project team.
- To enable Barnsley Metropolitan Borough Council to understand the levels of support and/or areas of consent for development.
- To demonstrate that feedback has been considered in the development of the proposals.

3 Methodology

3.1 Introduction

- 3.1.1 This section describes the process undertaken to identify stakeholders, the engagement tools and communication methods utilised, the delivery of the engagement activities, and the methods employed to capture and analyse feedback received during the consultation period.

3.2 Stakeholder Identification

- 3.2.1 Officers from Barnsley Metropolitan Borough Council and members of the project team assisted with the identification of relevant local and project stakeholders for the purpose of this engagement. A list of named stakeholders is provided at **Appendix H**.

3.3 Engagement tools

- 3.3.1 To maximise the reach of the pre-planning engagement and avoid marginalisation for those who might not have online access and/or may have concerns about a face-to-face engagement; a variety of materials and methods of engagement were identified as appropriate tools:
- A combination of targeted (named stakeholders/groups) and general (public) engagement.
 - Promotion of the public engagement through social media (Facebook and local community groups/named stakeholders (including Penistone Town Council and Penistone Line Partnership)
 - A variety of information delivery methods to include face-to-face, e-mail (letter/contact us web forms), online and printed information.
 - Provision of a mixture of written and graphic information available online, at drop-in sessions and in different formats on request.
 - The opportunity to provide feedback via e-mail, letter and via an online response form incorporating a free text response section enabling objective feedback to be captured without constraint.

3.4 Engagement delivery

- 3.4.1 Information about the proposals was hosted on the project website at:
<https://www.barnsley.gov.uk/services/roads-travel-and-parking/transport-projects/>
- 3.4.2 The website provided:

- An overview of the project aims objectives and funding
- A written summary of the proposals
- A written projected timeline of the scheme
- Indicative plan of the scheme
- Information regarding the two drop-in events to be held in two separate locations
- Details as to how to provide feedback, including a link to an online response form
- Frequently Asked Questions

3.4.3 The public engagement was promoting utilising a number of methods:

- Letter Drop (over 6000 local residents and businesses) **(see Appendix D and E)**
- Stakeholder Mailing to (37) of named stakeholders outside of the project team, contacted directly by Barnsley or SLC **(see Appendix G)**
- Via Barnsley Metropolitan Borough Council website social media accounts² (9,737 views, 34 interactions and 92 clicks). A copy of the post is available at Appendix 12
- Information was also available on Penistone Town Council website³.

3.5 Drop-in engagement sessions

- 3.5.1 The three drop-in engagement sessions were held on the 18th, 23rd and 25th June 2026. The event on the 18th June took place from 2–6pm at St John’s Community Centre in Penistone. The event on the 23rd June took place at Wortley Wagyu Café, Worley from 10–2pm. The event on the 25th June took place from 10–2pm at St Aidan’s Church and Community Hall, Sheffield Road, Oxspring, S26 8YW.
- 3.5.2 Officers from Barnsley Metropolitan Borough Council, SLC Property, SLC Rail, SYMCA, Northern and Network Rail were in attendance to allow for the opportunity for members of the public to discuss the station proposals.
- 3.5.3 Attendees were encouraged to provide their feedback via the online response form; however, paper copies were available at the event. The project team transposed the information onto the online form for data analysis purposes.

² 15th June– Facebook

³ <https://penistonetowncouncil.gov.uk/proposals-to-improve-penistone-station-your-input/>

3.5.4 Project displays were available at the event which included:

- A plan view of the Penistone Station and Footbridge
- A written description of the proposals
- How to have your say, including a scannable QR code to information and feedback resources.

3.5.5 Over 100 visitors attended the public engagement event specifically to review and discuss the proposals for the station footbridge and car park.

3.6 Method of Capturing feedback

3.6.1 Whilst feedback was encouraged through the online Response Form, options to provide written feedback via e-mail or post were also provided. Paper copies of the Response Form were also available at the drop-in sessions and on request from Barnsley Metropolitan Borough Council.

3.6.2 The response form was designed to capture a broad indication on opinions relating to the project delivery, as well as demographic data to provide an indication of anticipated future usage patterns, as well as a free text box. A copy of the response form is available in **Appendix F**.

3.6.3 Barnsley Metropolitan Borough Council received 162 written responses either through the online Response Form, by e-mail or paper form completed at the drop-in engagement events. Responses received via e-mail or completed on paper copies of the Response Form were manually uploaded to the online Response Form to enable them to be captured for analysis and reporting purposes.

4 Analysis of pre-planning public engagement feedback

4.1 Introduction

4.1.1 This section sets out the survey feedback and categorises the feedback into key themes for the purposes of analysis.

4.2 Survey Feedback – Question 1

4.2.1 Participants were asked to confirm their connection to the area, to establish an understanding of the geographical catchment of those using Penistone Station and their associated services. Results are shown in **Figure 1** below and demonstrate that over half of respondents were Penistone residents and 17% residents were from surrounding villages. Additionally, 16% of respondents were occasional rail users, with 10% regular rail users.

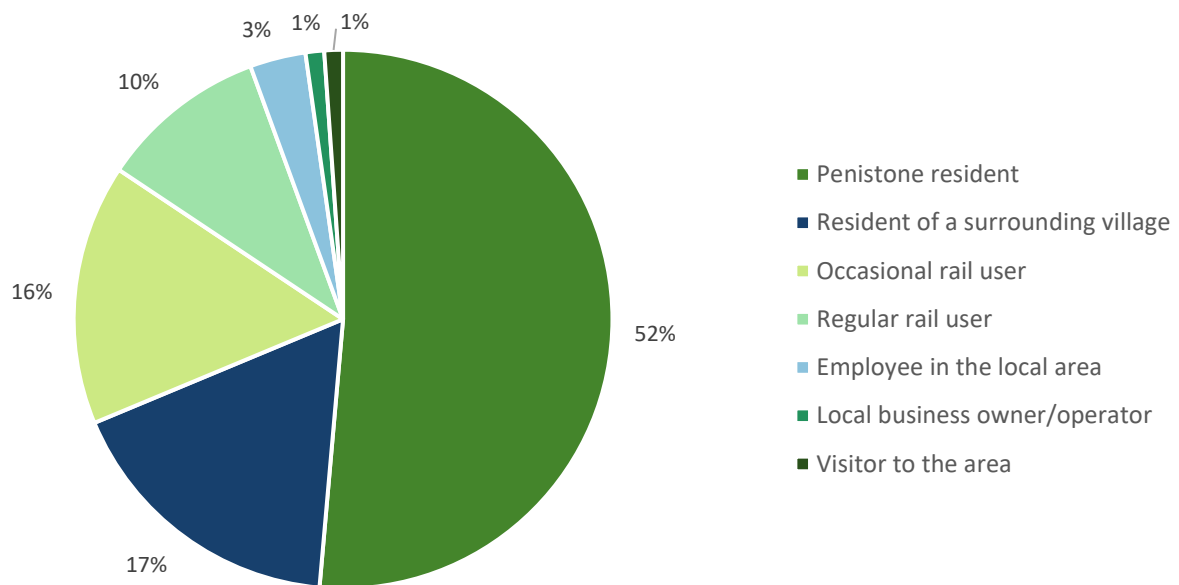


Figure 1 – Pie chart representing participants connection to the area

4.3 Question 2

4.3.1 Each participant was asked to identify their age group. These results are shown in **Figure 2** below. Notably, most responses were from those 45 and above, whereby nearly a quarter (24%) of the respondents were 55–64, and a further quarter (24%) were in the 45–54 age bracket.

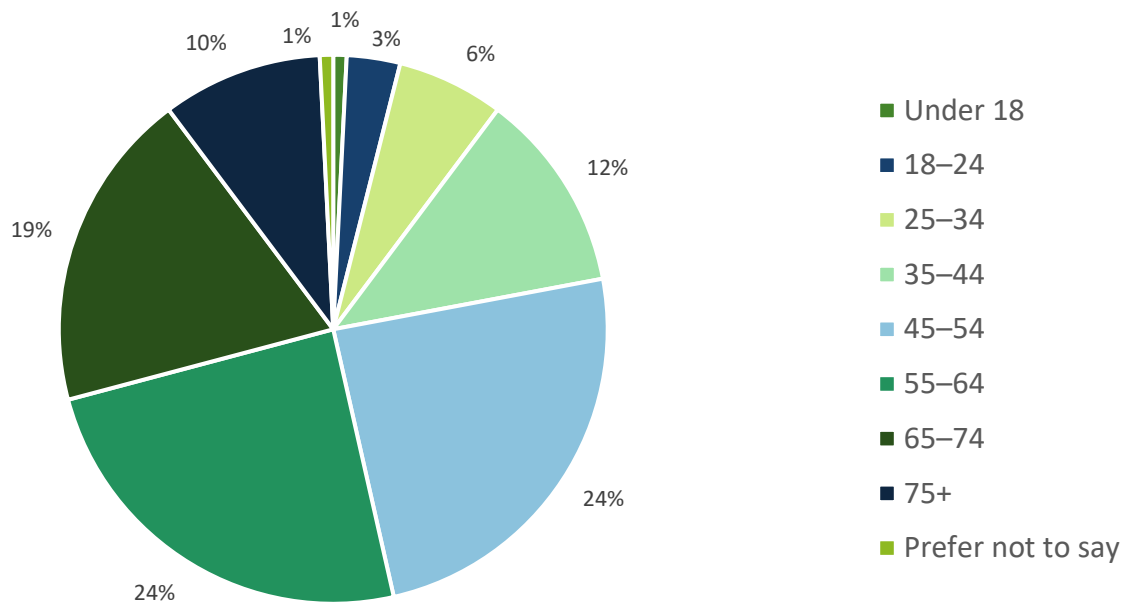


Figure 2 – Pie chart demonstrating the age of the respondents

4.4 Question 3

- 4.4.1 Participant were asked if they considered improved accessibility at Penistone railway station to be important to themselves or any members of their households. The Responses are displayed in **Figure 3** below. Overall, the data shows that more than half respondents considered accessibility somewhat important at Penistone station, with 35% finding that it was not important.

