

Outline Bus Service Strategy

16 April 2024
Version 3.0
Issue



1 Introduction

Fore Consulting Limited (Fore) has been commissioned by Strata Sterling Barnsley West Ltd to provide transport advice in relation to two hybrid planning applications submitted in relation to a proposed development on land south of Barugh Green Road, Barnsley.

The two applications cover the majority of the allocated site MU1, as identified in the Barnsley Local Plan. The two applications have been submitted as follows:

- **Planning Application Reference 2021/1090:** Hybrid planning application for residential development for up to 1,560 dwellings and associated infrastructure. Full planning approval is sought for 216 dwellings located to the northwest of the site (Phase 1a) and outline approval is sought for the remaining 1,344 dwellings. The outline element of the planning application also includes a new primary school and small shops/community facilities.
- **Planning Application Reference 2021/1089:** Hybrid planning application for employment development (Use Classes E, B2 and B8 with ancillary office) and associated infrastructure.

2 Purpose of this Document

The purpose of this document is to provide an outline of how the proposed development can be served by bus services. It is provided as a supplementary note to the Transport Assessment Addendum¹, submitted to the Council in November 2023. This document represents an update to the Outline Bus Service Strategy (Issue v1.0, dated 4 January 2024) issued to BMBC, following confirmation from BMBC that kerbside bus stops can be provided along the proposed link road, and that bus lay-bys are not required.

The Phase 1a development (applied for in full as part of planning application 2021/1090) will initially be served by the existing bus stops located along the A635 Barugh Green Road and Longley Street/Lawrence Close. Following the build out of subsequent phases of the proposed development (applied for in outline), Phase 1a will also be served by diverted

¹ Proposed MU1 Residential and Employment Site, Barnsley - Transport Assessment Addendum, v2.1, 10 November 2023

and/or new services that will utilise the proposed link road through the development. The proposed link road and associated junctions have been designed to ensure buses can divert through the development.

The outline elements of the proposed development will be served by a combination of existing services on the A635 Barugh Green Road, Lawrence Close, Higham Common Road, Pogmoor Road, and the diverted and/or new services through the development.

The future bus service provision (related to the potential future phases of development) will be confirmed in consultation with the Barnsley Bus Partnership stakeholders. Specific details of this will be provided prior to the submission of the relevant future reserved matters planning applications.

Notwithstanding, this document provides an outline of the bus service strategy for the full proposed development. The proposed development is illustrated on Figure 1, with the individual residential plots identified.

3 Residential Phase 1a

The first phase of development to be constructed is Phase 1a which comprises 216 dwellings located to the north west of the site. The first part of the proposed link road, between the A635 Barugh Green Road and the northernmost internal roundabout, will be constructed to facilitate vehicular access to Phase 1a.

Phase 1a will initially be served by the existing bus stops located along the A635 Barugh Green Road and Longley Street/Lawrence Close. Combined, these stops provide access to the 93, 94, 94a, 94b, 95, 95a, 96, 96b, 96c, 353 and 412 services.

Pedestrian access points are to be provided onto Avon Close, Longley Street and the proposed link road, thereby minimising walking distances to/from the bus stops.

These services will also be available for construction workers to travel to and from the Phase 1a site.

An assessment of the walking distances from Phase 1a to/from the existing bus stops described above has been undertaken. The assessment is summarised in the Table below and presented on Figure 2, provided to the rear of this document.

Table 1: Phase 1 Approximate Bus Stop Walking Distances

Approximate Walking Distance / Time to a Bus Stop	Proportion of Dwellings within Walking Distance
≤ 400m (≤ 5 minutes)	162 / 216 (75%)
≤ 500m (≤ 6 minutes)	213 / 216 (99%)
≤ 600m (≤ 7 minutes)	216 / 216 (100%)

Note: Average walking speed of 1.4 m/s assumed²

The Table above shows that almost all dwellings are located within an approximate 500m walk of the nearest bus stop (213 of 216 dwellings). The majority of dwellings are within an approximate 400m walk of the nearest bus stop (162 of 216 dwellings). The dwelling furthest from a bus stop is within an approximate walking distance of 530m.

