Technical note

Project name	Land South of Dearne Valley Parkway		
Note title	Response to BMBC Highways Development Control		
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1. Introduction

Hydrock Fore are commissioned by Equites Newlands (Goldthorpe) Ltd to prepare a Transport Assessment (TA) and Framework Travel Plan (FTP) submitted with a hybrid planning application for a proposed employment development on land to the south of Dearne Valley Parkway, near Goldthorpe, Barnsley, the majority of which forms site allocation ES10 in Barnsley Metropolitan Borough Council's (BMBC's) Local Plan for employment use.

This note sets out an assessment of options for bus stop provision on the Dearne Valley Parkway to serve the development site. It has been prepared in accordance with consultation on the planning application by the South Yorkshire Mayoral Combined Authority (SYMCA), as well as subsequent discussions with BMBC Highways Development Control officers and representatives of SYMCA.

Specifically, the consultation response to the planning application by SYMCA set out the following:

> *It is SYMCA's policy to bring bus stops where possible up to modern standards; this includes installation or replacement with modern shelters and seating, installation of R-T PID, as well as to seek to bring bus stop pavement works up to modern accessibility standards including tactile paving and raised kerbs.*
>
> *We request a developer contribution for the supply and installation of the following:*
>
> *• On the A635 two new bus stops with full length laybys positioned as close to the new roundabout approaches as possible, and fitted with 3-bay full-end shelters with realtime passenger travel information displays*

In the westbound direction, opportunity to deliver a new bus stop with full length layby has been identified by making use of the former alignment of the A635, with associated new pedestrian footways connecting to the development site. This is demonstrated on drawings 23451-HYD-XX-XX-DR-D-0105 and 23451-HYD-XX-XX-DR-D-106. submitted to BMBC as part of the planning application, and it is understood that the principles of the arrangement and provision are accepted by BMBC and SYMCA.

However, the proximity of the alignment of Dearne Valley Parkway and adjacent footway / cycleway to the highway boundary at its northern extent precludes the ability of the applicant to deliver a bus stop with similar full length layby facility in the eastbound direction within the context of the planning application.

2. Options for Bus Stop Locations

A series of alternative options to deliver a bus stop on Dearne Valley Parkway servicing eastbound services, that meets the requirements of all parties have been identified. The options are set out in the following table alongside an appraisal taking account of relevant considerations such as:

- Suitability of the nature and alignment of Dearne Valley Parkway.
- Deliverability, including land ownership implications.
- Implications for the pattern of existing (commercial) services currently operating on the Dearne Valley Parkway, which are likely to use the identified stop.