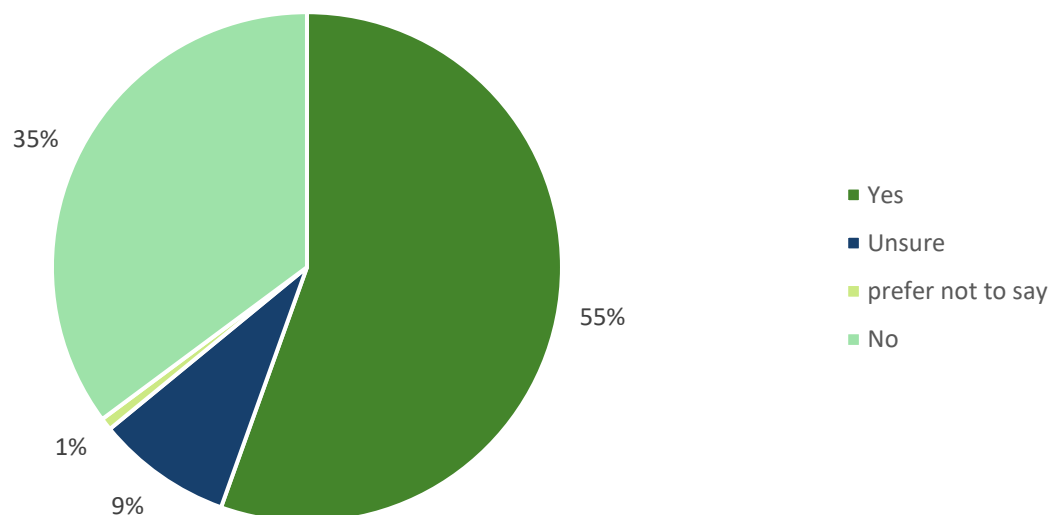


Figure 3 – A pie chart representing responses to question 3 'Would improved accessibility at Penistone Station be important to you or members of your household?'

4.5 Question 4

- 4.5.1 Respondents were invited to confirm whether they had experienced any accessibility issues or mobility challenges currently at Penistone Station that they thought the proposals should address. Data analysis of the free text was undertaken to identify:
- (i) The number of unique comments within each individual response – most respondents provided feedback on multiple considerations.
 - (ii) Comments based on feedback trends.
- 4.5.2 The comments received have been grouped into key themes, which are summarised below:
- A total of 92 responded, with 34 mentioning they had no accessibility issues or stated the station was already accessible.
 - 8 people supported the improved accessibility/ a step-free access.
 - 9 were opposed to the footbridge/lifts.
 - The platform-train gap was an issue for 4 people.
 - had concerns on the danger of crossing the station as of current.
 - 3 commented on the improvements of waiting facilities for them to sit in.
 - 4 had mobility issues themselves.
 - 3 supporting the proposal.
 - One visually impaired person expressed their liking of the better access to the station from the car park and avoidance of crossing the tracks.

4.6 Question 5

- 4.6.1 Consultees were asked to confirm how frequently they use Penistone railway station.
- 4.6.2 The results, as shown below (**Figure 4**), indicate that the largest proportion of participants (33%) use the station a few times a year, followed by 30% who use it monthly and 22% who use it weekly. A smaller proportion reported using the station rarely (9%), while only 3% use it daily, 2% several times a week and 1% stated that they never use the station.

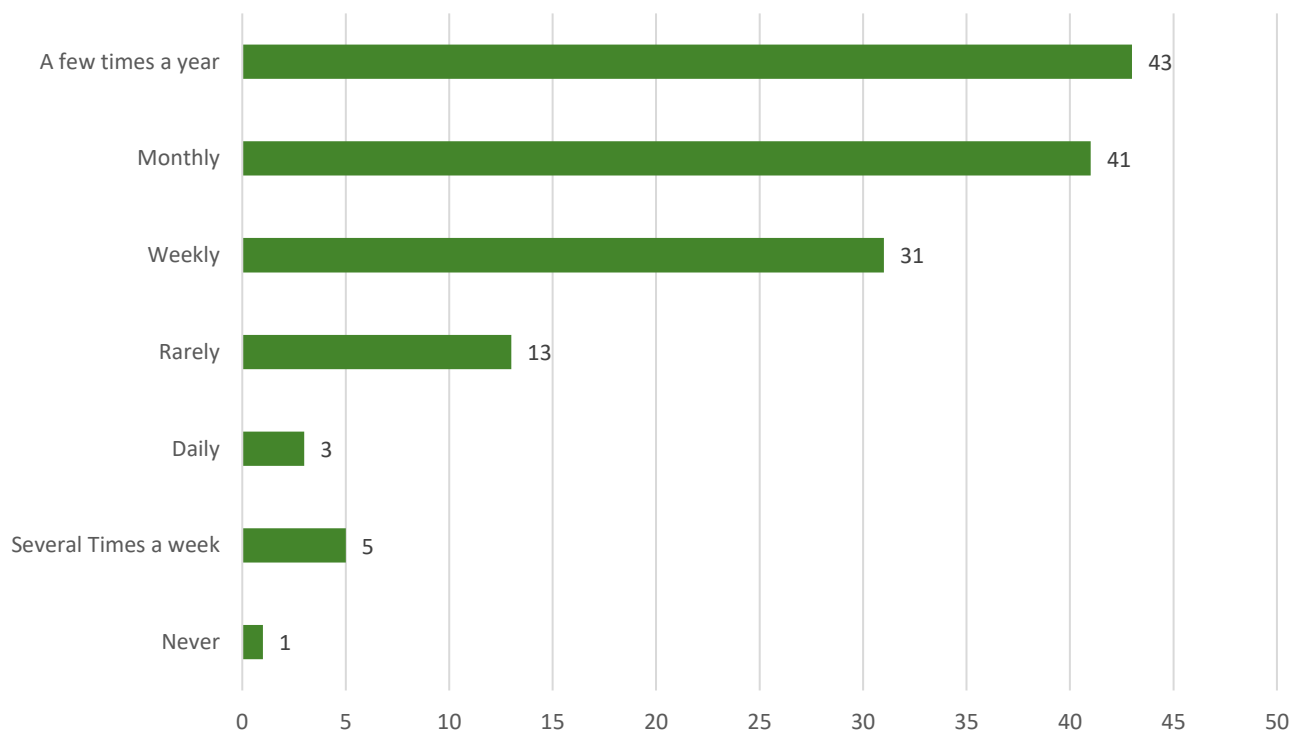


Figure 4 – Bar chart showing responses to the question ‘How often do you currently use Penistone Railway Station’

4.7 Question 6:

4.7.1 Respondents were asked how they usually travelled to Penistone station and were able to say as many as they thought fit. The responses are demonstrated below in **Figure 5**. The results demonstrated that the majority of responders would most often walk to the railway station (over 80 people), whilst driving the car or being driven down in the car were both nearly half less likely to be used.

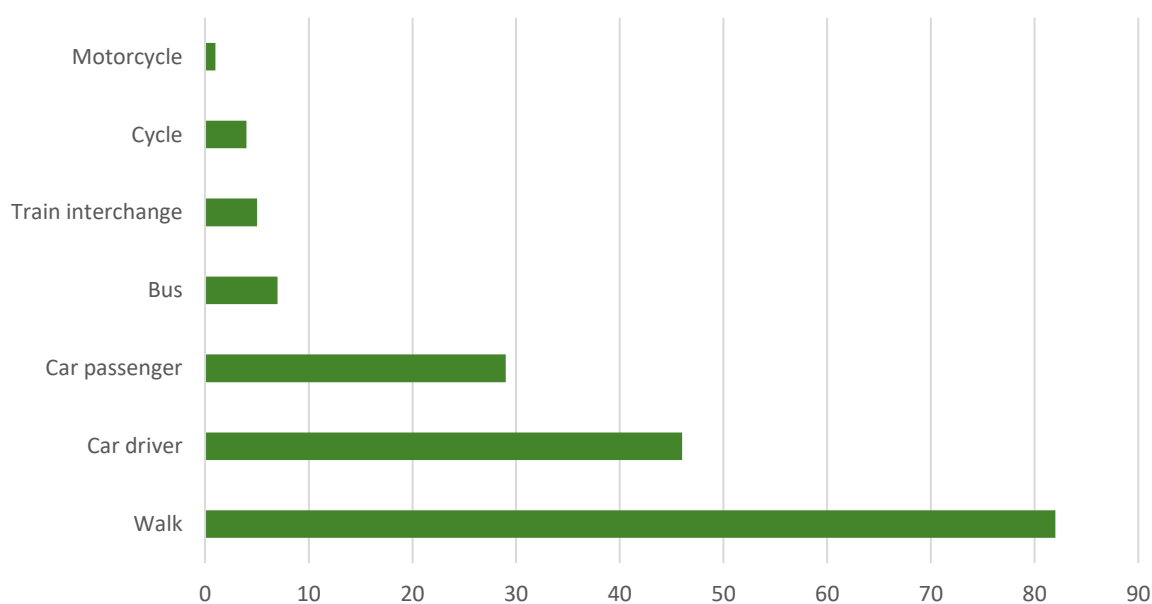


Figure 5 – Bar chart showing the answers to question 6 ‘How do you get to Penistone Station’

4.8 Question 7

- 4.8.1 This question set out what the respondent's purpose of using Penistone railways station. They were able to tick as many Responses applicable to themselves. Reviewing the results has shown that the most popular use of the station was for Leisure trips (95) and shopping (56). Whilst business (22) and commuting (23) were less prominent within the use of the train. The remaining of the statistics are listed in **Figure 6** below.

