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DATE: 01 June 2026

Ref: 2026/O232

Development Management

Barnsley Metropolitan Borough Council

Sent by email only: developmentmanagement@barnsley.gov.uk

To whom it may concern,

Please see below comments on behalf of South Yorkshire Mayoral Combined Authority (SYMCA) regarding the following planning application - please note that these comments represent the views of officers and do not represent the formal views of SYMCA unless this is specifically stated:

Description: *Erection of 119 dwellings, open space and associated infrastructure.*

Location: *Land to the south of Bloomhouse Lane, East of Woolley Colliery Road, Darton, Barnsley*

Reference: *2026/O232*

SYMCA places an emphasis on the importance of connecting residents to services, facilities, and employment opportunities via high-quality public transport and active travel (walking, cycling and wheeling), and this approach should be integrated within any new development.

Site & Proposal

The c. 4.1 hectare application site is located adjacent east of Woolley Colliery Road to the north of Darton. The site is on bus routes 93/95a, which are served hourly, and is a short walk from Darton Railway Station, also served hourly at present.

The proposals seek planning permission for the development of 119 dwellings (comprised of 20 x 2-bed houses, 50 x 3-bed houses, and 49 x 4(+)-bed houses) and associated works. The primary access to the site is proposed to be from Woolley Colliery Road.

The Transport Assessment (TA) submitted in support of the proposals estimates a two-way trip generation of 61 AM peak movements, and 61 PM peak movements (see Figure 1 below). No estimates of total daily trips are provided.

Table 7.2: Trip Generation

Land Use	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Proposed 119 dwellings	18	42	61	43	18	61

7.4 Table 7.2 shows that the proposed development is expected to generate 61 two-way trips in both the morning and evening peak hours.

Figure 1. Extract from Transport Assessment (Table 7.2, p. 26)

The Travel Plan (TP) sets out the Barnsley 005 MSOA Travel to Work census data modal split; 79% of Travel to Work journeys in Barnsley 002 are undertaken by car or van. The TP sets out the aim to achieve a 10% reduction in single occupancy car journeys over the 5-year monitoring period. The TP states that the target will be considered to be met if the percentage of journeys to work made by car drivers reduces from 79% to 71.1%. We have the following points to make:

- As set out in NPPG¹ *“The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.”* The guidance does not specify a percentage but in our view a proposed reduction in private vehicle use for commuting from 79% to 71% clearly lacks ambition. We would strongly urge that the proposals consider a more ambitious reduction to make a meaningful contribution towards the purposes of the NPPF².
- In our experience occupants of new residential developments tend to establish their travel practices from the outset, and the most effective interventions are those that are designed into the development. It is essential that the ‘whole journey’ for travel via sustainable modes of travel is facilitated from the outset; this includes modern public transport facilities, reliable public transport services, and legible and attractive active travel routes in-between.

Public transport links

The site is served by bus routes 93/95a which provide up to 1 bus per hour to Barnsley (Bus routes 93/95a are shown at Figure 2). The site is located near the end point of the bus routes, for which bus stop 51055 is a terminus/timing point approximately 500m north of the application site.

The bus stops best related to the application site are set out below (Locations of nearby bus stops to the application site are shown at Figure 3).

