

Penistone Library, Barnsley

Travel Plan

December 2024

Barnsley Metropolitan Borough Council

AMA Project Number: 23124

Andrew Moseley Associates

15 St Paul's Street

Leeds

LS1 2JG

www.amatp.co.uk

info@amatp.co.uk

REPORT QUALITY MANAGEMENT

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Planning Issue			
Date	18.12.2024			
Prepared	EP			
Checked	SD			
Authorised	SD			

REPORT PRODUCTION TEAM

Name	Initials	Job Title
Emma Pavlin	EP	Graduate Transport Planner
Sophie Dunhill	SD	Senior Transport Planner

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Overview	1
1.2	Report Structure	1
2	TRAVEL PLAN OBJECTIVES AND BENEFITS	2
2.1	Introduction	2
2.2	Objectives	2
2.3	Travel Plan Benefits	2
3	EXISTING SUSTAINABLE TRANSPORT PROVISION	3
3.1	Introduction	3
3.2	Walking Accessibility	3
3.3	Cycling Accessibility	5
3.4	Public Transport	6
3.5	Summary	8
4	ROLES AND RESPONSIBILITIES	9
4.1	Introduction	9
4.2	Travel Plan Co-Ordinator	9
5	TRAVEL PLAN MEASURES	10
5.1	Introduction	10
5.2	Physical Measures	10
5.3	Measures to Encourage Sustainable Travel	10
5.4	Measures to Reduce the Need to Travel	10
5.5	Pedestrian Measures	11
5.6	Cycle Measures	11
5.7	Public Transport Measures	11
5.8	Sustainable Car Use Measures	11
5.9	Summary	12
6	TRAVEL PLAN TARGETS	13
6.1	Introduction	13
6.2	Staff Targets	13
7	TRAVEL PLAN MONITORING AND REVIEW	15
7.1	Introduction	15
7.2	Travel Surveys	15
7.3	Summary	15
8	SUMMARY AND CONCLUSION	16
8.1	Summary	16
8.2	Conclusion	16
	APPENDICES	18

TABLES

Table 3-1	Local Bus Services	8
Table 6-1	National Statistics Mode Split Data for Barnsley 024 MSOA	14
Table 7-1	Travel Plan Action Plan and Timescales	15
Table 8-1	Summary of Measures	16

FIGURES

Figure 3-1	Site Location Plan	3
Figure 3-2	2km Walking Catchment Plan	4
Figure 3-3	Public Rights of Way Map	5
Figure 3-4	5km Cycling Catchment Plan.....	6
Figure 3-5	Cycle Network Map.....	6
Figure 3-6	Public Transport Location Plan.....	7

APPENDICES

Appendix A	Development Proposals
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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 Travel Plan (TP) 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 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).
- 1.1.3 A Transport Statement (TS) has also been prepared for the proposals and will be submitted in support of the planning application. The TS concludes that the site is located in a sustainable location, with opportunities to access the site by foot, cycle or public transport and the proposals will not result in an increase in car based trips, although ample on-street car parking exists should the library car park become full.
- 1.1.4 This TP summarises the accessibility of the site and outlines a range of measures to encourage sustainable travel patterns at the site.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
 - ▶ **Section 2** – The aims and objectives of the Travel Plan;
 - ▶ **Section 3** – The accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes;
 - ▶ **Section 4** – Details of the roles and responsibilities are outlined including the role of the Travel Plan Co-ordinator;
 - ▶ **Section 5** – The proposed Travel Plan measures;
 - ▶ **Section 6** – The proposed Travel Plan targets;
 - ▶ **Section 7** – Details of the proposed Travel Plan monitoring process; and
 - ▶ **Section 8** - A summary of the Travel Plan measures and timescales for its implementation.

2 TRAVEL PLAN OBJECTIVES AND BENEFITS

2.1 INTRODUCTION

- 2.1.1 This section sets out the vision and objectives that will guide the TP development and implementation. This TP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 OBJECTIVES

- 2.2.1 This TP is based upon the achievement of the following key objectives:
- ▶ To reduce the impact and frequency of car travel especially single occupancy vehicle use;
 - ▶ To enable staff and visitors to have informed choices about their travel options;
 - ▶ To improve the health and well-being of staff and visitors; and
 - ▶ To ensure the transport arrangements of the development have minimum environmental impact.
- 2.2.2 The TP will therefore broadly seek to:
- ▶ Develop an awareness of locally available non-car modes of transport among staff and visitors;
 - ▶ Promote sustainable travel and continue to engage with staff and visitors on sustainable travel choices to achieve a long-term commitment to changing travel habits; and
 - ▶ Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 TRAVEL PLAN BENEFITS

- 2.3.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for staff and visitors, as well as the wider community.
- 2.3.2 The staff and visitors to the proposed development could expect to experience:
- ▶ Improved health and fitness through increased levels of walking and cycling;
 - ▶ Increased flexibility offered through wider travel choices;
 - ▶ The social benefits of sharing transport with others; and
 - ▶ A better environment within the site and its immediate environs as vehicular movements are minimised.
- 2.3.3 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.
- 2.3.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.
- 2.3.5 The monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this report

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 As detailed within **Figure 3-1**, the site is located on High Street in Penistone and has an excellent level of accessibility by sustainable modes of transport. The development proposals will further enhance visitors journeys to / from the library with the provision of cycle and scooter parking and pram storage.