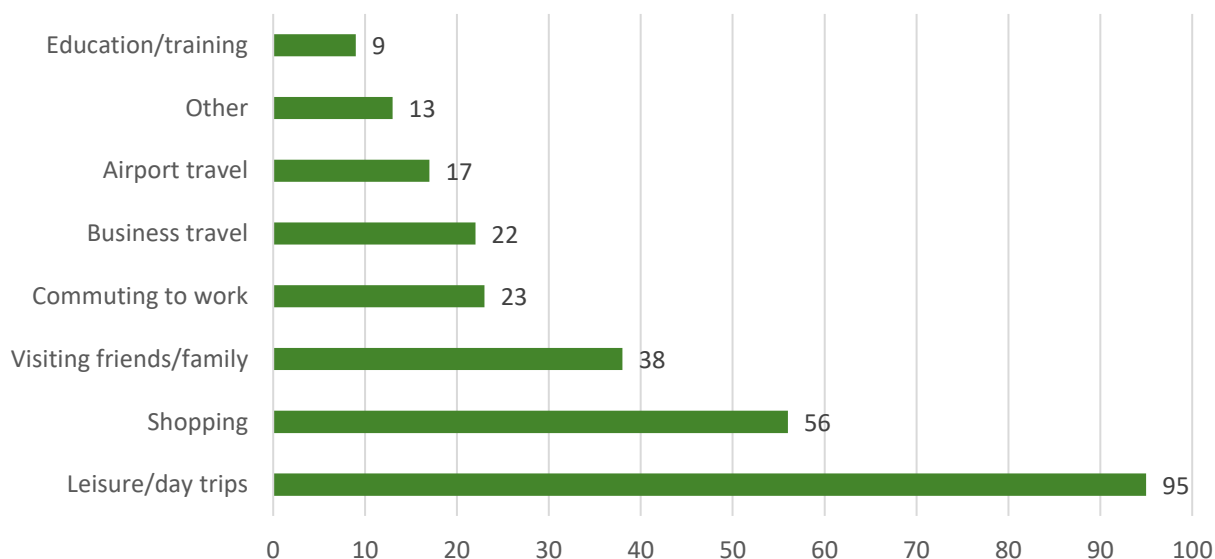


Figure 6 – Bar chart showing responses to Question 7 What do you typically use Penistone station for?

4.9 Question 8

- 4.9.1 Respondents were requested to comment on whether they had any difficulties parking at Penistone railways station, the results are shown in **Figure 7** below.

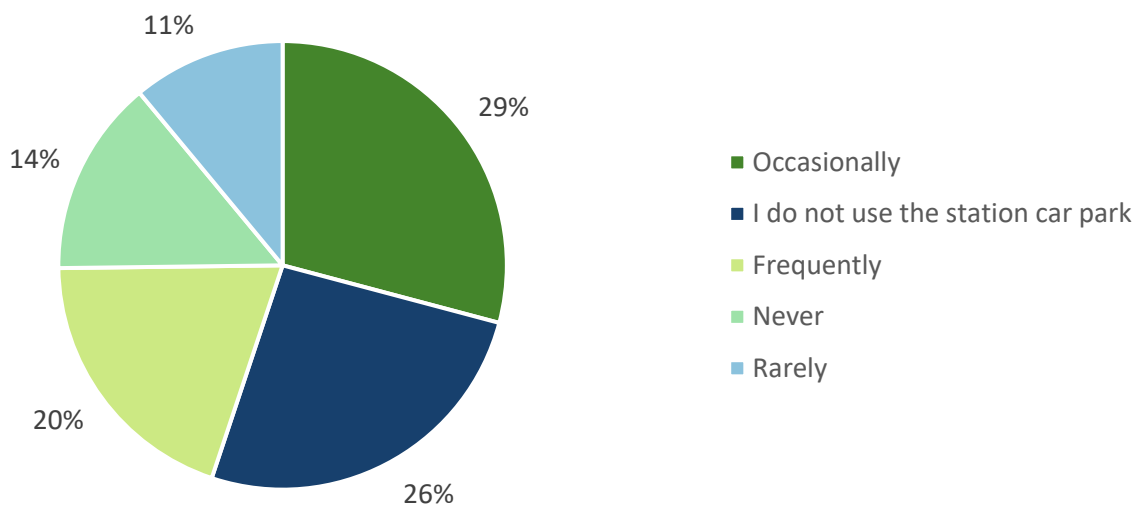


Figure 7 – Pie chart showing experience of parking difficulties at Penistone station

4.10 Question 9

- 4.10.1 Participants were invited to confirm whether they had any awareness of the project before this public engagement event. The results confirmed that over half of respondents recognised their acknowledgment of the project prior to the event as demonstrated in **Figure 8**.

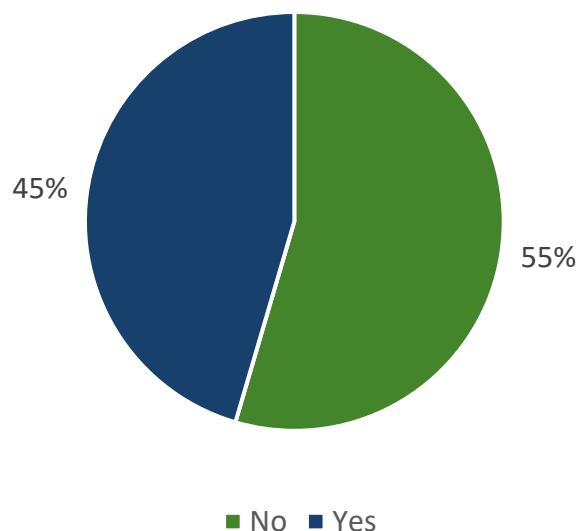


Figure 8 – Pie Chart indicating respondents awareness of the project

4.11 Question 10

Participants were asked to indicate whether they support the project as a whole. The results demonstrated that the responses were mostly positive (71%) with a small volume of people opposing (13%) and a fraction remaining neutral (16%). See **Figure 9** below.

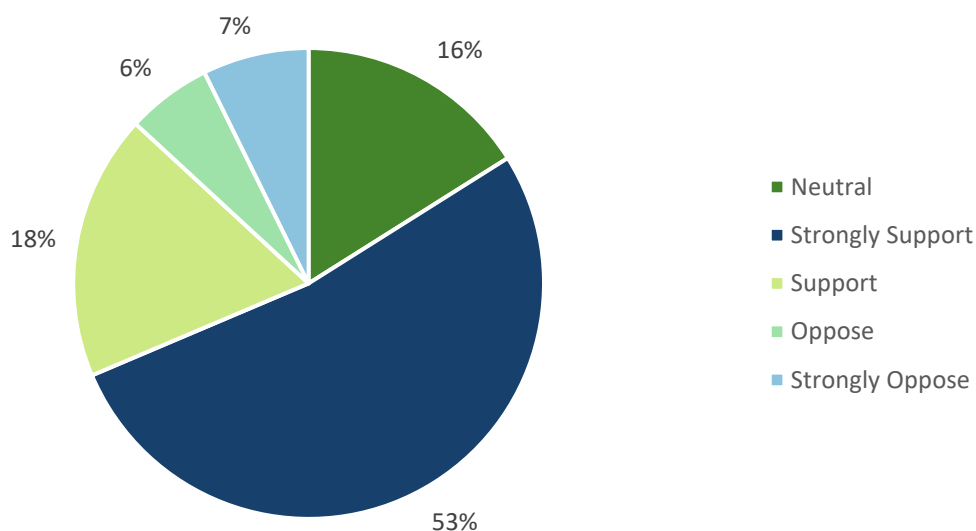


Figure 9 – Combined email and form feedback log on support from the project

4.12 Question 11

4.12.1 Participants were asked to tick the appropriate categories that they deemed valuable within the proposal's implementation. The response is detailed below in **Figure 10** and subsequently explained following this.

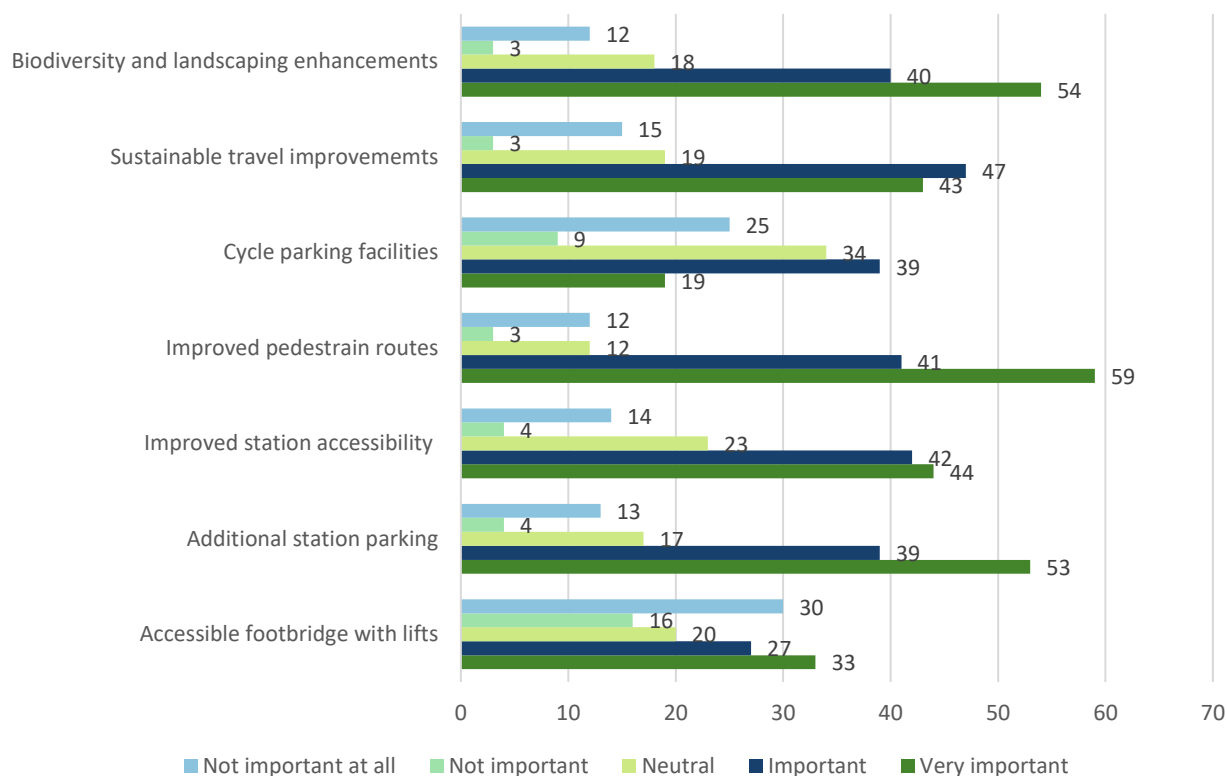


Figure 10 – Bar chart showing the response to Question 11 'How important are the following elements of the proposals to you'

4.12.2 Overall, responses expressed strong support for most of the proposed station improvements, a summary of the responses is as follows;

- Improved pedestrian routes received the highest level of support, with: 100 respondents (79.4%) rating the proposal as either *Important* or *Very Important*.
- This was closely followed by biodiversity and landscaping enhancements (94 respondents; 74.6%),
- Sustainable travel improvements (90 respondents; 71.4%),
- Improved station accessibility (86 respondents; 68.3%) and
- Additional station parking (92 respondents; 73.0%).

