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DATE: 02 October 2026

Ref: 2026/O640

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: *Residential development of 270 new dwellings, together with access, public open space, landscaping, drainage infrastructure and associated works*

Location: *Land south of Cemetery Road, Jump, Barnsley, S73 0QN*

Reference: *2026/O640*

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. 9.7 hectare application site is located south of Cemetery Road in Jump, Barnsley. The proposals seek planning permission for the development of 270 dwellings and associated works. The primary access to the site is proposed to be on Cemetery Road.

The Transport Assessment (TA) submitted in support of the proposals estimates a two-way trip generation of 134 AM peak movements, and 126 PM peak movements (see Figure 1 below). Daily trips between 7am and 7pm are estimated to be 1,216.

Table 6.1 TRICS Trip Rates and Trip Generation						
Time Period	Vehicular Trip Rates (per dwelling)			Traffic Generation (270 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Period						
08:00-09:00	0.129	0.366	0.495	35	99	134
PM Peak Period						
17:00-18:00	0.323	0.143	0.466	87	39	126
Daily						
07:00-19:00	2.221	2.281	4.502	600	616	1,216

Figure 1. Extract from Transport Assessment (Table 6.1, p. 42)

The TA and Travel Plan (TP) uses the Barnsley 029 MSOA Travel to Work census data to estimate that 71% of Travel to Work journeys will undertaken by car or van. A summary is set out at Table 5.1 of the TA.

Table 5.1 Summary of Census Mode Splits – Barnsley 029

Mode	Trips
Driving a car or van	71%
Passenger	7%
Taxi	0%
Cycle	1%
Walk	6%
Bus	7%
Rail	6%
Motorcycle	1%
Work from home	0%
Other	0%
Total	100.0%

Figure 2. Extract from Transport Assessment (Table 5.1, p. 30)

Table 5.2 Proposed Multi Modal Trip Generation

Trip Type	Daily Trip Generation by Mode		
	Arrivals	Departures	Total
Driving a car or van*	600	616	1,216
Passenger	62	64	126
Taxi	2	2	5
Cycle	8	8	17
Walk	53	54	107
Bus	57	59	116
Rail	51	53	104
Motorcycle	10	10	20
Work from home	0	0	0
Other	2	2	4
Total	846	869	1,714

*Refer to Table 6.1

Figure 3. Extract from Transport Assessment (Table 5.2, p. 30)

The TA estimates that public transport use could see 107 bus trips and 104 rail trips per day. We would suggest that with the correct investment in bus stop infrastructure and services, as well as ensuring that public transport links are safely accessible to all users, these figures have the potential to be higher.

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 71.8% to 64.6%. 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 72% to 65% 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

Bus routes 67/67a/67c provide an hourly service in each direction (Wombwell – Barnsley), and call at stops adjacent the application site on Cemetery Road. Bus route 66 this is a loop service that runs up to three times an hour, and can be reached from the application site via a c. 580m walk from the proposed site access on Cemetery Road. All of the routes above have a travel time of in the region of 40 minutes to Barnsley Interchange.

The southern boundary of the site is c. 800m walk to Elsecar Railway Station.

Bus stops

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

- 37050574 (Cemetery Road/Preston Avenue) (Inbound to Barnsley) (see Figure 4)
 - *Assets:* Pole and flag
 - *Highway:* No accessible pavement works, no clearway markings/signage
 - *Location:* Adjacent application site (c. 60m from proposed site access)
 - *Routes:* Served by 67/67a/67c (hourly service)
- 37050575 (Cemetery Road/Preston Avenue) (Outbound to Wombwell) (see Figure 5)
 - *Assets:* 3-bay ½ end abacus shelter
 - *Highway:* No accessible pavement works, no clearway markings/signage
 - *Location:* Adjacent application site (c. 80m from proposed site access, requires crossing Cemetery Rd)
 - *Routes:* Served by 67/67a/67c (hourly service)
- 37050578 (Church Street/Wentworth Road) (see Figure 6)
 - *Assets:* Pole & flag
 - *Highway:* No accessible pavement works
 - *Location:* C. 580m walk from proposed site northern access

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

² NPPF Paragraph 117

- *Routes:* Served by 66 (up to three times hourly) (Circular route via Elsecar to Barnsley Interchange)
- 37055381 (Wentworth Road/Turners Close) (see Figure 7)
 - *Assets:* 2-bay ½ end P2 shelter
 - *Highway:* No accessible pavement works, no clearway markings/signage
 - *Location:* C. 700m walk from proposed site northern access, within 300m walk from southern boundary via 'trodden path'
 - *Routes:* Served by 66 (up to three times hourly) (Circular route via Elsecar to Barnsley Interchange)

In summary, the bus stops most closely related to the application site are of low quality. None of the stops have accessible pavement works (tactile paving, raised kerbs), none have real-time passenger travel information available, and of the two stops fitted with waiting shelters only one of these meets any modern accessibility requirements (stop 37055381 is fitted with a P2 shelter).