Given the above, it is considered that Phase 1a is adequately served by existing bus services and therefore, no new or diverted services are required as part of Phase 1a. Notwithstanding, following the build out of subsequent phases of the proposed development (applied for in outline), Phase 1a will also be served by diverted and/or new services that will utilise the proposed link road through the development.

4 Future Phases of Development

4.1.1 Envisaged Development Phasing

Future phases of the proposed development (applied for in outline) will be subject to future reserved matters planning applications.

Although the future phasing of the proposed development is not yet confirmed, it is envisaged that the plots adjacent to the northern part of the link road will be constructed first (Plots R2 and R3 - see Figure 1), and/or the plot accessed from Farm House Lane to the south east of the development (Plot R7), which is not reliant on the construction of the link road.

As per the Barnsley West Masterplan Framework³, the trigger for the construction of the remaining part of the proposed link road, between the northernmost internal roundabout and Higham Common Road, is the completion of the 237th dwelling on the site and 34,206sqm of commercial space. The construction of the remaining part of the proposed link road will facilitate construction of the remaining plots and the new primary school and small shops/community facilities.

² *Guidelines for Providing for Journeys on Foot*, The Institution of Highways and Transportation, 2000.

³ *Barnsley West, Masterplan Framework (MU1)*, Bond Bryan, 2019.

4.1.2 Existing Bus Stop Accessibility

A high-level assessment of the walking distances to/from the existing bus stops within walking distance of the proposed development has been undertaken, as presented on Figure 3. This assessment is based on a proposed indicative site plan, which will be refined as part of future reserved matters planning applications.

It can be seen that the majority of dwellings located within the northern portion of Plot R2, Plot R5, the western portion of Plot R6, and Plot R7 are within an approximate 600m walking distance (within an approximate 7-minute walk) of an existing bus stop. It is therefore considered that these plots are adequately served by existing bus services and are not reliant on new and/or diverted services through the development.

It can however be seen that dwellings located within the southern portion of Plot R2, Plot R3, Plot R4, and the eastern portion of Plot R6 are within greater walking distances of an existing stop and would therefore benefit from new and/or diverted services.

Given the above, it is considered that the northern portion of Plot R2, Plot R5, the western portion of Plot R6, and Plot R7 could be delivered prior to the provision of new and/or diverted services.

4.1.3 Future Bus Stop Accessibility

An assessment of the walking distances to/from the existing bus stops and proposed new bus stops within the development has been undertaken, as presented on Figure 4. This assessment is based on a proposed indicative site plan, which will be refined as part of future reserved matters planning applications. The locations of the proposed bus stops have been assumed and are shown indicatively. Their specific locations will be determined as part of future reserved matters planning applications.

It can be seen that it is demonstrated that the majority of dwellings at the proposed development will be located within an approximate 400m walking distance of a bus stop. Given the above, it is considered that the new bus stops (with new and/or diverted services) should be delivered prior to the construction/occupation of the southern portion of Plot R2, Plot R3, Plot R4, and the eastern portion of Plot R6.

In relation to the employment development, it can be seen that the accessibility to the bus stop on Higham Common Road varies across the site. It has been requested by South Yorkshire Mayoral Combined Authority (SYMCA) that a pair of bus stops are provided on the southern part of the proposed link road. Whilst the existing provision is acceptable as employees will be within a maximum walking time of approximately 10 minutes from the existing stop on Higham Common Road, the provision of bus stops on the link road would slightly improve accessibility. As such, these potential future bus stops have been shown on Figure 4 to demonstrate the slight improvement to accessibility compared to the

existing provision. This therefore remains a potential option for future phases, if necessary, given that the highways authority has agreed that kerbside bus stops can be provided on the link road. As the access road within the employment development is to be private, no bus stops will be provided within the development itself.