4.12.3 In contrast, opinion on the accessible footbridge with lifts was more divided.

- 60 respondents (47.6%) considered the proposal *Important* or *Very Important*;

- 46 respondents (36.5%) regarded it as Not Important or Not Important at All,
- 20 respondents (15.9%) remained neutral.

4.12.4 This reflects the qualitative responses, where many respondents questioned the necessity of the footbridge given the frequency of trains at the station and expressed concerns regarding the reliability of the lifts.

4.12.5 Cycle parking facilities attracted the lowest level of support, with:

- 58 respondents (46.0%) considering the proposal important,
- 34 respondents (27.0%) who considered it unimportant,
- 34 respondents (27.0%) remaining neutral.

4.12.6 This indicates that while cycle parking facilities was generally welcomed, respondents viewed it as a lower priority than improvements to pedestrian access, parking provision and station accessibility.

4.13 Question 12

4.13.1 Participants were asked to indicate if its is their view that the proposals would have a positive or negative effect on the local area. The results are indicated in **Figure 11** below, which shows that 70% of participants responded stating overall they considered the proposals to have a positive or very positive effect on the local area. Only 14% considered the proposals would have a negative or very negative impact.

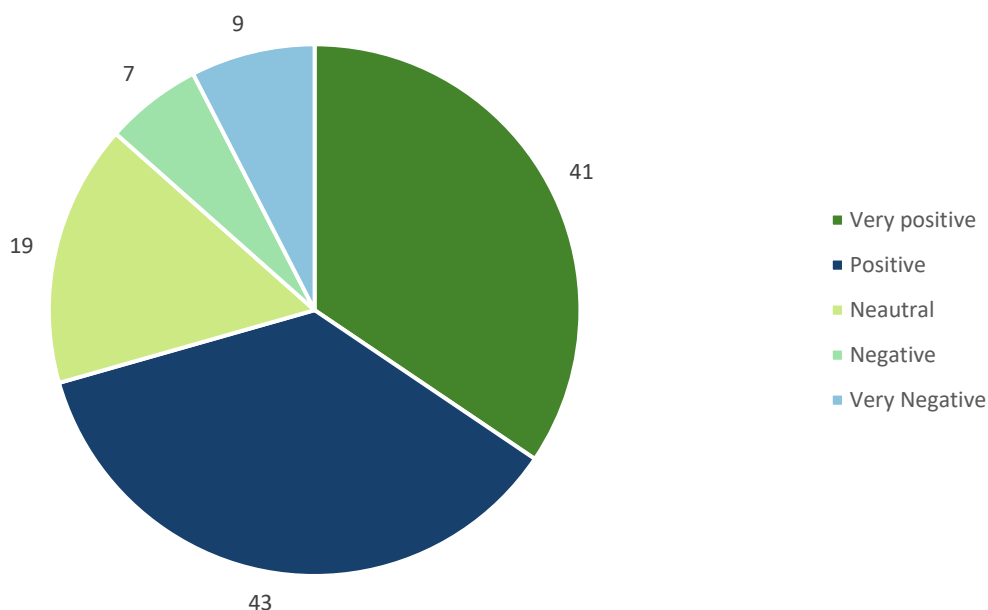


Figure 11 – Pie chart showing the response to Question 12 'Do you think the proposals will have a positive or negative effect on the local area?'

4.14 Question 13

4.14.1 Participants were asked to indicate the benefits they thought the scheme would deliver. They were able to tick as many boxes as they deemed appropriate. These responses are shown in **Figure 12** below.

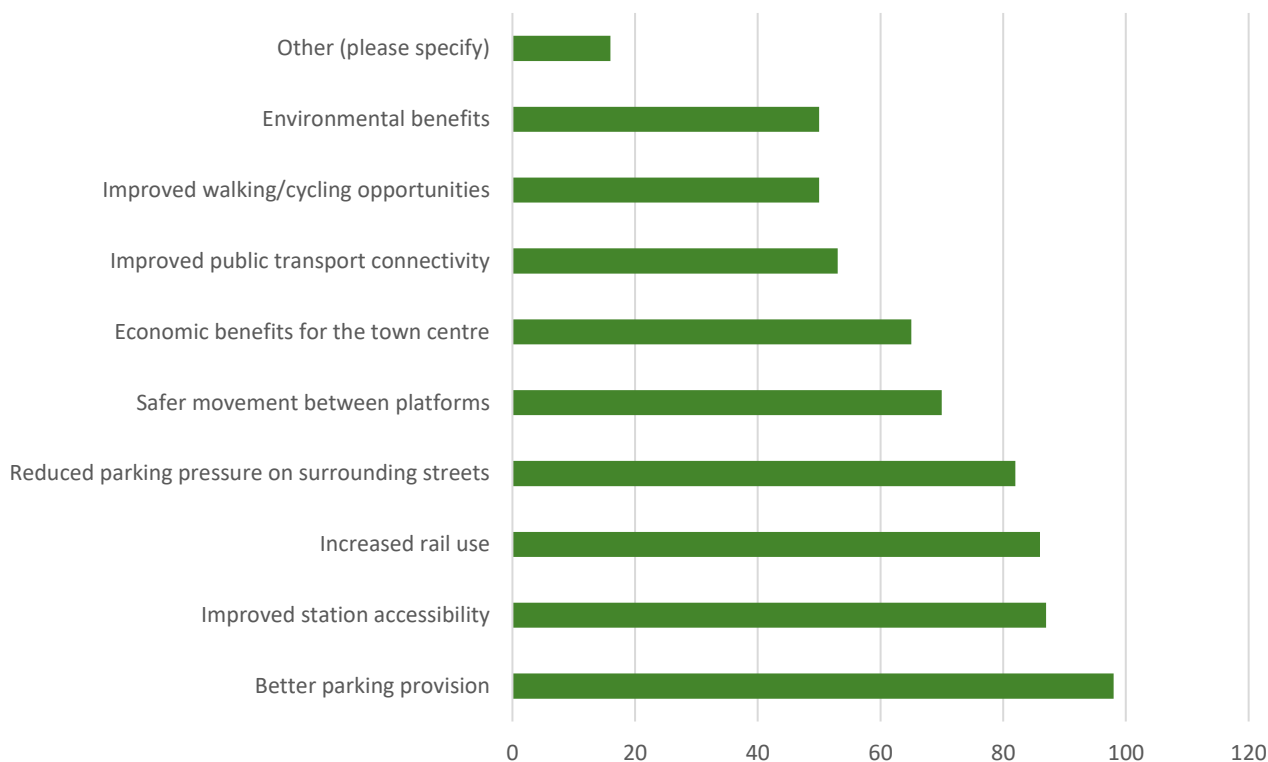


Figure 12 - : Bar chart of responses to Question 13 'Which benefits do you think the proposals could deliver?'

4.15 Question 14

Participants were invited to indicate if they had any concerns about the proposal, they were able to tick as many boxes as they deemed appropriate. The responses are shown in **Figure 13** below.

The results demonstrate that 52 of respondents had a concern over the cost/value for money. 40 people were concerned over the construction disruption, 35 had no concerns, visual (24) and habitat impact (28) cycle, whilst noise, parking impacts, safety concerns and other sat lowest with around 20 votes each.

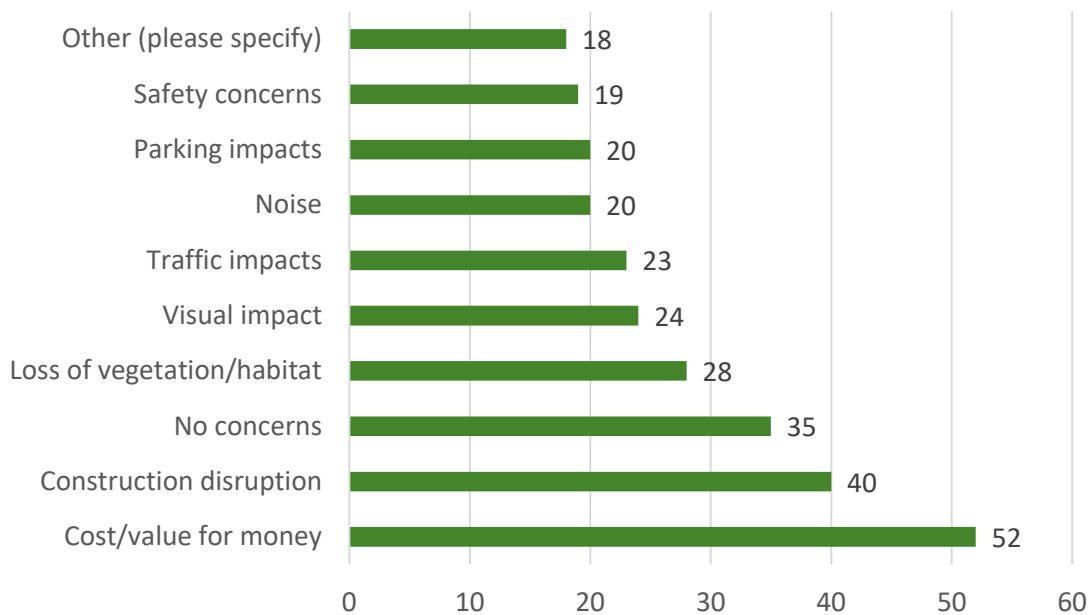


Figure 13 - : Bar chart of responses to Question 14 'Do you have any concerns about the proposals? Tick all that apply.