Figure 3-1 Site Location Plan



3.2 WALKING ACCESSIBILITY

- 3.2.1 Whilst superseded by the NPPF, the transport policies set out 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 kilometers” (Para 74)

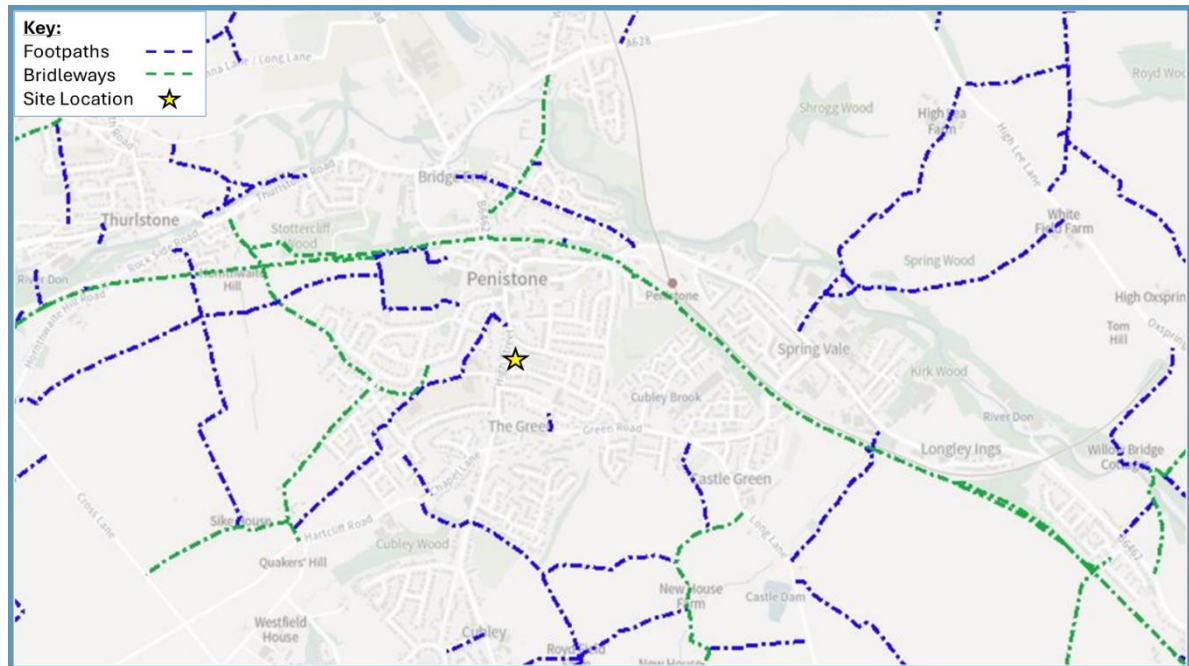
- 3.2.2 This walking catchment has been used in the consideration of the accessibility of the site. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 3-2**.

Figure 3-2 2km Walking Catchment Plan



- 3.2.3 The plan attached at [Figure 3-2](#) demonstrates that the entirety of Penistone town centre and Cubley can be accessed within convenient walking distance of the library, as well as the western extents of Springvale. Given the sustainable location of the library, there is potential for linked trips to take place. There are a number of facilities and amenities within the 2km catchment, including Greggs (c. 190m), Saint John's Primary School (c. 210m), Clark's Chemist (c. 290m), St Johns Community Centre (c. 450m), Penistone Bowling Club (c. 550m), Tesco Superstore (c. 550m), Trans Pennine Trail (c. 700m), and Penistone Railway Station (c. 750m). The local catchment area therefore provides a feasible means of access to the site on foot for staff and visitors.
- 3.2.4 Existing footway provision is considered to be of excellent quality, with footways on either side of the carriageway, as well as being street lit. Furthermore, crossing facilities are available at the Ward Street / High Street junction, as well as the Victoria Street / High Street junction. These priority controlled crossings include dropped kerbs and tactile paving.
- 3.2.5 Within the vicinity of the site there are numerous Public Rights of Way (PRoW) which provide traffic-free walking routes within Penistone, connecting to nearby Cubley in the south, Thurgoland in the east, and Millhouse Green in the west. The PRoWs surrounding the site are detailed in [Figure 3-3](#).

Figure 3-3 Public Rights of Way Map



- 3.2.6 In summary, there is an excellent level of pedestrian infrastructure to facilitate trips from the site to neighbouring locations in Barnsley. The site is therefore well located to encourage pedestrian journeys in place of journeys undertaken by the private car.