Bus stop 37055381 on Wentworth Road has the potential to be the preferred bus stop for residents in the southern part of the application site; we are concerned that access between the public highway and the application site via the 'trodden path' may not be suitable for all users, and there may be accessibility issues.

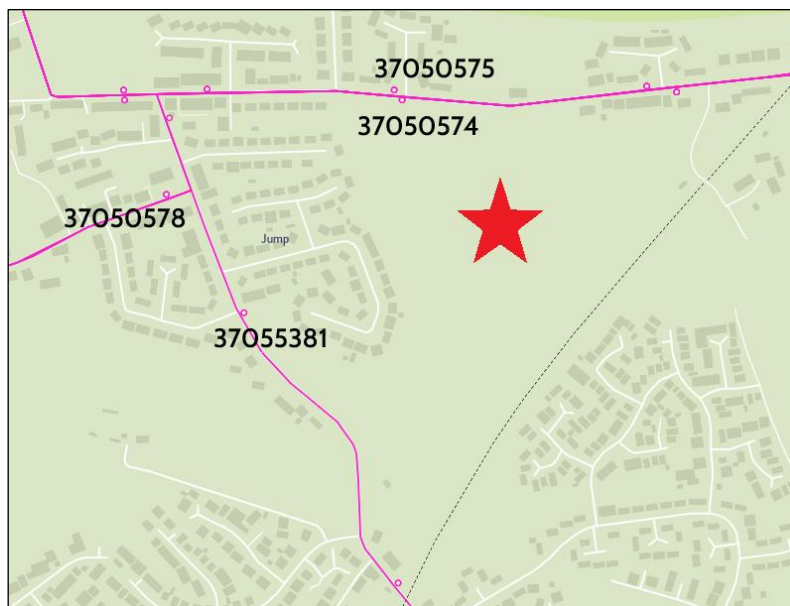


Figure 2: Bus stop locations (site location indicated by red star)

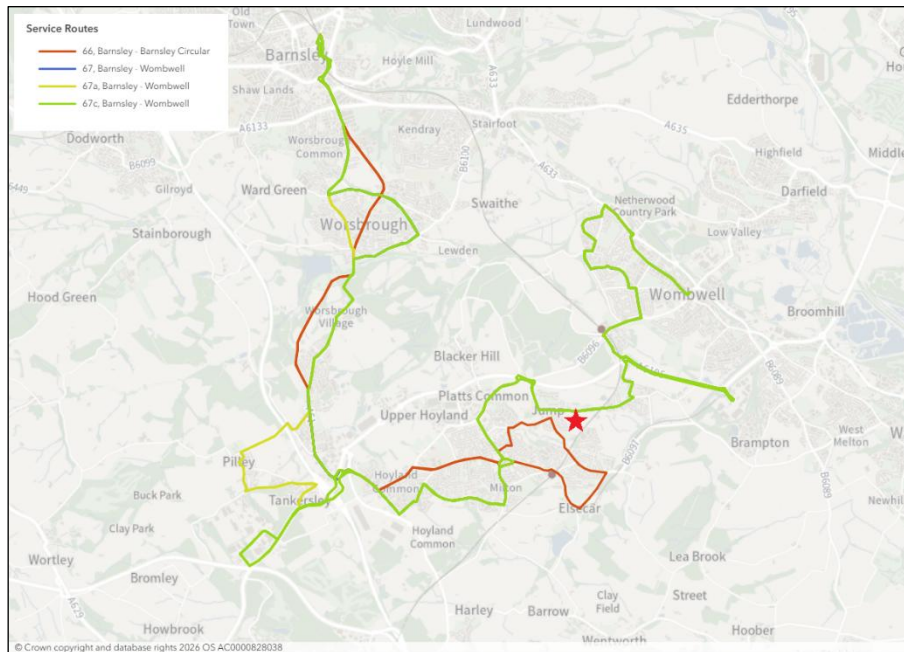


Figure 3: Bus routes 66, and 67/67a/67c in relation to application site (approx. location of site indicated by red star)