4.16 Question 15

4.16.1 The data analysis of open questions was undertaken to identify:

- The number of unique comments within each individual response – most respondents provided feedback on multiple considerations.
- Themes based on feedback trends.

4.16.2 Of the 162 responses, a total of 108 wrote their views freely on the proposal, alongside this is the 33 email responses. The themes depicted from this are shown in **Figure 14**.

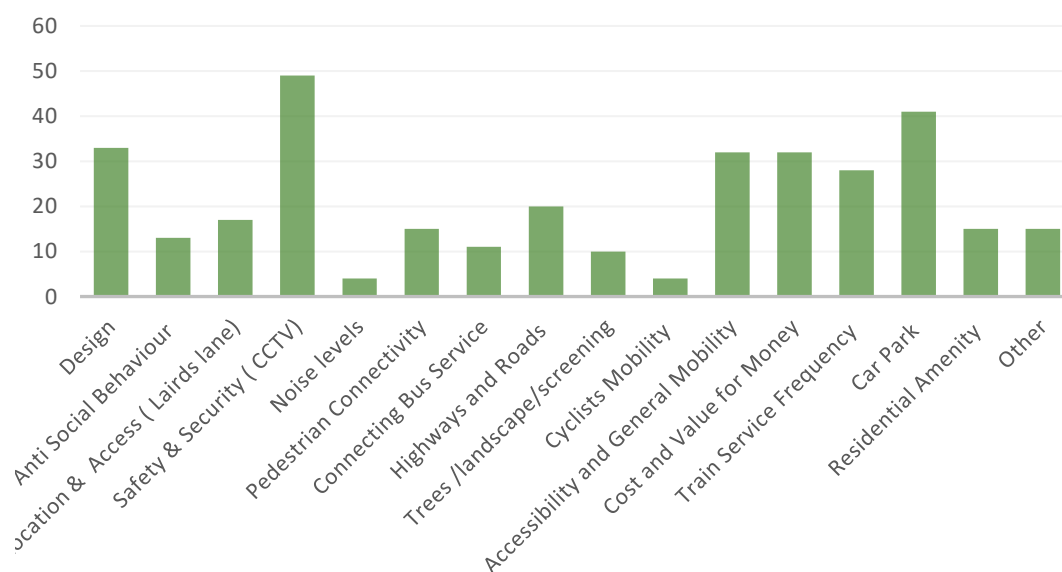


Figure 14 - Themes within qualitative responses

4.17 Thematic Analysis

4.17.1 Design

There was a total of 18 people who queried the requirement for a footbridge, with many suggesting the existing barrow crossing should be retained either permanently or as a contingency should the lifts fail.

Respondents commonly cited that the stations low frequency and the existing level access as reasons why the bridge was considered unnecessary.

15 comments were raised on improving the stations facility and design, including better waiting shelters additional seating, lighting, toilets, ticket machines, cafés, secure cycle parking and improved weather protection.

4.17.2 Antisocial Behaviour Concerns

Approximately 13 people raised concerns of anti-social behaviour and security associated with the proposed station improvements. Respondents expressed concerns that the proposed footbridge, lifts and car park could become targets for vandalism or places for antisocial behaviour, particularly during the evening.

Several respondents referred to previous vandalism of the station waiting rooms, suggesting the lifts and bridge may experience similar damage and incur ongoing maintenance costs. The car park and the lifts were addressed as becoming hang out spots for youths, with respondents saying the increased ASB in the station will make people less likely to use the train station.

4.17.3 Location and Access (Lairds Way)

A total of 17 commented on the new access point at Laird's Way. There were approximately 6 Lairds Way residents who emailed in concerns about the new car park and its access point. These 6 were explicitly concerned with lack of privacy, reduction in property value, increased noise levels and reduced safety for kids due to increase through traffic on Lairds Way.

Residents are also concerned over fees that are paid to Yorkshire Housing for the maintenance of the communal grass areas within the cul-de-sac. The residents would appreciate clarification on if this monthly fee will continue for the Lairds Way residents, as the green areas would be enjoyed by everyone come the building of the new car park

4.17.4 Safety and Security

14 comments requested CCTV, improved lighting, traffic management measures and security patrols to improve personal safety and reduce opportunities for crime. Respondents emphasised the importance of ensuring the station and car park remained safe, particularly during the evening.

12 comments expressed concerns that the proposed footbridge, lifts and car park could become targets for vandalism and antisocial behaviour, with several respondents referring to previous vandalism of the station waiting rooms as evidence that additional security measures would be required such as additional CCTV.

9 comments raised concerns regarding pedestrian safety on Lairds Way, requesting traffic calming measures, improved crossing facilities and safer access for residents.

13 comments questioned how passengers, particularly disabled users and those with luggage, would safely access the opposite platform if the lifts were out of service, with many requesting the existing crossing be retained as an alternative.

1 person suggested moving the police station to the train station to reduce the crime that could be created.

4.17.5 Pedestrian Connectivity

Approximately 17 respondents commented on pedestrian connectivity. Overall, they were supportive of improving walking links between Penistone Railway Station, Lairds Way and the Trans Pennine Trail. Many welcomed the opportunity to reduce walking distances, improve access to the town centre and schools, and create safer pedestrian routes.

However, several respondents stressed that existing pedestrian connections should be retained, particularly the current level crossing or an alternative accessible route when lifts are unavailable. Additional suggestions included improved lighting, clearer signage, safer crossing facilities on Lairds Way and enhanced pedestrian access between platforms and surrounding residential areas.

4.17.6 Trees/Landscaping/Screening

Overall, 10 comments related to trees, landscaping and screening.

- There were 4 comments wanting to retain and enhance the landscape screening between the proposed car park and Laird's Way.
- Comments expressed concerns regarding the potential loss of vegetation, wildlife and biodiversity resulting from the development (car park). 1 person suggested reducing the car park spaces to implement a strip of vegetation to balance out the new parking facilities.

4.17.7 Accessibility and General Mobility

There were 32 concerns over mobility. A total of 14 supporting the proposals for improving accessibility through the introduction of lifts, ramps, and improved access between platforms.

- 13 comments questioned how passengers, especially those who need the lifts, when the lifts are broken. Majority therefore request that the retention of the existing crossing persists to allow for an alternative accessible route.
- Other comments requested better integration with buses, taxis and pedestrian routes to improve overall accessibility.

4.17.8 Noise Levels

3 Respondents were concerned over the traffic noise that would be created from the proposed car park and increased vehicles on Lairds Way:

- 1 was concerned over the noise increase during the construction phase
- 2 were linked to increased noise due to antisocial behaviour or evening activities within the proposed car park, one suggesting a locking of the gates on an evening to prevent boy racer's from using it.

4.17.9 **Pedestrian Connectivity**

Approximately 17 respondents commented on pedestrian connectivity. Overall, they were supportive of improving walking links between Penistone Railway Station, Lairds Way and the Trans Pennine Trail. Many welcomed the opportunity to reduce walking distances, improve access to the town centre and schools, and create safer pedestrian routes.

However, several respondents stressed that existing pedestrian connections should be retained, particularly the current level crossing or an alternative accessible route when lifts are unavailable. Additional suggestions included improved lighting, clearer signage, safer crossing facilities on Lairds Way and enhanced pedestrian access between platforms and surrounding residential areas.

4.17.10 **Connecting Bus Service**

11 comments supported greater integration between bus and rail services. Respondents requested a bus stop of interchange within the proposed development, improved coordination of bus and train timetables, and enhanced bus connections from surrounding villages.

4.17.11 **Cyclist Mobility**

4 people in total commented on cycling. Suggesting the installation of cycle routes and heavily anchored bike stands.

4.17.12 **Train Service Frequency**

28 comments in total commented on the frequency of the trains, majority stating that the improvements on the station have limited benefits if there are not enough. Suggesting two trains per hour rather than the current one.

4.17.13 **Car Park**

There was a total of 26 people who commented on supporting the additional car parking spaces, highlighting that it will reduce the volume of on street parking and accommodate for future growth, recognising that parking is currently poor within the town. In comparison, 10 comments related to concerns about increased traffic and vehicle movements associated with the new access from Lairds Way.

5 comments were questioning if 100 spaces were enough, others commented on if the parking were to be free to encourage the usage of the parking, rather than the free on street parking.

4.17.14 **Residential Amenities**

Approximately 14 respondents raised issues relating to residential amenity, with comments predominantly submitted by residents living on or close to Lairds Way. The principal concerns related to increased traffic, noise, parking pressure, and the potential impact of the proposed car park on the quiet residential character of the area.

Respondents also highlighted concerns regarding the safety of children with regards to increase through traffic, the potential for anti-social behaviour, and the need for landscaping and screening between the development and neighbouring properties. Several respondents requested that parking remain free to discourage overspill parking on residential streets and sought clarification regarding future maintenance responsibilities for Lairds Way (as indicated above).

Conversely, a small number of respondents considered that the proposals could improve local access and reduce existing parking pressures on surrounding roads.