5 Construction Worker Bus Travel

In terms of travel to and from the site for construction workers, workers involved in the construction of Phase 1a will be able to travel to and from the site using the services at the existing bus stops located along the A635 Barugh Green Road and Longley Street/Lawrence Close.

As subsequent phases are brought forward as part of future reserved matters planning applications, construction workers will be able to travel to and from the site using a combination of existing services and new and/or diverted services through the site.

As set out in this document, it is considered that new bus stops (with new and/or diverted services) should be delivered prior to the construction/occupation of the southern portion of Plot R2, Plot R3, Plot R4, and the eastern portion of Plot R6.

6 Summary

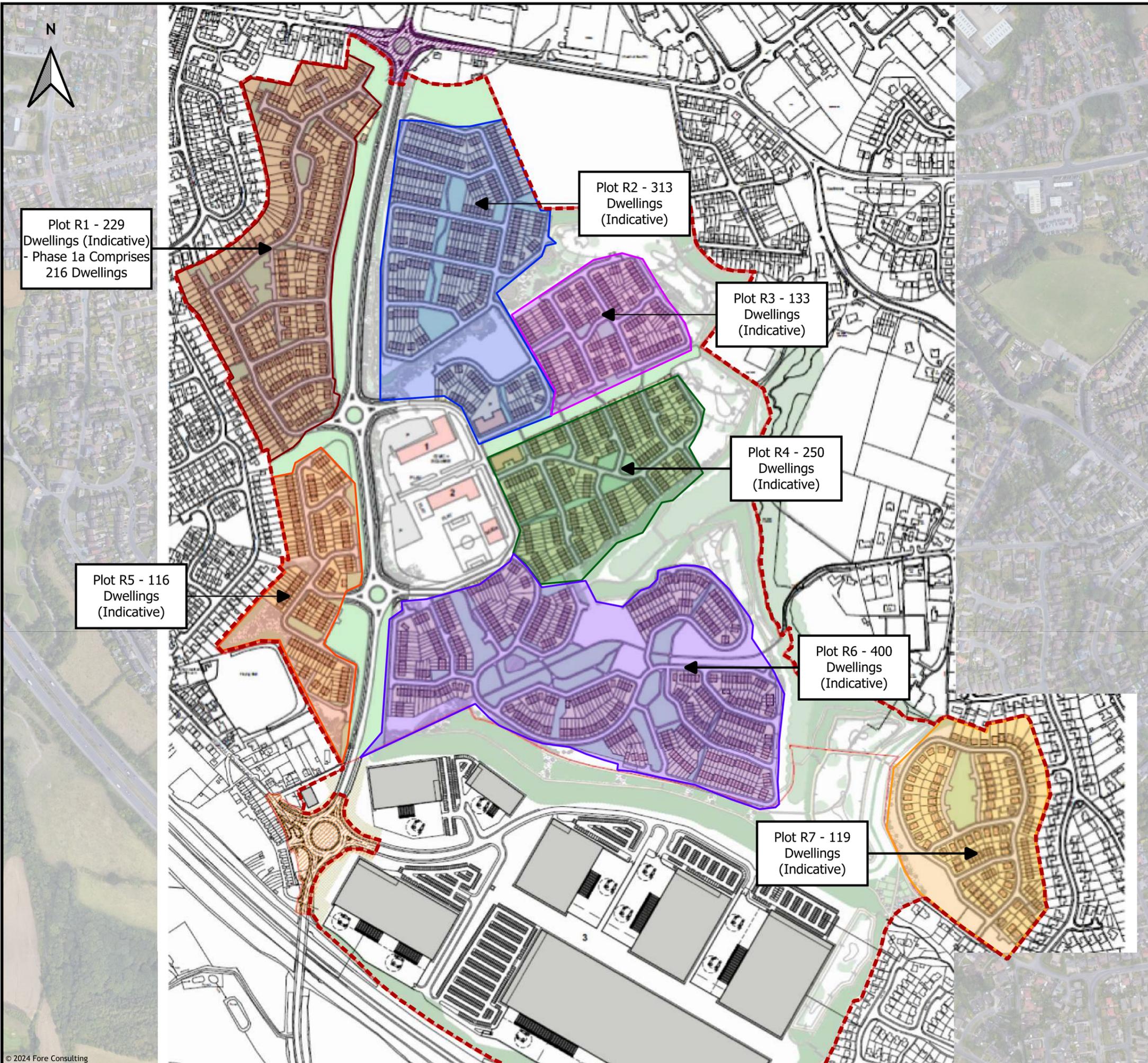
This document provides an outline of how the proposed development will be served by bus. It demonstrates that Phase 1a (216 dwellings located to the north west of the proposed development) is adequately served by existing bus services along the A635 Barugh Green Road and Longley Street/Lawrence Close and no new or diverted services through the development are required as part of Phase 1a.