¹ NPPG Paragraph: 005 Reference ID: 42-005-20140306

² NPPF Paragraph 117

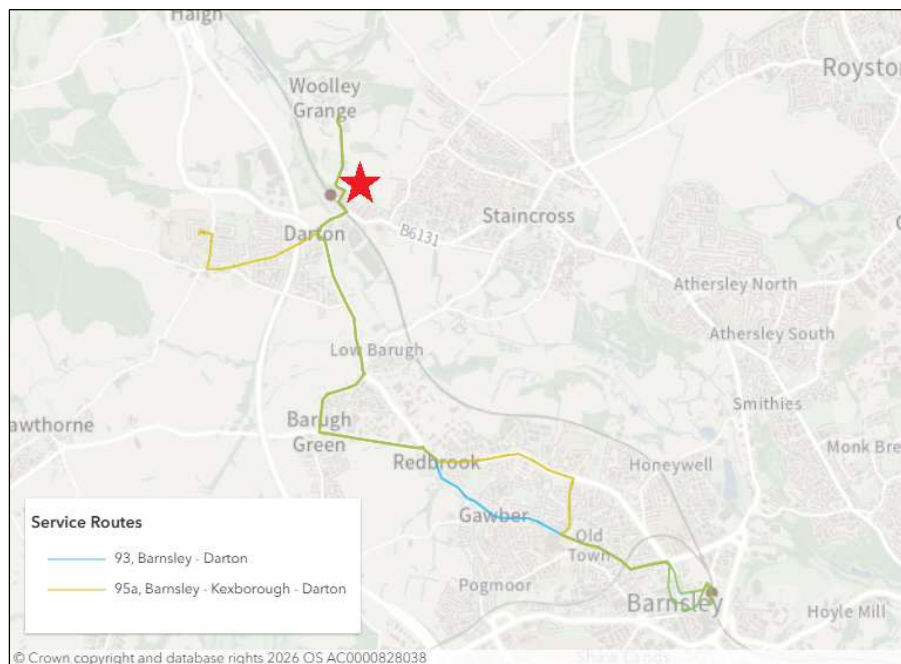


Figure 2: Bus routes 93/95a in relation to application site (green line shows where routes overlap) (approx. location of site indicated by red star)

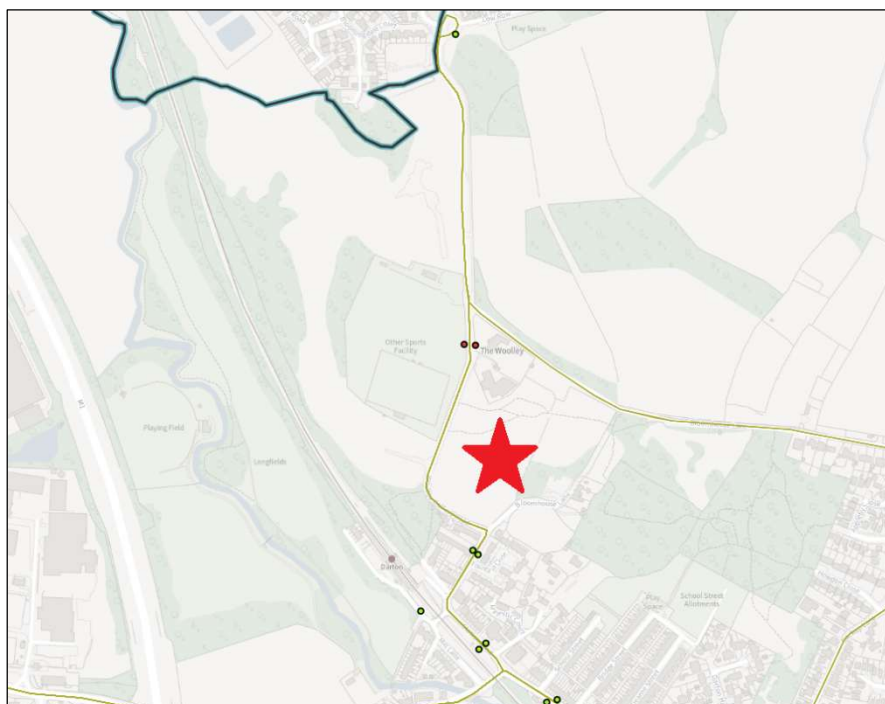


Figure 3. Application site (indicated by red star) and nearby bus stops (green dots)

Bus stop 50879/55510

The most closely related bus stop to the application site is the combined bus stop 50879 (inbound) and 55510 (outbound). The stop is located within 50m of the application site's southern boundary and is marked by a flag on a lamppost on the inbound (heading south) side of the carriageway. Note that the bus stop flag serves to mark both directions, and there are no assets in place on the outbound (heading north) side of the public highway.

Bus stop 50879/55510 is shown at Figure 4; note that the bench is on private land and not within the bounds of the public highway. The current bus stop facilities provided at bus stop 50879/55510 are significantly below standard.