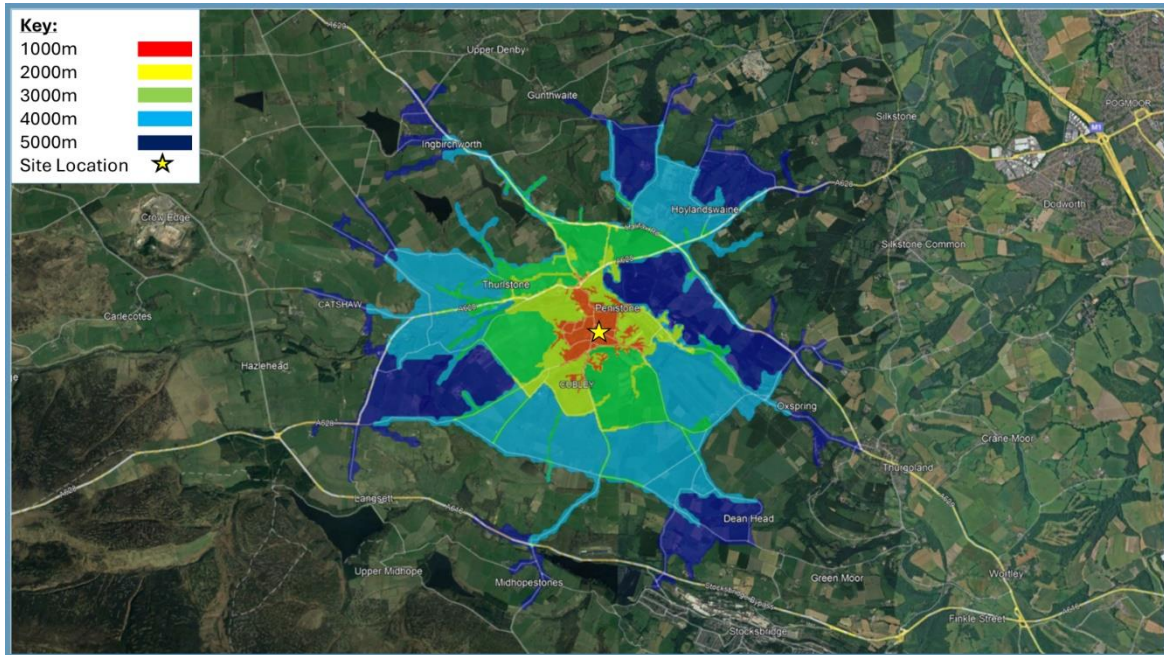
3.3 CYCLING ACCESSIBILITY

- 3.3.1 Whilst superseded by the NPPF, the transport policies set out 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 kilometers, and to form part of a longer journey by public transport” (Para 77)

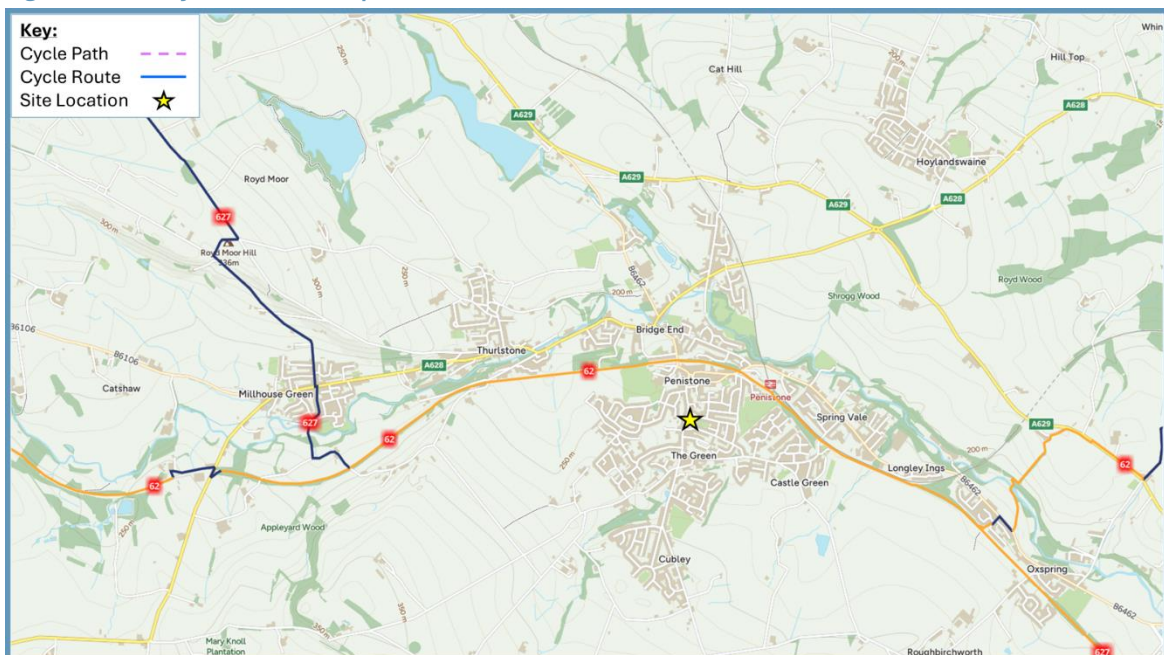
- 3.3.2 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The plan attached at [Figure 3-4](#) shows the 5km cycling catchment from the site. The plan identifies the entirety of Thurlstone, Hoylandswaine, Millhouse Green, and the northern and southern extents of Midhopestones, and Ingbirchworth are situated within a 5km catchment of the site.