Figure 4. Bus stop 37050574 (Cemetery Road/Preston Avenue) (Source: Google Street View July 2025)



Figure 5. 37050575 (Cemetery Road/Preston Avenue) (Source: Google Street View July 2025)



Figure 6. 37050578 (Church Street/Wentworth Road) (Source: Google Street View Sept. 2021)



Figure 7. 37055381 (Wentworth Road/Turners Close) (Source: Google Street View July 2025)

Rail

The application site is immediately west of the Elsecar-Wombwell railway line, with Elsecar Railway station to the south of the site. The southern end of the site, via a 'pedestrian link to trodden path' is c. 800m to Elsecar Station; dwellings within the application site are likely to be between 800m and 1.4km walk to Elsecar station. As raised above we have concerns over the accessibility of the 'trodden path' for all walking, wheeling, and cycling users.

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.

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.

SYMCA requests that the applicant provides the costs for the enhancement of bus stops as set out in the Schedule of Bus Stop Enhancements in Table 1 below:

Table 1 – Schedule of Bus Stop Enhancements

Bus Stop ID	Description of Works	Cost
37050574	Waiting Shelter: Removal of Pole & Flag. Installation of modern solar powered waiting shelter (incl. 10 years maintenance)	£15,000 (estimate)
"	Passenger Information: Supply & Installation of battery-powered e-Paper Real-Time Passenger Information Display (R-T PID) (incl. 10 years maintenance and advanced CMS)	£11,358

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

⁴ <https://www.sypn.gov.uk/>

“	Highway works: Bus stop platform, Tactile paving, Raised kerb, Bus stop clearway markings and signage	(Arranged and paid for separately by applicant)
37050575	Waiting Shelter: Removal of existing shelter. Installation of modern solar powered waiting shelter (incl. 10 years maintenance)	£15,000 (estimate)
	Passenger Information: Supply & Installation of battery-powered e-Paper Real-Time Passenger Information Display (R-T PID) (incl. 10 years maintenance and advanced CMS)	£11,358
	Highway works: Bus stop platform, Tactile paving, Raised kerb, Bus stop clearway markings and signage	(Arranged and paid for separately by applicant)
37050578	Waiting Shelter: Removal of Pole & Flag. Installation of modern cantilever solar powered waiting shelter (incl. 10 years maintenance)	£15,000 (estimate)
“	Passenger Information: Supply & Installation of battery-powered e-Paper Real-Time Passenger Information Display (R-T PID) (incl. 10 years maintenance and advanced CMS)	£11,358
“	Highway works: Tactile paving, Raised kerb.	(Arranged and paid for separately by applicant)
37055381	Highway works: Tactile paving, Raised kerb, Bus stop clearway markings and signage	(Arranged and paid for separately by applicant)
Total Cost (No VAT Payable)		£79,074

The e-ink units will be mounted on the waiting shelters and will be used in place of paper timetables. The units are battery powered, are updated remotely so that the timetables are always up to date, show real-time bus arrival times, and have accessibility features including text to speech and large buttons so that they can be navigated by a range of users with different accessibility needs. Indicative designs of the e-ink R-T PIDs are shown at Annex 1.

The enhancement of bus stops as detailed above will improve the attractiveness of travel by bus, influence travel decisions, and promote a modal shift towards sustainable travel. National planning policy⁵ and guidance⁶ are 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.

Bus services

It is essential that future residents have access to frequent and reliable public transport services and a genuine alternative to travel by private car. Routes 67/67a/67c provide an hourly service during peak times and 2-hourly service in the evenings Monday-Saturday and Sundays, these services are entirely funded by SYMCA. We would seek to improve the public transport offer by adding an additional bus round-trip per day during off-peak times.

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>

We request that the applicant agrees to provide costs towards the enhancement of routes 67/67a/67c as set out in the Schedule of Service Enhancement in Table 2 below. Payment should be in index-linked payments across a period of three years.

Table 2 – Schedule of Bus Service Enhancements

Payment Year	Cost
Year 1	£23,595
Year 2	£23,595
Year 3	£23,595
Total Cost (no VAT payable)	£70,785

The requested contribution is based on 1 bus⁷ round-trip per day for a period of 3 years (363 days per year) and will be used to improve the frequency of off-peak⁸ services. It is likely that the bus service contribution would be made when bus franchising is in place in Barnsley (anticipated September 2028), this would give SYMCA the greatest flexibility to ensure that the contribution maximises the benefits to the residents of the application site and helps to achieve the sustainability objectives of the Travel Plan.