As part of the consideration of planning application 2024/0867 investigations were made to identify potential bus stop enhancements at stop 50879/55510. It was concluded that there is insufficient land within the public highway to provide a bus waiting shelter at this stop. With these constraints taken into consideration it was SYMCA's preference was to invest in new bus stops on Wooley Colliery Road, between stops 55789/55510 and stop 51055 (see Figure 6 for approximate locations).



Figure 4: Bus Stop 50879/ 55510 (Bloomhouse Lane/ Woolley Colliery Road) [Source: Google Maps, May 2023]

Bus stop 51055

Bus stop 51055 (Woolley Colliery Road/Bluebell Road) is a terminus stop which will be approximately 500m to 750m walk from the proposed dwellings; the bus stop is currently fitted with a solar powered waiting shelter (see Figure 5). In connection with planning application 2024/0867 it is proposed that the existing waiting shelter will be replaced with a new solar waiting shelter fitted with real-time passenger information. Due to the distance from the application site, against the direction of travel, to stop 51055 it is unlikely to be the preferred bus stop.



Figure 5: Bus Stop 51055 (Woolley Colliery Road/Bluebell Road) [Source: Google Maps (Sept 2022)]

Rail

Darton Rail Station is within walking distance of the site; services are to Leeds and Sheffield, with hourly trains in each direction. Access to the railways station is via an existing pedestrian link across Woolley Colliery Road.

Platform 1, for trains to Barnsley, Meadowhall and Sheffield, is approximately 140m walk from the application site measured from the application site boundary at the point of the link path between proposed plots 84 and 85 (see 'Site Layout' Drawing no. 25-5808-01-B), via the existing traffic-free pedestrian link west of 32 Woolley Colliery Road. Access to Platform 2, for trains to Wakefield Kirkgate, Castleford, and Leeds, is via Mill Lane, an additional 200m walk. Accesses to both platforms are step-free.

Promoting sustainable travel

SYMCA's *Transport Strategy* (2019) sets out that improving people's quality of life can be achieved by integrating sustainable transport considerations into the design of all new development, with emphases on enabling sustainable and active travel choices, and ensuring safety and security.

As set out in SYMCA's *Bus Improvement Plan* (2021), a high-quality bus network can play a role in incentivising a modal shift away from private vehicles and therefore reduce car use, decrease congestion, reduce emissions and improve air quality. Research by Transport Focus³ suggests that the top three priorities for many people when deciding how to travel are safety, direct travel, and convenience. Bus services need to be supported by high quality infrastructure - the availability of high-quality bus shelters and passenger travel information at bus stops is key to providing a comfortable, convenient, and a more welcoming experience, as set out in the Mayor's vision for South Yorkshire People's Network⁴ launched in March 2026. Accessible pavement works help to improve safety and accessibility of bus stops for a wider range of users, and clearway markings prevent vehicles other than local buses from waiting/parking at the bus stop, thereby improving reliability of the bus service.

³ <https://www.transportfocus.org.uk/insight/bus-passenger-survey/>

⁴ <https://www.sypn.gov.uk/>

Bus stop enhancement

To achieve the Mayor's vision for public transport in South Yorkshire it is SYMCA's approach to bring bus stops where possible up to modern standards; this includes installation of modern shelters with seating and lighting, installation of Real-Time Passenger Information Displays (R-T PID), as well as to seek to bring bus stop pavement works up to modern accessibility standards including tactile paving, raised kerbs, and clearway signage, as required. All new bus stops should be constructed to these standards.

As set out above SYMCA has previously looked at upgrading bus stops 50879/55510, however due to highway constraints it is not possible to enhance this combined stop let alone bring it up to modern standards.

The preferred approach is to invest in new bus stops on Wooley Colliery Road, between stops 55789/55510 and stop 51055. There previously were bus stops in this approximate location: bus stop 55511 (Woolley Colliery Road/The Woolley) and bus stop 50880 (Woolley Colliery Road/Bloomhouse Lane) (original locations of these stops indicated by red dots on Figure 6), and so in practice we are looking at resurrecting those stops and in the process moving them approximately 100m south of their previous locations (see Figure 6 below for approximate proposed locations – subject to site layout and BMBC highways assessment).