Further, it is considered that some of the future phases of development (applied for in outline and subject to future reserved matters planning applications) can be delivered prior to the provision of new and/or diverted services through the development. This includes the northern portion of Plot R2, Plot R5, the western portion of Plot R6, and Plot R7 (see Figure 1).

It is considered that new bus stops (with new and/or diverted services) should be delivered prior to the construction/occupation of the southern portion of Plot R2, Plot R3, Plot R4, and the eastern portion of Plot R6.

The future bus service provision (related to the phases of development) will be confirmed in consultation with the Barnsley Bus Partnership stakeholders. Specific details of this will be provided prior to submission of any reserved matters planning applications.

Figures



Key:

- Indicative Site Boundary
- Residential Plots**
- Plot Ref. R1 (Phase 1a)
- Plot Ref. R2
- Plot Ref. R3
- Plot Ref. R4
- Plot Ref. R5
- Plot Ref. R6
- Plot Ref. R7

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Client:
 Strata Sterling Barnsley West Limited

Project:
 Proposed MU1 Residential and Employment Site,
 Barnsley

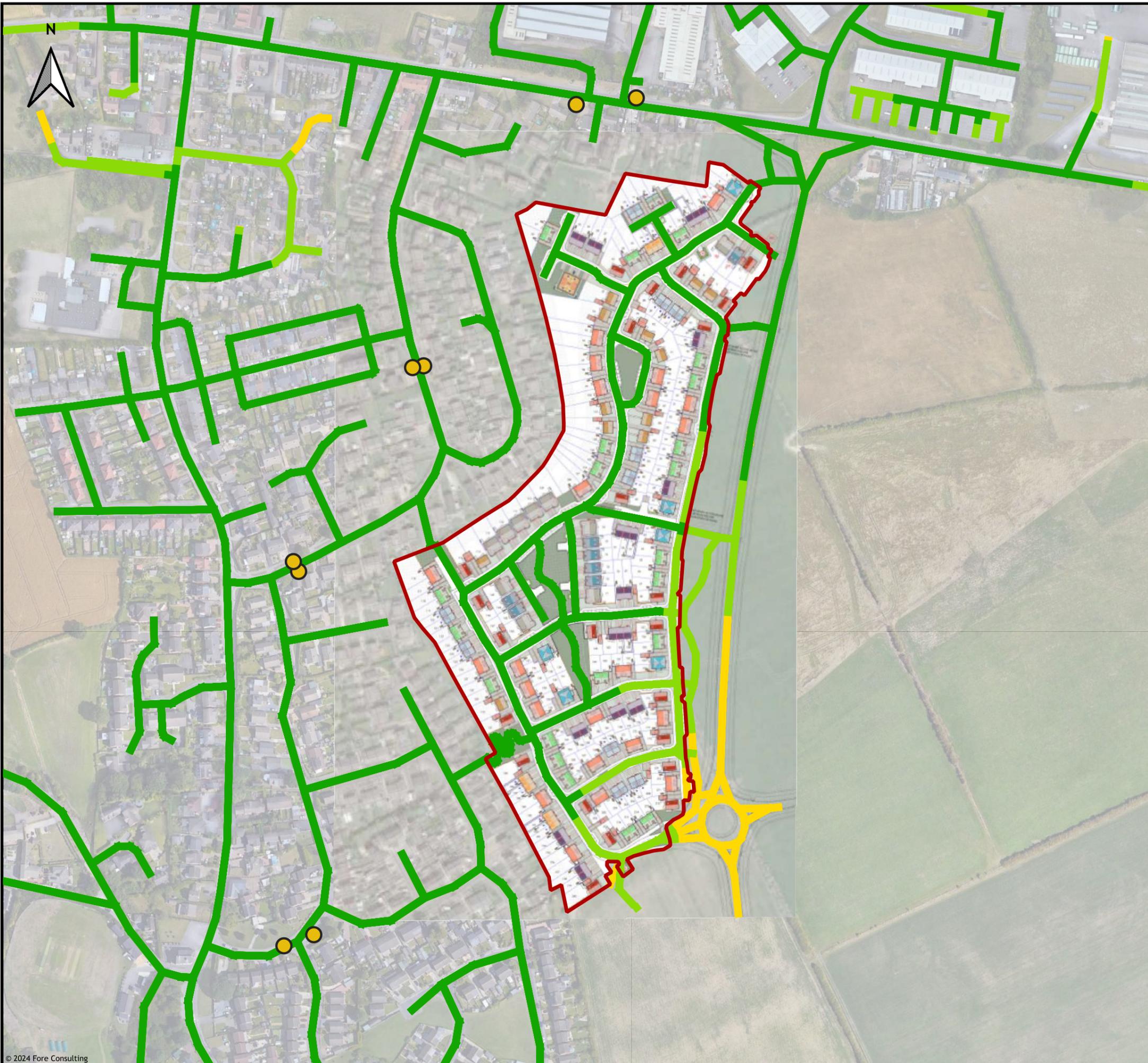
Figure Title:
 Residential Plots

Scale:
 1:5500

Figure Status:
 Issue

Job Number:
 3062

Figure Number:
 Figure 1



Key:

- Indicative Phase 1 Boundary
 - Bus Stop
- Approximate Bus Stop Walking Distances**
- 0m - 400m
 - 401m - 500m
 - 501m - 600m