Figure 3-4 5km Cycling Catchment Plan



- 3.3.3 Within immediate proximity of the site are a number of cycle facilities and routes that support cycling.
- 3.3.4 As detailed in the map, National Cycle Network (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, NCN Route 62 intersects with the NCN Route 627 in Millhouse Green, approximately 2.6km from the site. 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. These cycle routes are set out in [Figure 3-5](#).

Figure 3-5 Cycle Network Map



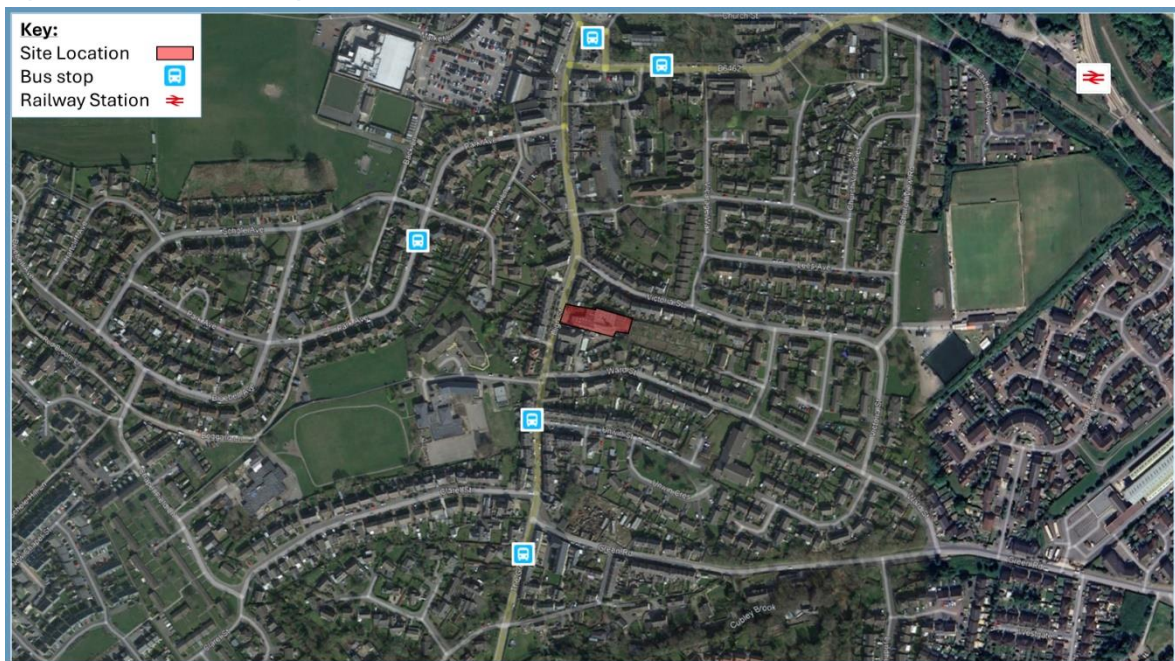
3.4 PUBLIC TRANSPORT

- 3.4.1 The site is within close proximity to frequent bus and rail services.

Bus Services

- 3.4.2 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 stops 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.
- 3.4.3 The site is located within proximity to numerous bus services along High Street, as well as Park Avenue and the B6462 Shrewsbury Road. The bus stops are accessible via the existing pedestrian infrastructure along High Street.
- 3.4.4 There are five bus stops located within a 400m catchment of the site as follows; High Street / Unwin Street junction, The Green, B6462 Shrewsbury Road, Market Place, and Park Avenue. The bus stops are equipped with a flag and pole, and online timetabling information using YourNextBus, which provides real-time bus schedules and interactive maps of routes. The service can be accessed through the Travel South Yorkshire website, or by text message.
- 3.4.5 The stops are set out within **Figure 3-6**

Figure 3-6 Public Transport Location Plan



- 3.4.6 The buses that serve these stops and their approximate frequencies are summarised in **Table 3-1**.

Table 3-1 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

3.4.7 As can be seen, there are six bus services that are accessible via the bus stops surrounding the site, which provide approximately four buses per hour from Monday to Friday and approximately three buses per hour on Saturday.

3.4.8 The bus services provide access to key destinations including but not limited to Barnsley, Stocksbridge, Millhouse Green, and Thurgoland. Further buses are available at Barnsley Interchange with services towards Doncaster, Rotherham, Wakefield, and Sheffield.