We would ask that site layout is amended to show the new inbound bus stop. Alternatively we would ask for confirmation that the proposed site access arrangements are compatible with a new bus stop in the approximate proposed location (as per Figure 6).

The new stops would be fitted as follows:

- 50880 (inbound): to be fitted with full sized waiting shelter and real-time passenger information, consideration given to a half or full bus layby, raised kerb and tactile paving, and bus clearway markings and signage
- 55511 (outbound): to be fitted with pole & flag, raised kerb and tactile paving and bus clearway markings and signage

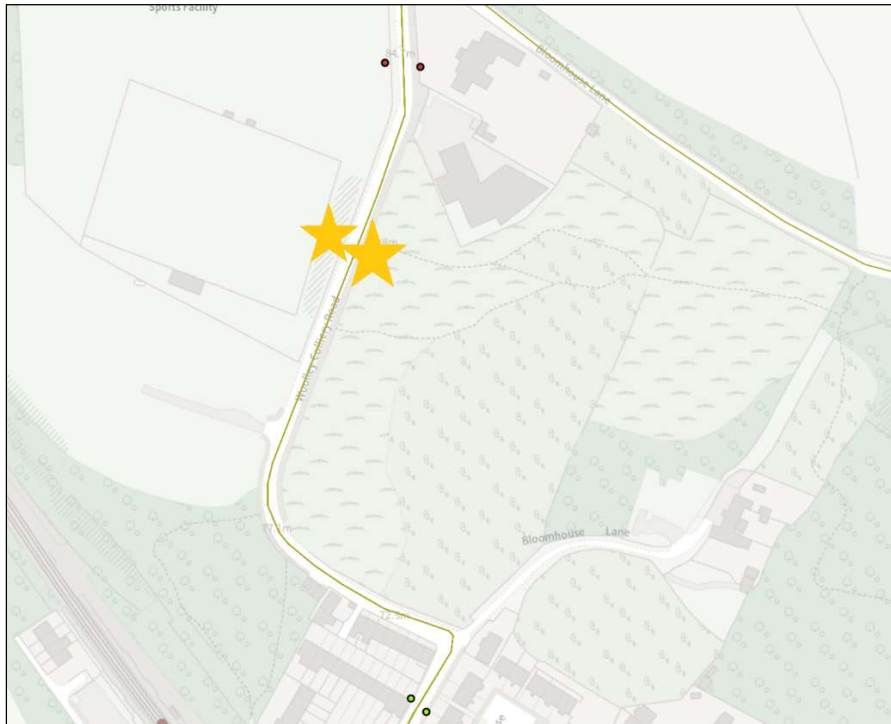


Figure 6. Map showing dead bus stops (red dots) and approximate locations of resurrected bus stops (yellow stars)

SYMCA requests that the applicant provides the costs for the provision of 2 bus stops as set out in Table 1 below:

Table 1: Schedule of Enhancement Works

Bus Stop ID	Description of Works	Cost
Bus stop 50880 (inbound)	Bus stop assets: Installation of modern solar powered 3-bay waiting shelter (incl. 10 years maintenance)	£15,000 (estimate)
	Passenger Information: Supply & Installation of battery-powered e-Ink Real-Time Passenger Information Display (R-T PID) (incl. 10 years maintenance and advanced CMS)	£11,358
	Highway works: Full width bus layby, Bus waiting shelter base (6x2m hardstanding) if shelter not located on pavement, Tactile paving, Raised kerb, Bus stop clearway markings and signage	(Arranged by applicant)
Bus stop 55511 (outbound)	Bus stop assets: Pole and flag (stop expected to be predominantly alighting stop)	£1,000
	Passenger Information: Not required	-
	Highway works: Tactile paving, Raised kerb, link path if required	(Arranged by applicant)
Total Cost (No VAT Payable)		£27,358

The e-ink unit will be shelter-mounted and will be used in place of a paper timetable. The unit is battery powered, updated remotely so that the timetable is always up to date, shows real-time bus arrival times, and has accessibility features including text to speech and large buttons so that it can be navigated by a range of users with different accessibility needs. Indicative designs of the e-ink R-T PID is shown at Annex 1.