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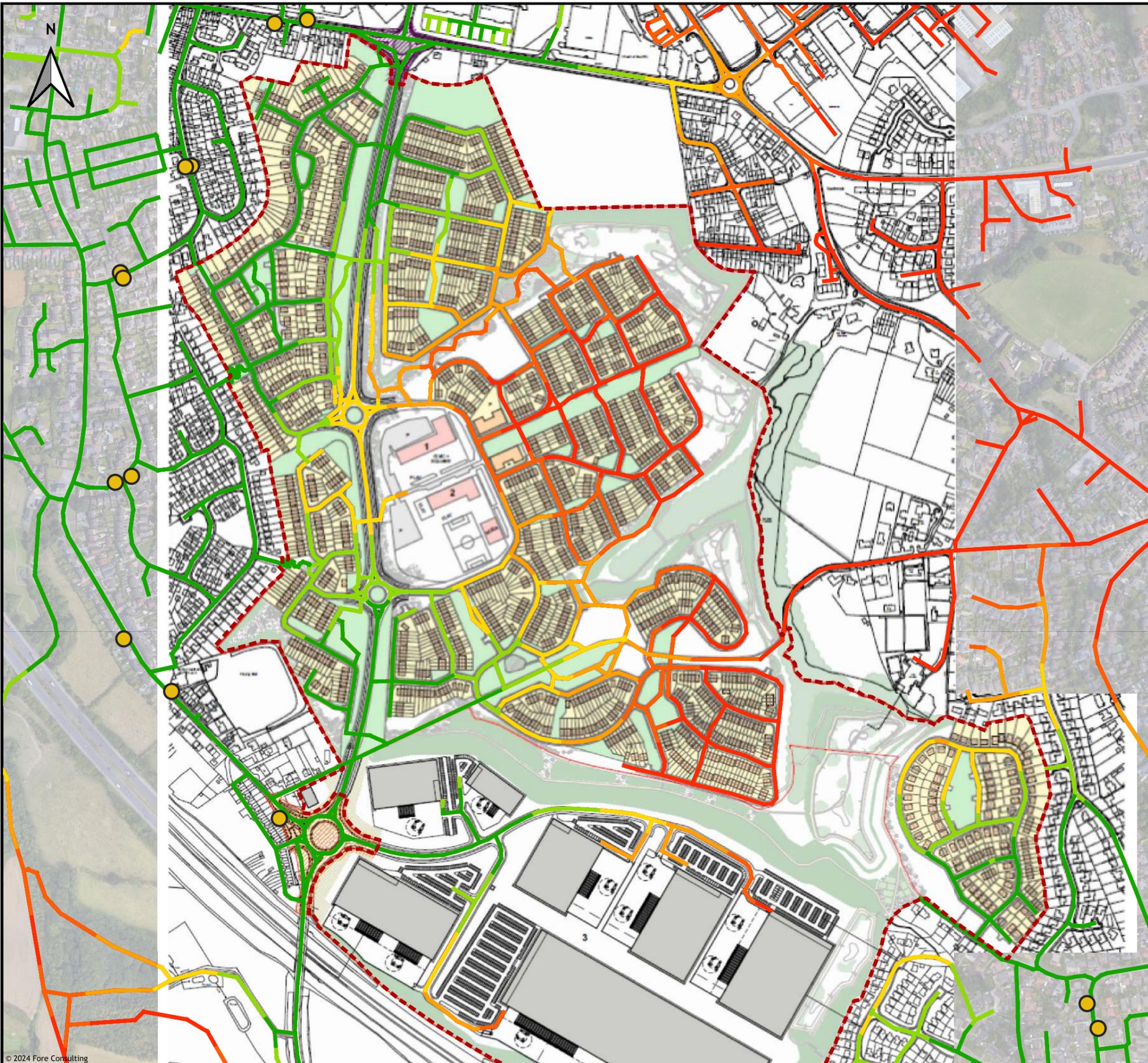
Figure Title:
 Bus Stop Walking Distances - Phase 1

Scale:
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Figure Status:
 Issue

Job Number:
 3062

Figure Number:
 Figure 2



Key:

Indicative Site Boundary

Existing Bus Stop

Approximate Bus Stop Walking Distances

0m - 400m

401m - 500m

501m - 600m

601m - 700m

701m - 800m

> 800m

Note: the walking distance analysis has been undertaken from the bus stops illustrated on this figure only.