4.17.15 **Other**

A total of 16 other topics were discussed within the responses; they are as follows:

- EV charging points within the proposed car park (2 comments).
- Taxi rank/drop-off area within the station forecourt (2 comments).
- Retail opportunities, including a café or pop-up retail unit (2 comments).
- Community or heritage suggestions, including retaining historic station features and creating a museum celebrating Penistone's railway history (3 comments).
- Ticketing improvements, including simplified ticket machines and ticket pricing (2 comments).
- Construction management, requesting that residents receive regular updates during construction (1 comment). General support for investment, with several respondents welcoming investment in Penistone without suggesting specific changes (3 comments)
- Toilet facilities were suggested to be constructed on the station (1 comment).

4.18 **Responses from named stakeholders**

4.18.1 Respondents were not required to identify themselves when providing feedback, however where identified, feedback was received on behalf of the following organisational stakeholders:

- Penistone Line Partnership
- TransPennine Trail Ranger
- Penistone Town councillor
- Member of Barnsley Naturalists

The analysis provided throughout Chapter 4 above incorporates all responses to the public engagement including those from named organisations.

5 Implications for planning and design

5.1 Introduction

- 5.1.1 This section sets out how the comments received during the pre-application engagement have been considered, responded to and (where relevant) changes have been made to the scheme. All the issues raised during the pre-planning public engagement exercise have been carefully considered by the project team irrespective of whether they are material.

5.2 Project Responses to feedback theme

- 5.2.1 Figure 14 provides an overview of the key issues and how these have influenced (and continue to influence) the designs and supporting surveys and assessments which form part of the schemes planning application.
- 5.2.2 In early September 2026, Barnsley Metropolitan Borough Council published a summary of the pre-planning public engagement (You Said We Did) on the project webpage. A copy of this summary can be found at **Appendix I**.

Feedback Theme	Comments	Project Response
Proposed Footbridge and Lifts	68% of responses identified the improved station accessibility as an important element of the scheme. However, concerns were raised over the necessity of the footbridge, anti-social behaviour, weather proofing and lift reliability.	A new footbridge with lifts is proposed to provide a safer, step-free connection between platforms, particularly supporting passengers with mobility, visual and hearing impairments. Its provision is necessary alongside the proposed car park, as increased passenger movements across the railway would heighten risks associated with the existing level crossing, which would therefore need to close. The bridge has been designed as an open structure to maximise visibility and discourage antisocial behaviour, with 1.8m parapets providing wind protection. Accessibility will be supported through planned maintenance, rapid response to lift faults and alternative arrangements where necessary.
Car Park Design	73% of respondents considered additional station car parking to be an	The design of the car park is positioned closest to the station to minimise travel distances, as well as the incorporation of traffic management measure to ensure

Feedback Theme	Comments	Project Response
	important or very important element of the proposals	safety within the car park in addition to designated pedestrian routes, secure cycle lock up facilities, EV charging infrastructure and taxi drop off/pick up areas.
Bus Services	Consultees requested for a bus-rail integration service as well as a bus stop within the new car park.	The project is unable to directly influence bus service provision. Local bus operators have indicated that providing provision directly into the car park is unviable due to the associated increase in journey times. That said, we have been in discussions with bus operators to negotiate improvements to services on Sheffield Road, including the potential provision of additional bus stops. The project team is committed to continuing to work with operators to secure better integration and future provision. If rail replacement services are required there is provision within the design of the car park.
Impact on local road network	Concerns were expressed on the proposed new access from Lairds Way, regarding increased through traffic within the residential area.	It is acknowledged that the station will undoubtedly generate additional traffic movements in its vicinity. However, the level of activity is anticipated to reflect typical station-related traffic patterns, with peak usage generally associated with commuter periods. A Transport Statement has been prepared to assess the likely operational impacts of the scheme on the surrounding highway network, including Lairds Way and Sheffield Road (B6462). The proposals are also intended to encourage greater use of rail services and support modal shift away from longer-distance car journeys, helping to reduce pressure on the wider road network over time. Traffic and parking conditions will continue to be monitored once the car park is operational, allowing any emerging issues to be reviewed.

Feedback Theme	Comments	Project Response
Pedestrian and Cycle Access	Pedestrian access is considered important to 79% of respondents as well as some who were keen to improve cycle facilities and stronger links with surrounding walking network.	Direct access from the TransPennine Trail to Platform 2 will be retained. The scheme will facilitate access between the east of Penistone station into the TransPennine trail to the west. Improvements to the TransPennine trail are also proposed as part of a separate project. The scheme proposes additional cycle parking, including secure bike lockers.
Security and Anti-social Behaviour	Concerns were raised with regard to the car park, footbridge and list it would attract additional vandalism and antisocial behaviour.	The footbridge is proposed to be uncovered to improve visibility and discourage loitering. The proposals will incorporate CCTV, lighting and natural deterrents across the station environment as part of the design. It is anticipated that the associated increase in the number of passengers using the station will create increased passive surveillance to deter these behaviours. Such lighting proposals will be assessed to minimise light spill for neighbouring properties.
Landscaping and Screening	The loss of vegetation, wildlife and biodiversity were a concern of the proposed car park.	The proposed design will incorporate natural screening which will provide a physical buffer between the car park and adjacent road network. The project is exploring opportunities to improve the retaining wall which separates Laird's Way and the proposed car park. This is subject to further site investigations. No immediately structural work is currently required, however its appearance and relationship with the vegetation growth will be considered.
Station Facilities	Responses requested improved existing station facilities	The scheme will not directly change any of the existing platform structure; but feedback has been passed to Northern (the maintainer and operator of the station) for their consideration.

Feedback Theme	Comments	Project Response
Funding	A number of responses queried if the station improvements were a value for money, suggesting the funds be spent elsewhere within the town.	The scheme is funded by national government which is only available specifically for active travel schemes.
Construction Impacts	A number of respondents raised concerns about the construction of the proposal including noise, traffic, rail disruption and residential amenity.	Whilst the development will generate some noise, this will be controlled and managed to minimise disruption to nearby residents. Including; restricting noisy activities to working hours, turning machines off when not in use, managing vehicle movements, locate compounds and storage to areas away from sensitive receptors etc. These measures are typically secured through a Construction Environmental Management Plan and agreed prior to the works commencing.
Other Matters	Additional feedback was collected with regards to; - The gap between the train and the platform - Increased frequency of rail services - Lairds Way maintenance payments	Whilst it is not within the scope of the scheme, there are aspirations for new trains to be commissioned with lower step access points. Additionally, BMBC are supporting neighbouring councils and other partners to work towards the increase of train services by one. It is anticipated that our scheme will complement any additional future services. BMBC are not currently proposing any changes which would impact the existing arrangement of the Lairds Way residence payments.

Figure 15 – Table of responses to feedback themes

6 Summary

6.1 Introduction

- 6.1.1 The pre-planning engagement undertaken by Barnsley Metropolitan Borough Council in relation to the proposed Park and Ride facility at Penistone Railway Station was carried out in accordance with the principles of meaningful and proportionate community engagement.
- 6.1.2 The process sought to provide local residents, businesses, community groups and other stakeholders with an opportunity to understand the proposals, ask questions and provide feedback before the submission of the planning application.

6.2 Summary of Feedback Received

- 6.2.1 The pre-planning engagement utilised a variety of public materials, delivery methods and material formats to promote and encourage participation including:
- Three drop-in engagement events that took place between 15th June and 6th July 2026, located in Penistone, Worley and Oxspring. The events received a total of 162 responses in paper forms, online forms as well as emails. The drop in events offered an opportunity to discuss the proposals with officers from BCMC and other members of the project team
 - A social media campaign on BMBC's Facebook had 9,737 views, 34 reactions and 92 link clicks in association with the scheme.
- 6.2.2 The feedback from the engagement highlighted that 71% of respondents are supportive of the project, however it is acknowledged that there were requests for further information and clarity regarding elements of the proposals.
- 6.2.3 All concerned comments provided by the public have been carefully considered by the project team, **Section 5** outlines how the feedback has influenced (and continues to influence) the designs, supporting surveys and assessments which form this scheme and relevant planning applications.
- 6.2.4 The tone of the discussions at the drop-in events and the written feedback have demonstrated that improved accessibility, increased parking facilities and better public connectivity are key parts of the proposal which are valued by the local community.

6.3 Consideration of Feedback

- 6.3.1 Barnsley Metropolitan Borough Council is committed to ensuring that community views are taken into account throughout the development process. All comments received during the engagement period have been carefully considered and have informed the ongoing evolution of the proposals and supporting technical assessments where appropriate.

- 6.3.2 .A summary of the key themes raised, and the project's responses has been provided within this Statement, demonstrating how engagement outcomes have been incorporated into the design and planning process.

6.4 Conclusions

- 6.4.1 The engagement programme has fulfilled its objectives by providing early opportunities for participation, promoting transparency in decision-making and enabling constructive dialogue between the project team and the local community. The consultation has been undertaken in a manner consistent with the principles set out within the National Planning Policy Framework, Barnsley's Statement of Community Involvement and the Gunning Principles.
- 6.4.2 This Statement of Community Engagement demonstrates that appropriate and meaningful consultation has been undertaken prior to the submission of the planning application, and that stakeholder and community feedback has been conscientiously considered as part of the project's development.

7 Appendix A – Poster Board

Funded by
UK Government

BARNESLEY METROPOLITAN BOROUGH COUNCIL

Penistone Footbridge and Car Park scheme

Public Engagement Consultation

NOTE: PROPOSALS ARE INDICATIVE FOR PUBLIC ENGAGEMENT PURPOSES. PROPOSALS ARE NOT GUARANTEED AND ARE SUBJECT TO CHANGE.

SOUTH YORKSHIRE SYMCA MAYORAL COMBINED AUTHORITY

NetworkRail

Scheme proposes to deliver:

- Fully accessible footbridge, with lifts
- Approx. 100 space car park to the land off Lairds way
- Remove the existing crossing facility between the platforms
- Reconfiguration of the existing car park to the west of the rail track at Platform 2
- Existing rail crossing to be closed

BARNESLEY Metropolitan Borough Council

NetworkRail

8 Appendix B– FAQs

Penistone Station Improvement Scheme – FAQs

1. What is being proposed at Penistone Railway Station?

The scheme includes a new Park and Ride facility and a new fully accessible footbridge. Current proposals would increase parking from around 15 spaces to around 100 spaces, with accessible bays, cycle storage, motorcycle parking, pedestrian routes, landscaping and station access improvements.