3.4.9 A school bus service (408) can also be accessed via the Shrewsbury Road / Penistone Church bus stop.

Rail Services

3.4.10 The nearest rail station to the site is Penistone. It is accessible via a pedestrian footway from the B6462 Sheffield Road. It provides hourly services to destinations including, but not limited to Sheffield and Huddersfield.

3.4.11 Penistone Railway Station is equipped with a total of sixteen secure cycle-parking stands which provides staff and visitors with the opportunity to consider multi-modal sustainable travel to / from the site.

3.5 SUMMARY

3.5.1 It has been demonstrated that the site is easily accessible by sustainable transport modes and there are a range of local amenities within a short walk or cycle from the site to facilitate linked trips. Public transport is available for those travelling longer distances.

4 ROLES AND RESPONSIBILITIES

4.1 INTRODUCTION

- 4.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.
- 4.1.2 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 TRAVEL PLAN CO-ORDINATOR

- 4.2.1 Three months prior to the relocation and completion of works, BMBC will appoint a Travel Plan Co-ordinator (TPC) who will be responsible for the implementation of the TP. The TPC will share their contact details with BMBC upon appointment. In the meantime, Emma Pavlin (emma@amatp.co.uk) can be contacted to discuss the status of the Travel Plan.
- 4.2.2 The TPC will be provided with any appropriate training, time, and budget to fulfil the role. The TPC must be empowered to act on behalf of the library and should have management support from Barnsley Council or a suitably appointed consultant managing the TP.
- 4.2.3 The duties of the TPC will include, but not be limited to:
 - ▶ Oversee the implementation of the measures listed within this Travel Plan, including fulfilment of any Travel Plan obligations;
 - ▶ Prepare, distribute, and update the Travel Plan materials, as appropriate;
 - ▶ Engagement with staff and visitors including actively encouraging and promoting sustainable modes of travel to and from the site, where possible;
 - ▶ Liaison with BMBC with respect to the development of the plan, and the evaluation, monitoring and review of targets;
 - ▶ Engagement with the library management team where necessary; and
 - ▶ Preparation of an annual monitoring report.
- 4.2.4 A range of measures have been included in this TP for implementation by the TPC. This is not an exhaustive list and should be subject to on-going review as part of the monitoring process set out later in the report.
- 4.2.5 A dedicated budget will be made available by BMBC and / or the operator for the TPC to implement the measures outlined within this TP. This budget will cover the full cost associated with delivering the TP and will increase if required to cover the cost associated with the provision of travel incentives to travel sustainably.

5 TRAVEL PLAN MEASURES

5.1 INTRODUCTION

- 5.1.1 This section outlines the measures which will be implemented at the site to achieve the objectives outlined in [Section 2](#).

5.2 PHYSICAL MEASURES

- 5.2.1 As described in [Section 3](#), the site has been designed to maximise opportunities for travel by walking and cycling, as follows:
- ▶ 5 cycle / scooter parking spaces will be provided in the form of secure and sheltered Sheffield stands;
 - ▶ New secure and sheltered pram parking will be provided on the southern boundary of the library building; and
 - ▶ The existing accessible parking space to the front of the library will be relocated to the southern side of the building within close proximity of the entrance.
- 5.2.2 The development proposals can be viewed at [Appendix A](#).

5.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

Sustainable Travel Information Pack

- 5.3.1 A sustainable travel information pack will be prepared and distributed to all staff during their induction, or similar. This pack will summarise the key travel choices available to staff and will include a map of local walking and cycling routes as well as local bus stops and the location of Penistone Railway Station in relation to the site. Scannable QR Codes will be included throughout in order to direct staff to further sources of information, including but not limited to <https://www.travelsouthyorkshire.com/> and <https://www.nationalrail.co.uk/stations/penistone/>.
- 5.3.2 The contents of the pack will be reviewed during each monitoring period, and will be reprinted to highlight any changes to travel in the local area, if required.

“How to Find Us Guide”

- 5.3.3 The TPC will develop a 'how to find us' guide detailing how visitors can access the site by sustainable modes of travel. The most sustainable forms of travel will be included in the guide first to demonstrate how the library would prefer visitors to travel. The new sustainable travel facilities will be promoted throughout the guide encouraging visitors to travel sustainably where possible. The guide will follow a similar format to the sustainable travel information pack as detailed above, summarising travel options in the local area and including a map highlighting local walking and cycling routes as well as key public transport infrastructure.
- 5.3.4 The guide will be available in the reception area for visitors to browse or take home with them. The TPC will also consider providing this information online via the BMBC library website in order to facilitate sustainable journey planning to and from the site.

5.4 MEASURES TO REDUCE THE NEED TO TRAVEL

- 5.4.1 Reducing the need to travel is growing in importance as we seek to reduce carbon emissions from transport, switch from the private car to other modes of transport, encourage more active travel to improve health and wellbeing, and improve the quality, and the prosperity, of our towns and cities. As stated in Reducing the Need to Travel Campaign for Better Transport (2011), an essential purpose of reducing the need to travel or reducing journey length should be to allow more journeys to be made on foot or by bicycle. The TPC, with support from BMBC, will therefore aim to:

- ▶ Adopt policies to encourage the employment of local workforces;
- ▶ Support local shops and neighbourhood centres when catering for functions / events; and
- ▶ Coordinate travel with visitors and staff to reduce single occupancy car journeys and increase car sharing where appropriate.