Developer Contribution Agreement Advisories

We suggest that the public transport bus stop 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 development. Please note that the lead-in times for bus waiting shelter installation from the point of commission is currently 20 weeks.

The highway works (bus stop tactile paving, raised kerbs, clearway markings & signage) must be managed by way of planning condition, as these works are to be arranged and paid for by the applicant (managed by S278).

An example condition is set out below.

Condition X

The development shall not be brought into first use or occupation until the highway improvements (which expression shall include public transport infrastructure) to the items listed below have either;

a) been carried out; or

b) details have been submitted to and approved by the Local Planning Authority of arrangements which will secure that such improvement works will be carried out prior to first occupation;

⁷ 3 hours per bus (the time required to complete the route Barnsley – Wombwell – Barnsley) at £65/hr = £195 per day, for 363 days per year = £70,785

⁸ 'Off-peak' includes weekday and Saturday early mornings and evenings, and Sundays.

(i) Enhancement of a bus stops 37050574 and 37050575 on Cemetery Road with real-time enabled bus waiting shelters to specifications agreed with South Yorkshire Mayoral Combined Authority, and pavement works including suitable hardstanding base for shelter installation (stop 37050574 only), raised kerbs, tactile paving, and bus clearway markings and signage to specifications agreed with the Local Highway Authority;

(ii) Enhancement of a bus stop 37050578 on Church Street with real-time enabled bus waiting shelter to specifications agreed with South Yorkshire Mayoral Combined Authority, and pavement works including raised kerb, tactile paving, and bus clearway marking and signage to specifications agreed with the Local Highway Authority;

(iii) Enhancement of a bus stop 37055381 on Wentworth Road with pavement works including raised kerb, tactile paving, and bus clearway marking and signage to specifications agreed with the Local Highway Authority;

Reason: In the interests of improving public transport infrastructure and promoting more sustainable forms of transport.

We suggest that the public transport service enhancements set out in Table 2 are managed by a S106 agreement, and 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 are index-linked to capture any increase in costs due to inflation.

The developer contribution costs in Tables 1 and 2 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 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 Strategy⁹ 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.

Active Travel route Audit

It is welcome to see the proposed improvements to local junctions through the provision of tactile paving and dropped kerbs. Many of the identified junctions have wide junction radii; consideration should be given to tightening these radii during these works, to lower vehicles speeds and improve road safety, and reduce the crossing distance for pedestrians, therefore making walking and wheeling more attractive.

Consideration should be given to upgrading the proposed uncontrolled crossing to access Elscar Railway Station. It is critical that this is investigated, as this is the main walking route to the nearest railway from the proposed development, and will improve accessibility to the railway station.

Traffic surveys should be carried out to determine the volumes and speeds of vehicles using this road, to determine what type of crossing should be provided and therefore if a controlled crossing is required. Dropped kerbs and tactile paving should be provided as a minimum, but greater provision should be considered should traffic volumes and speeds necessitate. Table 10-2 of LTN 1/20 can be used to determine crossing design suitability for all users.

Additionally, consideration should be given to upgrading the crossings on Route 1 which are the identified route to Jump Primary School – these include the crossing of Cemetery Road to access the Northern footway (avoiding the 1m stretch of footway on the southern side of Cemetery Road at its western extent), as well as the crossing directly outside the school on Roebuck Hill. Here in South Yorkshire, 62% of our children travel actively to school, and we aim to increase this to 65% by 2035, as outlined in our South Yorkshire Walking, Wheeling and Cycling Strategy. A key part of this is providing safe routes to schools, of which safely crossing roads is very important.

Pedestrian access to local amenities

Consideration should be given to providing side road crossing treatment on the main access to the development. Side road crossing treatments are designed to minimise conflicts between pedestrians, cyclists, and motor vehicles. The treatments ensure that pedestrians maintain their legal priority over vehicles turning into or out of a minor road. If a kerbed junction is retained it is recommended that the junction radii at the main access are reduced from the 6m currently proposed to slow vehicles and help pedestrians to cross. Similarly, the radii on internal junctions should be reduced below the 6m currently proposed or changed to side road crossing treatments on shorter cul-de-sacs.