The bus stops as detailed above will improve the attractiveness of travel by bus. This has the potential to influence travel decisions and promote a modal shift towards sustainable travel, which is a key part of achieving the sustainable travel objectives set out in national planning policy⁵ and guidance⁶. National policy and guidance is clear that new development should from the earliest stages identify solutions and pursue opportunities to promote sustainable travel, including public transport use, to deliver well-designed, sustainable and popular places, as well as to help achieve the purposes of and goals set out in the Travel Plan.

Developer Contribution Agreement Advisories

We suggest that the public transport enhancements set out in Table 1 are managed by way of suitability worded 'pre-occupation' planning condition to ensure that the public transport enhancements are delivered in line with the use of the new leisure facilities. An example condition is set out in Annex 2. Please note that the lead-in times for bus waiting shelter installation from the point of commission is currently 20 weeks.

If the contributions are to be managed by a S106 agreement the relevant contribution trigger should be specified as "*prior to first occupation*". This will help to ensure that the public transport enhancements are able to be delivered in line with the occupation of the development. The S106 agreement should specify that the agreed costs for both the infrastructure and services are index-linked to capture any increase in costs due to inflation.

The developer contribution costs in Table 1 are correct on the date of this letter. Due to the timeframes involved between the date of this letter and, subject to planning permission being granted, the date of the permission/agreement, these costs may change. We ask that if updated figures are required prior to the determination of the planning application that an updated schedule of costs is requested, or otherwise that an inflation figure of CPI + 2% is applied to any costs estimates.

Statutory traveller obligations

If BMBC have not done so already, we would advise them to identify which 11-16 school catchment the proposals would fall within. If the school's distance from the site exceeds 3 miles there will be a requirement to accommodate the needs of statutory travellers. If the school's distance from the site exceeds 2 miles low-income families will be statutory travellers.

If an obligation to statutory travellers is identified by the BMBC education transport team then BMBC may choose to fund this through S106 agreements with the developer. SYMCA will not be responsible for transport provision for statutory travellers generated by this development, and any

⁵ NPPF Dec. 2024: https://assets.publishing.service.gov.uk/media/67aaf8f3b41f783cca46251/NPPF_December_2024.pdf

⁶ NPPG: <https://www.gov.uk/government/collections/planning-practice-guidance>

additional school buses or costs to provide transport will have to be met by BMBC over and above the current levy.

Active Travel

SYMCA's recently published Walking, Wheeling and Cycling Strategy⁷ outlines our commitment to work with South Yorkshire's strong communities to build safer neighbourhoods that people feel proud to call home. We will make it easier to get to work and learning opportunities, especially by walking to buses, trams and trains.

Trip Generation

It is noted that a trip generation assessment has been carried out for private motor vehicles for the proposed development, but no assessment has been carried out for active modes. The Transport Assessment should be informed by the guidance set out in Active Travel England's *Standing Advice Note: Active travel and sustainable development*. To assess the opportunities for active travel within new developments Transport Assessments should forecast the likely volume and distribution of all day pedestrian (walking and wheeling) and cycling trips to, from and within the application site. Key to this exercise will be reliable source data, but trip forecasting for future years should also align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.

Active Travel route Audit

No Active Travel route audit has been submitted in support of the proposals. Active Travel England advise that a qualitative analysis of local pedestrian, cycling and public transport infrastructure should be presented to inform any necessary improvements that would be compliant with current design standards. This should include maps, photographs and comments that have regard to relevant national guidance and tools; see Active Travel England's *Standing Advice Note: Active travel and sustainable development* section 2.4 for more information⁸.

Pedestrian access to local amenities and public transport

It is good to see permeability from the site onto Woolley Colliery Road which would shorten the walk to nearby facilities. However, pedestrians must cross the wide junction mouth at Fountain Close and there is no clearly identified crossing points over Woolley Colliery Road/Station Road or Church Street near the supermarket. An accessible walking route should be provided from the development to local facilities on Church Street.