5.5 PEDESTRIAN MEASURES

5.5.1 The following measures are proposed to encourage walking to and from the site:

- ▶ Provide information to staff and visitors indicating pedestrian routes and walking times from the surrounding residential areas, including from key services and amenities where trips may be linked (i.e. local schools);
- ▶ Promote the benefits of walking / active travel in terms of health and wellbeing, cost saving, and socialisation;
- ▶ Promote local and national walking campaigns and events including Walk to Work Day; and
- ▶ Publicise links to walking resources on websites such as <https://penline.co.uk/walks-trails/> and <https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/>.

5.6 CYCLE MEASURES

5.6.1 The following measures aim to promote cycling:

- ▶ Publicise local cycle information available free of charge from the BMBC website such as <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/>;
- ▶ Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by staff and visitors;
- ▶ Promote and encourage cycling to work through events such as 'Cycle to Work Day' and 'Bike Week' (www.bikeweek.org.uk);
- ▶ Publicise cycle training via <http://www.activebarnsley.com/bikeability.asp>;
- ▶ Promote local cycling groups via <https://www.barnsley.gov.uk/whats-your-move/find-your-move/cycling/>; and
- ▶ Provide advice on cycle safety and bike maintenance via <https://www.think.gov.uk/cycle-safety/> and <https://www.cyclinguk.org/article/simple-bike-maintenance-guides>.

5.7 PUBLIC TRANSPORT MEASURES

5.7.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport which would primarily be via bus. The following measures will be implemented to encourage the use of public transport to access the site:

- ▶ Supply up-to-date public transport information available on <https://www.barnsley.gov.uk/services/#/services/roads-travel-and-parking;/services/roads-travel-and-parking/public-transport/>;
- ▶ Publicise details of the journey planner provided at <https://journeyplanner.travelsouthyorkshire.com/>;
- ▶ Advertise local bus and rail discounts; and
- ▶ Publicise links to further sources of information such as <https://www.stagecoachbus.com/> and <https://www.northernrailway.co.uk/stations/penistone>.

5.8 SUSTAINABLE CAR USE MEASURES

- ▶ The website www.liftshare.com/uk will be promoted as a database for potential car sharing amongst staff. This website contains details of people who live and work throughout

Penistone (as well as nationally) and therefore maximises the opportunity for potential matches to be made; and

- ▶ The TPC will promote hybrid / electric vehicles and the benefits of sustainable car travel. They will be available to provide advice on making the switch to an electric or hybrid vehicle, with links to further advice and key sources of information provided in via aforementioned communication channels, such as <https://energysavingtrust.org.uk/advice/electric-vehicles/>

5.9 SUMMARY

- 5.9.1 The package of measures described above has been designed to meet the travel plan objectives described in **Section 2**.
- 5.9.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes.
- 5.9.3 The provision of travel packs enables staff and visitors to have informed choices about their travel options and, subsequently, will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.
- 5.9.4 The information provided in the travel packs and the 'How to Find us Guide' will ensure that staff and visitors are aware of their travel options for accessing the library as well as other key amenities such as those outlined in **Section 3**.

6 TRAVEL PLAN TARGETS

6.1 INTRODUCTION

- 6.1.1 This TP aims to promote travel choice for future members of staff and visitors of the development, and hence to increase the use of sustainable transport modes.
- 6.1.2 Targets should be ‘SMART’ i.e. they must be: -
- ▶ [S](#)ite-specific
 - ▶ [M](#)easurable
 - ▶ [A](#)chievable
 - ▶ [R](#)ealistic
 - ▶ [T](#)ime-bound
- 6.1.3 Without detailed travel survey information for the library, indicative targets for both staff and visitors have been proposed to assist in monitoring the progress of the Travel Plan in achieving its overall objectives.
- 6.1.4 The targets for the Travel Plan are summarised as follows:
- ▶ Target a 10% reduction in single occupancy car drivers amongst members of staff; and
 - ▶ Target a 10% increase in sustainable modes of travel amongst visitors.
- 6.1.5 Specific targets relating to modal shift will be established once detailed travel surveys have been undertaken. Information relating to the provision of the new sustainable travel facilities (cycle / scooter parking and pram storage) and the implementation of measures and their uptake would also be obtained through the proposed monitoring programme.

6.2 STAFF TARGETS

- 6.2.1 The most recent Census Method of Travel to Work data was collected following the impact of the COVID-19 pandemic, which led to some major behavioural changes in the ways in which people travel to work. Since the 2021 Census, attitudes towards traveling to work have continued to adapt, with many workers adopting a hybrid way of working between their home and their place of work, suggesting that the 2021 Census is not the most representative dataset in showing current modal splits for the region.
- 6.2.2 Therefore, both 2011 and 2021 Census Method of Travel to Work Data for the Barnsley 024 MSOA, in which the site is located, have been considered. The mode split data is summarised in [Table 6-1](#).