Additionally, the proposed three private driveways from Cemetery Road should not cause undulations of the footway which would lower the comfortability of the footway for those walking

⁹ <https://www.southyorkshire-ca.gov.uk/explore/active-travel>

and wheeling. Dutch style kerbs should be used in these locations to keep the footway level consistent.

Cycling accessibility

Consideration should be given to how the development can link to existing cycle infrastructure, such as National Cycle Network Route 67. The proposed link to the trodden path in the SW corner of the development should be made suitable for people cycling to aid access to this National route, and discussions had with BMBC about a contribution to upgrading the trodden path to be surfaced to a minimum width of 3m with a smooth surface, fully lit and free from any access barriers. This is in line with BMBC Supplementary Planning Document: Sustainable Travel (point 7.2), which states that developer contributions will be used to enlarge and or enhance the core public transport network including improving pedestrian/cycle access to it and extend the active travel network.

Access to public transport

Footpaths/ways to public transport stops/interchanges should conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities which includes but is not limited to routes that:

- have a minimum width of 2m, with limited pinch points no less than 1.5m;
- are step-free;
- have a smooth, even surface;
- have seating at regular intervals;
- are uncluttered;
- have good natural surveillance and clear lines of sight;
- have street lighting;
- are free from any access barriers
- have wayfinding; and
- have crossing points suitable for the speed and traffic flow of the road(s).

Site permeability

The proposed pedestrian link to the public right of way is welcomed. It is anticipated that some residents will use the wide, surfaced public right of way from Cemetery Road, in the NE corner of the site, to access the development via bicycle. Consideration should be given to upgrading this stretch of public right of way to a Bridleway to facilitate this. The connection within the development 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.

The proposed pedestrian link to trodden path, in the SW corner of the site, 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. Discussions should be had with BMBC to provide a continuation of this standard of infrastructure through the public open space to Wentworth Road, to ensure accessible journeys via walking, wheeling and cycling are possible for everyone. If the trodden path is left in its current state, this will severely limit the usability of this link.

A walking, wheeling and cycling link should be created in the NW corner of the site, to provide a more direct route to trip generators in Jump such as Jump Primary School and other local facilities.

This is in line with BMBC Supplementary Planning Document: Sustainable Travel (point 11.4), which states that measures to promote walking should include:

“Provision of direct convenient pedestrian routes to local facilities with high levels of natural surveillance (ideally more convenient to use than travel by car);

Site layout to be designed to maximise and encourage walking options;”

This would serve to drastically reduce the distance of active journeys to school and encourage residents to choose walking, wheeling and cycling. A linear, play on the way style arrangement could be introduced adjacent to the path to further incentivise active journeys. This connection 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. A dropped kerb should be provided where this path meets Cemetery Road, to allow for seamless onward journeys via bicycle on carriageway.

Placemaking

The public open space land should be utilised to provide an area to play for children and young people, to encourage local walking, wheeling and cycling journeys by families to areas of play and discouraging driving to other play areas.

Cycle parking and trip end facilities

No cycle parking is specified in the Transport Assessment or Travel Plan, despite being identified in the Design and Access Statement as a measure to reduce car dependency for the development. SYMCA would encourage the applicant to provide 1 space per bedroom where possible as outlined in LTN 1/20 11.3. In developments that provide homes for families, enough cycle parking should be provided to allow all members of a family space to store their own bike. Any cycle parking proposed should be secure, covered and easily accessible.

Travel planning

The proposed targets set out in the travel plan are unambitious and for modes other than 'car/van driver', are not provided for each mode, but rather provided as one figure which includes all other modes. Targets for active travel mode share should be ambitious and align with the adopted South Yorkshire target of 45% of short journeys made in South Yorkshire are by walking, wheeling & cycling or Public Transport by 2035, as set out in SYMCA's Walking, Wheeling and Cycling Strategy. This is in line with the national target that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030. New targets should be created which specify the targets for each mode.

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

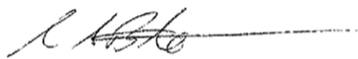
In this consultation response SYMCA has requested a financial contribution towards public transport enhancements with the reasoning and justification that the requested developer obligations are related to and in proportion to the proposals and are required to make the proposed development acceptable in planning terms. These contributions are summarised in Table 3 below:

Table 3 – Summary of Costs, Infrastructure & Service Improvements

Type	Cost
Bus stop enhancements	£79,074
Bus service contribution - Contribution towards services over a period of 3 years	£70,785
Total Cost (No VAT Payable)	£149,859

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