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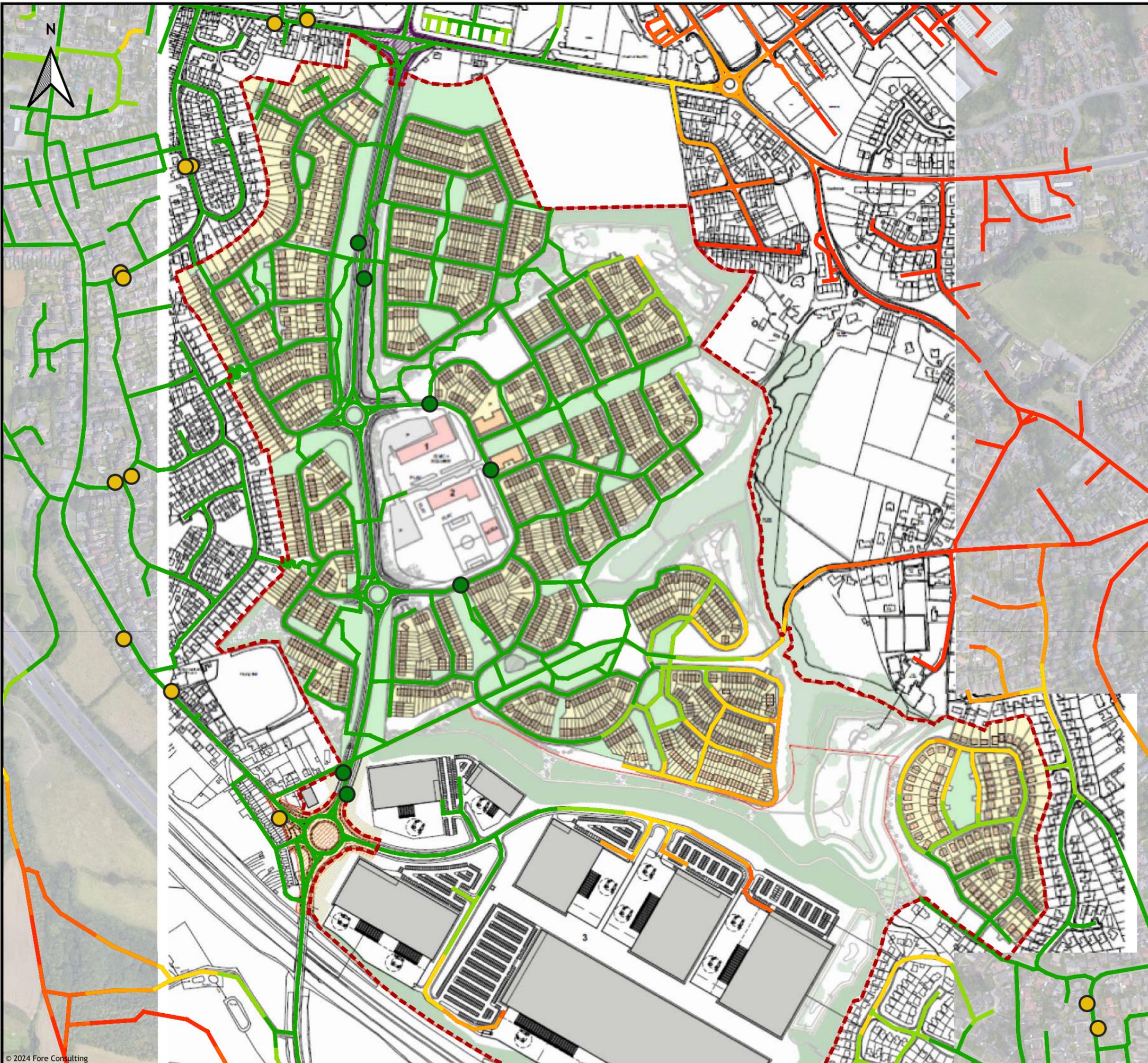
Figure Title:
 Bus Stop Walking Distances - Full Site (Existing
 Bus Stops)

Scale:
 1:5500

Figure Status:
 Issue

Job Number:
 3062

Figure Number:
 Figure 3



Key:

- Indicative Site Boundary
- Existing Bus Stop
- Proposed Bus Stop (Indicative Location)

Approximate Bus Stop Walking Distances

- 0m - 400m
- 401m - 500m
- 501m - 600m
- 601m - 700m
- 701m - 800m
- > 800m

Note: the walking distance analysis has been undertaken from the bus stops illustrated on this figure only.

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Client:
 Strata Sterling Barnsley West Limited

Project:
 Proposed MU1 Residential and Employment Site,
 Barnsley

Figure Title:
 Bus Stop Walking Distances - Full Site (Existing
 and Potential Bus Stops)

Scale:
 1:5500

Figure Status:
 Issue

Job Number:
 3062

Figure Number:
 Figure 4

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