Table 6-1 *National Statistics Mode Split Data for Barnsley 024 MSOA*

Mode	% Journeys to Work		Average
	2011 Census	2021 Census	
Work mainly at or from home	5%	28%	16%
Public Transport	5%	2%	3%
Taxi	0%	0%	0%
Motorcycle	1%	0%	0%
On foot	10%	7%	9%
Driving a car or van	73%	58%	65%
Passenger in a car or van	5%	3%	4%
Bicycle	1%	0%	0%
Other	0%	1%	1%
Total	100%	100%	100%

Note: Table subject to rounding error

- 6.2.3 It is anticipated that the actual modal split of the development would be a combination of both datasets, however, for the purpose of this TP, it is assumed that the baseline car driver mode share is an average of the two, which equates to 65%.
- 6.2.4 It is proposed that a 10% reduction target in single occupancy car trips is achieved over the five-year TP monitoring period. The target will, therefore, be considered to be met if the percentage of journeys to work made by car drivers is 59% or less.
- 6.2.5 It should be noted that the mode share presented in [Table 6-1](#) above will be validated by way of an initial staff and visitor travel survey. Should the results of the survey differ significantly, the targets will be reviewed and amended in liaison with BMBC as appropriate.
- 6.2.6 A travel survey response rate has been set at 70%. This is considered to provide a statistically reliable sample, whilst taking into account the difficulties experienced in undertaking travel surveys. To try and achieve this, a prize draw incentive will be considered by the TPC to encourage staff and visitors to complete the survey.

7 TRAVEL PLAN MONITORING AND REVIEW

7.1 INTRODUCTION

- 7.1.1 The TPC, whose role has been outlined in earlier sections, is critical to the monitoring process and they will oversee the implementation of the Travel Plan and its subsequent monitoring. Further details are set out below along with details on timescales for the implementation of the Plan.
- 7.1.2 A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary.

7.2 TRAVEL SURVEYS

- 7.2.1 The initial travel survey will be carried out 3 months post relocation. A monitoring note will be submitted to BMBC, via the TPC, summarising the results of the travel surveys, within 3 months of completion of the surveys. Surveys will then be carried out on an annual basis for a period of three years (year on year from the month of the initial travel survey being carried out). An annual monitoring note will be prepared and submitted to BMBC, via the TPC, within three months of completion of the surveys.
- 7.2.2 The survey questionnaire could include the following elements, which should be agreed with BMBC prior to issue:
- ▶ How staff used to travel to work, and how they travel to work post relocating to the library;
 - ▶ How visitors travel to the library; and
 - ▶ Have visitors used the new sustainable travel facilities / what do visitors think about the new facilities.
- 7.2.3 The monitoring report should include reviews of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with BMBC as outlined in [Section 6](#).

7.3 SUMMARY

- 7.3.1 **Table 7-1** below summarises the proposed timescales for the implementation and monitoring of the travel plan.

Table 7-1 *Travel Plan Action Plan and Timescales*

Measures / Action	Target Date	Responsibility
Prepare / agree Travel Plan	Planning application	AMA
Appoint TPC	3 months prior to occupation	BMBC
Conduct baseline travel survey	Within 3 months post relocation	TPC
Prepare monitoring note summarising the results of the baseline travel survey and review targets with BMBC	Within 3 months post initial travel survey	TPC
Conduct annual travel surveys and prepare annual monitoring notes	Annually until the end of the three year monitoring period	TPC

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

- 8.1.1 A summary of the main TP measures is included in [Table 8-1](#). The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the TP and the person / organisation responsible for the funding and implementation of the Plan are also presented.

Table 8-1 *Summary of Measures*

Measures / Action	Target Date	Responsibility
Provision of a sustainable travel information pack, including information on walking, cycling, public transport and sustainable car use	Within one month of relocation	TPC
Provision of a “How to Find us Guide”	Within one month of relocation	TPC
Provide cycle / scooter and pram parking	During works	BMBC
Promote the new cycle / scooter and pram parking to visitors	Once works are complete	TPC
Adopt policies to encourage the employment of local workforces	Ongoing throughout lifetime of Travel Plan	Library Management / TPC
Support local shops and neighbourhood centres when catering for functions / events	Ongoing throughout lifetime of Travel Plan	Library Management / TPC
Coordinate travel with visitors and staff to reduce single occupancy car journeys and increase car sharing where appropriate.	Ongoing throughout lifetime of Travel Plan	Library Management / TPC
Promote and encourage active travel	Ongoing throughout lifetime of Travel Plan	TPC
Promote local and national walking campaigns and events including Walk to Work Day	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage cycling to work through events such as ‘Cycle to Work Day’ and ‘Bike Week’	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage public transport use	Ongoing throughout lifetime of Travel Plan	TPC
Advertise local bus and rail discounts	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage sustainable car use	Ongoing throughout lifetime of Travel Plan	TPC

8.2 CONCLUSION

- 8.2.1 AMA has been commissioned to prepare this Travel Plan (TP) 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.
- 8.2.2 The Travel Plan appraises the current accessibility of the site, describing the opportunities for sustainable travel for staff and visitors. Consideration is then given to how these options can be best promoted to staff and visitors in order to encourage and facilitate sustainable travel.
- 8.2.3 Clear targets and a monitoring regime are proposed that enable those responsible to measure, report upon and maximise the effectiveness of the Travel Plan in achieving its aims and objectives. A programme of impactful, yet realistic measures and deliverables are set out, that link back to the Travel Plans objectives and targets.