2. Why is the scheme needed?

The project aims to improve access, safety and accessibility at the station. Existing parking is limited and the current platform crossing arrangement is not fully accessible. The scheme is intended to make rail travel easier and more attractive for local residents.

3. How is the footbridge linked to the Park and Ride scheme?

The two projects form part of a wider package of station improvements. The Park and Ride would be subject to planning permission, while the footbridge would be delivered separately under permitted development rights. Both are being developed together so the station works as one connected and accessible site.

4. Why has this site been chosen?

The land next to the station is considered the most practical location because it allows direct access to the platforms and works efficiently as a Park and Ride site. Alternative locations further away were less suitable because they would reduce convenience and integration with the station.

5. How many parking spaces are proposed and what facilities will be included?

Current proposals increase parking to around 100 spaces in total. This would include standard bays, accessible bays, enlarged bays, pick-up and drop-off provision, cycle storage and motorcycle parking. The final layout may still change as the design develops.

6. Will the scheme improve accessibility?

Yes. A key aim of the project is to create a safer and more accessible station. The proposals include accessible parking, improved pedestrian routes and a step-free footbridge with lifts, making it easier for people with mobility needs, pushchairs, luggage and cycles to use the station.

7. Will the scheme increase traffic?

The development is expected to create some additional local traffic, mainly linked to station use. However, the wider aim is to encourage more people to travel by rail instead of by car for longer journeys. A Transport Statement is being prepared to assess the effects on Lairds Way, Sheffield Road and the surrounding network.

8. Will parking remain free and who will use the car park?

It is currently anticipated that the car park would be owned by Network Rail and

operated as part of the station by Northern. The expectation is that it would remain free to use as a station Park and Ride facility, primarily for rail users, although final operating arrangements are still being developed.

9. Has a planning application already been submitted?

No. A formal planning application has not yet been submitted for the Park and Ride scheme. Feedback is currently being gathered and will help shape the proposals before submission.

11. What is the current project programme?

The current programme indicates submission of the planning application in Autumn 2026, final funding approval in Winter 2027, and construction between Spring 2027 and Spring 2028. These dates are indicative and may change as the project develops.

12. How can local residents provide feedback?

Residents and stakeholders can comment through the public consultation events, the online survey on the project webpage, or by emailing transportation@barnsley.gov.uk. Feedback received during consultation will be reviewed and used to inform the next stage of the scheme.

9 Appendix C– Website Extract

Penistone station footbridge and car park scheme

Project status: In development

Project overview

We're seeking feedback on proposals to deliver a fully accessible footbridge between the platforms at Penistone Station as well as a new park and ride site to the east of the station, behind platform 1 and accessed from Lairds Way. The scheme aims to provide a safer, fully accessible and well-integrated station environment at Penistone, increasing rail use by removing safety constraints, improving step free access and expanding park and ride capacity to support sustainable travel choices.

The scheme is to be funded by UK Government via the City Region Sustainable Transport Settlement (CRSTS). This scheme will be delivered in partnership with the South Yorkshire Mayoral Combined Authority (SYMCA).

Proposals

The scheme proposes to:

- install footbridge with lifts between platforms
- construct an approximate 100 space car park to the land off Lairds way to the east of the rail track
- remove the existing crossing facility between the platforms
- reconfigure the existing car park facilities to the west of the rail track

Projected Timeline

- Planning application submission – Autumn 2026
- Outline business case submission – Autumn 2026
- Full business case submission (final funding approval) – Spring 2027
- Anticipated construction period – Approximately 1 year commencing Spring 2027

Plans

[View the Penistone footbridge and car park scheme plan.](#)

Have your say

We're undertaking a non-statutory public engagement on plans for the proposed Penistone park and ride facility whilst they are at a formative stage ahead of the submission of an application for planning permission.

A period of engagement will run for three weeks from 15 June to 6 July 2026.

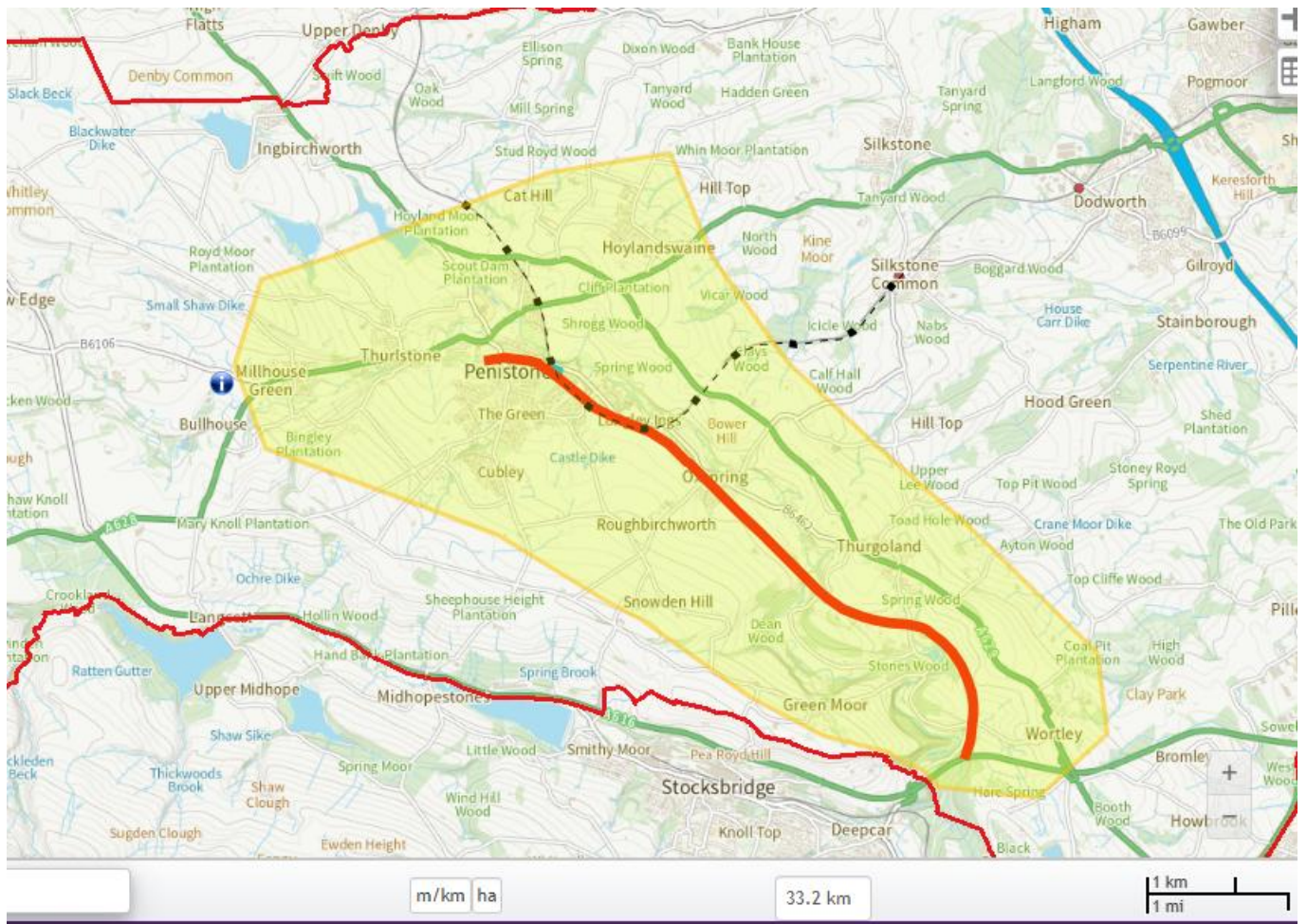
You can view our [frequently asked questions about the Penistone station improvement scheme](#) and submit your comments by filling in our [Penistone station improvements scheme survey](#).

During this time, we're also hosting three drop-in events at venues near to the schemes location to give you the opportunity to learn more about the proposals, ask questions of the project team and provide feedback. Details of the events are below.

Date	Venue	Time
Thursday 18 June	Cubley Room, St John's Community Centre, Church Street, Penistone, S36 6AR	2pm to 6pm
Tuesday 23 June	Wortley Wagyu Café, Cote Green Farm, Finkle St Ln, Wortley, Sheffield S35 7DH	10am to 2pm
Thursday 25 June	St Aidan's Church and Community Hall, Sheffield Road, Oxspring, S36 8YW	10am to 2pm

Alternatively, you can provide feedback or speak directly with the project team by emailing transportation@barnsley.gov.uk

10 Appendix D– Leaflet Drop Extract



11 Appendix E- Letter to Residents



BARNSELY
Metropolitan Borough Council

Transportation Team
Environment and Transport
Place Directorate

Owner/Occupier			
XXXXXX			
XXXXXX			
XXXXXX		Date:	08/06/2026
XXXXXXXX		Name:	Tracey Brewer
XXXXXXXX		E-Mail:	Transportation@barnsley.gov.uk

Penistone Area Transport Improvements – Resident Consultation

Dear Owner/Occupier

Barnsley Council is seeking your feedback on two related transport improvement schemes in the Penistone area:

1. Upgrades to the Trans Pennine Trail (TPT) between Penistone and Wortley
2. Improvements at Penistone Station, including the construction of a new car park, and a new footbridge between platforms (including lifts).

While these are separate projects, they are designed to work together by better connecting local walking, wheeling and cycling routes with a safer and more accessible railway station, supporting easier and more sustainable everyday journeys and leisure trips.