It is good to see permeability from the site onto Woolley Colliery Road which would shorten the walk to nearby bus stops and to Darton Train Station. However there are no controlled crossing points over Woolley Colliery Road/Station Road. There is an existing dropped kerb crossing on the south-west side of the application site, however this is not clearly well related to the likely desire lines created by the proposed layout. A route assessment should be undertaken to identify the

⁷ <https://www.southyorkshire-ca.gov.uk/explore/active-travel>

⁸ <https://assets.publishing.service.gov.uk/media/667ace3fc7f64e234208ffb5/ate-travel-sustainable-development.pdf>

most effective mitigation measures to facilitate accessible walking routes to/from the train station. An accessible walking route should be provided from the development to Darton Station.

Cycling accessibility

We note the intention to provide shared use facilities within the development. Segregated facilities would be preferable as these would mean a lower likelihood of conflict between pedestrians and cyclists, and therefore a potential higher mode share for cycling among residents. Active Travel England's *Standing Advice Note: Active travel and sustainable development* section 2.8 states: "*The development should not be reliant on shared use routes in full or intermittently, which conflicts with the government's clear position in paragraph 1.6.1 (2) of LTN 1/20⁹ that cycles must be treated as vehicles and not as pedestrians.*"

Given the likely low motor vehicle flow within the development consideration should be given to whether dedicated cycle facilities are required or if cycling in a mixed traffic environment is appropriate. Guidance on this can be found in LTN 1/20 Section 7.

The proposed shared use footway on Woolley Colliery Road stops where it meets Bridleway Darton UD 45 and doesn't connect the development to Darton Train Station. LTN 1/20 1.6 states that isolated stretches of cycle provision, even if it is high quality are of little value if not connected to a wider network. Cycle infrastructure must join, together or join other facilities together by taking a holistic, connected network approach.

Off-site transport infrastructure

We note the intention to provide shared use facilities to the east of Woolley Colliery Road. Segregated facilities would be preferable as these would mean a lower likelihood of conflict between pedestrians and cyclists, and therefore a potential higher mode share for cycling among residents. Active Travel England's *Standing Advice Note: Active travel and sustainable development* section 2.8 states: "*The development should not be reliant on shared use routes in full or intermittently, which conflicts with the government's clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians.*"

Site permeability

Site Layout drawing 25-5808-01-B appears to show existing Bridleway Darton UD 45 being improved with a 2m wide sealed surface. The Highways Act 1980 Schedule 12 1 (3) (a) states the minimum width of a bridleway should be 3m. A clear useable width of 3m should be provided for this section of bridleway and the surface should be suitable for use by horses.

It is good to see links from the end of culs-de-sac to Woolley Colliery Road however it is unclear if these are usable by bicycles. These connections should be suitable for all who walk, wheel and cycle, and should be surfaced to a minimum width of 3m with a smooth surface, fully lit and free from any access barriers.

⁹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Placemaking

Although surrounded by green space on three sides there is limited green or play space within the development. The design of streets should encourage social interaction and create attractive, safe and accessible open spaces that would support an active life for everyone. This may include opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de sac), equipped play facilities, seating at regular intervals and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking).

Cycle parking and trip end facilities

One cycle parking is proposed per dwelling. Guidance in Table 11-1 in LTN 1/20 is that one cycle parking space is provided for each bedroom. No detail has been given on the design of cycle parking. Details should be provided on accessibility, parking types and dimensions, security arrangements and lighting. Highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels.

Travel planning

The Travel Plan doesn't set out what would happen if active travel targets were not met. Ensuring that active travel targets are met will encourage and facilitate sustainable travel, thereby reducing potential detrimental impact from the development on the local transport network in terms of congestion, air pollution or road safety.

Summary

In this consultation response SYMCA has requested a financial contribution towards public transport enhancements with the reasoning and justification that the requested developer obligations are related to and in proportion to the proposals and are required to make the proposed development acceptable in planning terms.

If you require any further information, please do not hesitate to contact SYMCA's Planning Officer Nick Soucek at SYMCA.Planning@southyorkshire-ca.gov.uk.

Yours faithfully,



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Annex 1: Bus stop infrastructure



Figure 1: Real Time Passenger Information – Accessible 4-button battery-powered e-Paper display