APPENDICES

Appendix A Development Proposals




Appendix A
Development Proposals

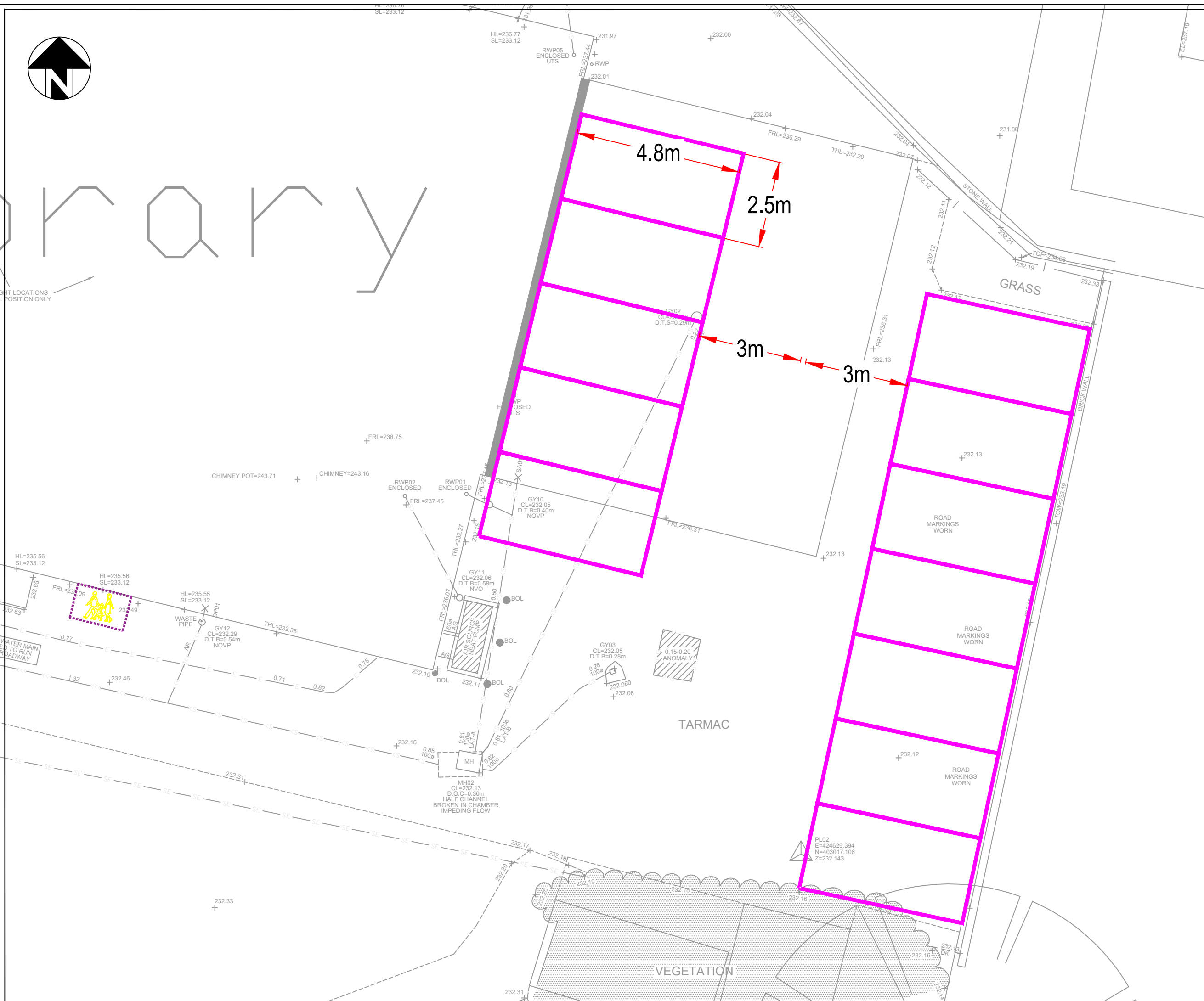


KERB TO BE DROPPED

TARMAC TO BE EXTENDED

KERB TO BE DROPPED

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



P01		Preliminary Issue	00.00.00	XX
<div><div><div>AMA</div><div>ANDREW MOSELEY ASSOCIATES</div></div><div>Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk</div></div>				
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



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Andrew Moseley Associates, 15 St Paul's Street, Leeds, LS1 2JG

www.amatp.co.uk

info@amatp.co.uk