Proposals

The TPT scheme proposes to:

- Make the width and surface of the trail consistent across this section
- Amend access controls to align with modern guidance and standards
- Address some of the drainage issues present along the route
- Deliver new art, signage and places to rest

The Penistone Station scheme proposes to:

- Install a fully accessible footbridge with lifts between platforms
- Construct an approximate 100 space car park on the land to the west of Lairds Way, east of the rail track. This will include blue badge bays, EV charging bays, motorcycle and cycle spaces, and a pickup/drop off bay

For further details of the schemes please visit the Barnsley Transport Projects webpage by scanning the QR code below and selecting the **Penistone to Wortley TPT Improvement Scheme** and **Penistone Station Footbridge and Car Park** scheme drop down options.



QR code to Barnsley Transport Projects webpage

Alternatively, you may find the webpage by typing www.barnsley.gov.uk/services/roads-travel-and-parking/transport-projects/ into your browser

Have your say

A period of engagement will run for three weeks from 15 June to 6 July 2026.

During this time, we are hosting three drop-in events so that you can provide feedback to the team in-person, details below:

Date	Venue	Time
Thursday 18 June	Cubley Room, St John's Community Centre, Church Street, Penistone, S36 6AR	2pm-6pm
Tuesday 23 June	Wortley Wagyu Café, Cote Green Farm, Finkle St Ln, Wortley, Sheffield S35 7DH	10am-2pm
Thursday 25 June	St Aidan's Church and Community Hall, Sheffield Road, Oxspring, S36 8YW	10am-2pm

We also invite you to complete an online survey which you can find at the webpage mentioned above.

Alternatively, you may provide feedback by emailing transportation@barnsley.gov.uk.

If you have any queries about accessing the material or the proposals in general, please do not hesitate to contact the team.

Yours sincerely,

T. Brewer

Tracey Brewer
Head of Strategic Transport

12 Appendix F – Social Media Post

**Barnsley Council**
15 June · 🌐

Have your say on proposed Penistone station footbridge and car park plans! 🚶🚗

We're sharing early plans for a fully accessible footbridge between the platforms at Penistone Station, along with a new park and ride site to the east of the station.

The proposals are still at an early stage, and we're keen to hear your views to help shape the plans. Take our survey: <https://tinyurl.com/vrhe7v2m>

You can also come along to a drop-in event to find out more, speak to the project team and give your feedback:

- 📍 Thursday 18 June at Cubley Room, St John's Community Centre, Penistone, 2pm – 6pm
- 📍 Tuesday 23 June at Wortley Wagyu Café, Cote Green Farm, Wortley, 10am – 2pm
- 📍 Thursday 25 June at St Aidan's Church and Community Hall, Oxspring, 10am – 2pm

For more information and to see the plans, visit:
<https://www.barnsley.gov.uk/.../roads.../transport-projects/> See less



**Have your say
on proposed
Penistone
Station plans**

Take the survey or
join a drop-in



13 Appendix G– Response Form

DRAFT RESPONSE FORM

Section 1 – About You

Q1. What is your connection to the area? (Tick all that apply)

- ☐ Penistone resident
- ☐ Resident of a surrounding village (e.g. Oxspring, Thurgoland, Cubley, Wortley, Thurlstone)
- ☐ Local business owner/operator
- ☐ Employee in the local area
- ☐ Regular rail user
- ☐ Occasional rail user
- ☐ Visitor to the area
- ☐ Other (please specify)

Q2. What age group are you in?

- ☐ Under 18
- ☐ 18–24
- ☐ 25–34
- ☐ 35–44
- ☐ 45–54
- ☐ 55–64
- ☐ 65–74
- ☐ 75+
- ☐ Prefer not to say

Q3. Do you consider improved accessibility at Penistone Railway Station to be important to you or members of your household?

- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Prefer not to say

Q4. Are there any accessibility issues or mobility challenges you currently experience at Penistone Railway Station that you feel the proposals should help address? (Optional)

This could include matters relating to mobility, step-free access, visual impairment, cycling, pushchairs, luggage or any other accessibility considerations.

Section 2 – Current Travel Patterns

Q5. How often do you currently use Penistone Railway Station?

- ☐ Daily
- ☐ Several times a week
- ☐ Weekly
- ☐ Monthly
- ☐ A few times a year
- ☐ Rarely
- ☐ Never

Q6. How do you usually travel to Penistone Railway Station? (Tick all that apply)

- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Train interchange
- ☐ Taxi/private hire
- ☐ Car driver
- ☐ Car passenger
- ☐ Motorcycle
- ☐ Other (please specify)

Q7. What do you typically use Penistone Railway Station for? (Tick all that apply)

- ☐ Commuting to work
- ☐ Education/training
- ☐ Business travel
- ☐ Shopping
- ☐ Leisure/day trips
- ☐ Visiting friends/family
- ☐ Airport travel
- ☐ Other

Q8. Have you ever experienced difficulties parking at Penistone Railway Station?

- ☐ Frequently
- ☐ Occasionally
- ☐ Rarely
- ☐ Never
- ☐ I do not use the station car park

Section 3 – Views on the Proposals

Q9. Before today, were you aware of the proposed Park and Ride and footbridge project?

☐ Yes

☐ No

Q10. To what extent do you support the overall proposals?

☐ Strongly support

☐ Support

☐ Neutral

☐ Oppose

☐ Strongly oppose

Q11. How important are the following elements of the proposals to you?

Feature	Very Important	Important	Neutral	Not Important	Not Important At All
Accessible footbridge with lifts	☐	☐	☐	☐	☐
Additional station parking	☐	☐	☐	☐	☐
Improved station accessibility	☐	☐	☐	☐	☐
Improved pedestrian routes	☐	☐	☐	☐	☐
Cycle parking facilities	☐	☐	☐	☐	☐
Sustainable travel improvements	☐	☐	☐	☐	☐
Biodiversity and landscaping enhancements	☐	☐	☐	☐	☐

Section 4 – Local Impacts

Q12. Do you think the proposals will have a positive or negative effect on the local area?

- ☐ Very positive
- ☐ Positive
- ☐ Neutral
- ☐ Negative
- ☐ Very negative

Q13. Which benefits do you think the proposals could deliver? (Tick all that apply)

- ☐ Improved station accessibility
- ☐ Safer movement between platforms
- ☐ Better parking provision
- ☐ Reduced parking pressure on surrounding streets
- ☐ Increased rail use
- ☐ Improved public transport connectivity
- ☐ Improved walking/cycling opportunities
- ☐ Economic benefits for the town centre
- ☐ Environmental benefits
- ☐ Other (please specify)

Q14. Do you have any concerns about the proposals? (Tick all that apply)

- ☐ Traffic impacts
- ☐ Parking impacts
- ☐ Construction disruption
- ☐ Noise
- ☐ Visual impact
- ☐ Loss of vegetation/habitat
- ☐ Safety concerns
- ☐ Cost/value for money
- ☐ No concerns
- ☐ Other (please specify)

Section 5 – Open Questions

Q15. What do you like most about the proposals?

Free text box

Q16. Is there anything you would like to see changed or improved?

Free text box

Q17. Do you have any additional comments on the proposals?

Free text box

14 Appendix H – Named Stakeholder List

- 1- Project team or partners
- 2- Meeting
- 3- Email or letter

Stakeholder category	Stakeholder Name	Method of Communication
Local Authority	Barnsley MBC – planning	Via submission of pre-application enquiry
	Barnsley MBC- Highways	Via submission of pre-application enquiry
	Barnsley MBC- PRoW	Via submission of pre-application enquiry
	Barnsley MBC- Drainage/ LLFA	Via submission of pre-application enquiry
	Barnsley MBC- Contaminated Land	Via submission of pre-application enquiry
	Barnsley MBC- Design Officer	Via submission of pre-application enquiry
Rail and Transport Stakeholders	Network Rail	1
	Northern Trains	1
	South Yorkshire Mayoral Combined Authority	1
	Department for Transport	3
	Office of Road and Rail	3
	Active Travel England	3
	Penistone Line Partnership	2
	British Transport Police	3
Bus and Taxi Operators	Stagecoach Yorkshire	2
	South Pennine Community Transport	3
	Penistone Travel	3

Stakeholder category	Stakeholder Name	Method of Communication
	Greeny's Travel Veezu / City Taxis Barnsley	
Elected Members/ Political Stakeholders	Marie Tidball MP	2
	Barnsley Metropolitan Borough Council (BMBC) Ward Members - Penistone East	3
	Barnsley Metropolitan Borough Council (BMBC) Ward Members - Penistone West	3
	South Yorkshire Mayoral Authority (SYMCA) Elected Representatives	3
	Penistone Town Council	3
Community/ Interest Groups	Transpennine Trail	3
	Walk Wheel Cycle Trust (formerly Sustrans)	3
	Barnsley Disability Access Group (DIAL)	3
	Transport for All	3
	South Yorkshire Fire & Rescue, Ambulance, and Police Services	3
	Age Concern, Barnsley	3
Residents/ Local Communities	Residents- Lairds Way	3
	Residents- Sheffield Road (B6462)	3
	Residents- Penistone Town Centre	3
	Residents- Thurlstone	3
	Residents- Oxspring	3
	Residents - Cubley / Thurgoland / Wortley / Roughbitchworth	3
Named local businesses	Yorkshire Land Ltd	2
	Lavender International	3

Stakeholder category	Stakeholder Name	Method of Communication
	Penistone Wine Cellars	3
	Penistone Pine and Antiques	3
	The Arch Co. (Manager of Local Tenants)	3

15 Appendix I– You Said We did

You said	We did
Improving access between platforms is important.	We're progressing plans for a new accessible footbridge with lifts to provide safer, step-free access for all passengers.
More parking is needed, but the size of the car park needs to be justified.	We've continued to review demand modelling so that parking provision meets current and future station parking needs.
Walking, cycling and public transport links should be better connected.	The design includes improved pedestrian routes, cycle parking, secure bike lockers and continued discussions with bus operators about better integration.
Concerns remain around traffic, safety, landscaping and construction disruption.	These issues are being considered through the design, including CCTV, lighting, landscaping buffers, traffic assessment and construction management measures.

Document ends