Figure 1: Identified Bus Stop Locations

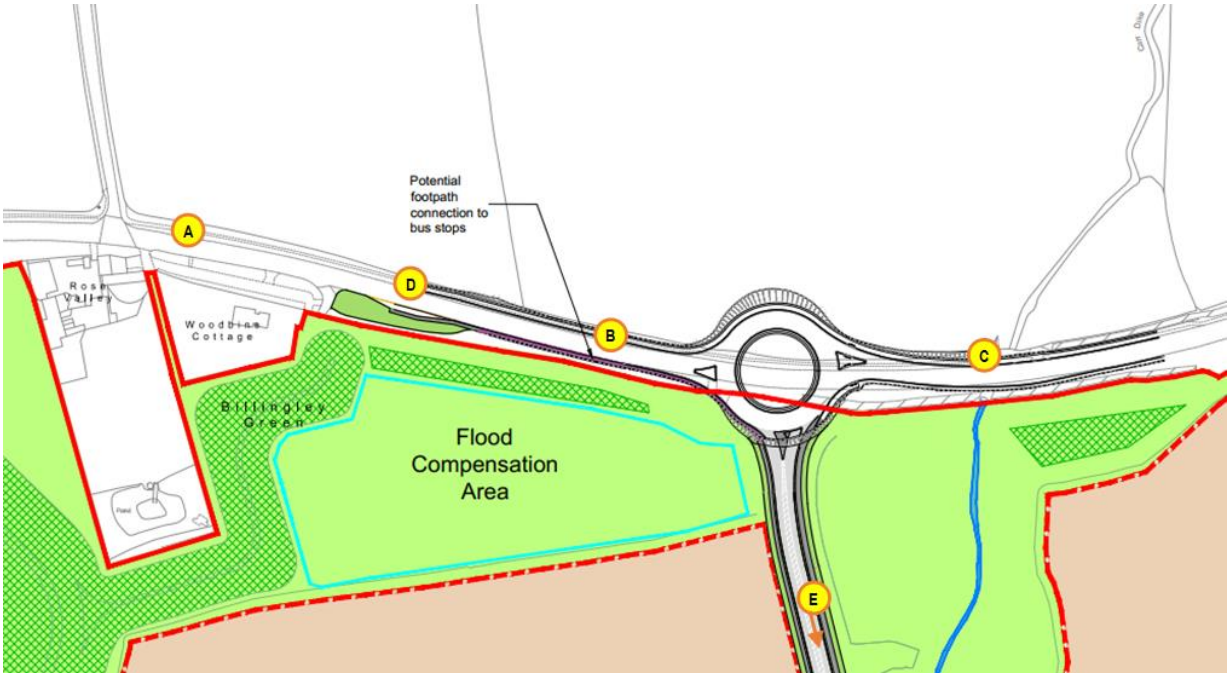

Table 1: Option Appraisal

Option	Pro	Con
A – existing stop (ref 50265)	Established location and arrangement that is regularly used and understood by local users. No significant new intervention in the highway. Full visibility of the stop is available for vehicles approaching. Carriageway width (approx. 9.5m) allows for overtaking safely.	A layby cannot be delivered within the existing public highway, and therefore the bus stop will remain on the carriageway, in accordance with the existing arrangement. Longest walking distance for those travelling to / from the development site. Occasional conflict between vehicles overtaking buses and those seeking to turn right to Billingley View Lane.
B – west of ES10 Site Access Roundabout	Relatively convenient option for those travelling to / from the development site.	A layby cannot be delivered within the existing public highway, and therefore a bus stop will need to be on the carriageway.

Option	Pro	Con
		Location on eastbound approach to the ES10 roundabout complicates approaching the roundabout for drivers who are naturally focussed on slowing, choosing lane, manoeuvring for the roundabout, leading to increased risk of confusion, unpredictable action and potential collisions. A bus vehicle stopped at this location would affect forward visibility of the roundabout for other drivers approaching. Close to existing stop (50265), potentially leading to additional delay to buses as a result of serving 2 stops in close proximity. Alternatively, removal of stop 50265 would lead to additional travel distance for existing users.
C – east of ES10 Site Access Roundabout	Relatively convenient option for those travelling to / from the development site.	A layby cannot be delivered within the existing public highway, and therefore a bus stop will need to be on the carriageway. Location potentially presents a potentially unexpected hazard for eastbound drivers speeding up after leaving the roundabout, leading to increased risk of confusion, unpredictable action and potential collisions. Risk of vehicles queuing behind a bus using the stop extending back into the roundabout. Bus vehicle stopped at this location would affect forward visibility for other drivers travelling eastbound on Dearne Valley Parkway. Limited space within the public highway to provide bus shelter.
D – relocate existing stop (ref 50625) to the east	Consolidation of existing and proposed stop minimises delay to bus services associated with serving 2x stops in close proximity. Walking distance for those travelling to / from the development site is shorter than Option A.	A layby cannot be delivered within the existing public highway, and therefore a bus stop will need to be on the carriageway. A bus vehicle stopped at this location would affect forward visibility of the roundabout for other drivers approaching. Closure of existing stop likely to affect existing patronage / revenue of commercial services provided by operator.

Option	Pro	Con
		Walking distance for those travelling to / from the development site is longer than Options B and C. Limited benefit to either existing users or future users travelling to the development site, and therefore construction costs represent inappropriate use of resource.
E - directly serve the development site by bus	Most convenient option for staff / visitors travelling to the development site.	Diversion of existing buses to serve the site will incur additional journey time and delay, reducing the attractiveness of services for existing users and potentially undermine operation of the existing services on a commercial basis (based on discussions with the operator of the existing bus services, such a diversion would not be supported).

3. Summary of Options

At locations B, C and D, there is not sufficient space within the existing public highway to construct a bus stop layby of necessary size, and realign the existing footway / cycleway provision accordingly, and therefore it is beyond the ability of the applicant to deliver a layby within the context of the planning application. Consequently, it would be necessary to accommodate bus stops at these locations on the carriageway.

Based on discussion with representatives of BMBC and SYMCA, provision of bus stops on the carriageway at these locations presents increased risk of unpredictable actions by other drivers in response to buses stopping. The nature of Dearne Valley Parkway in terms of traffic speed and alignment at this location is such that collisions that may arise are disproportionately likely to be more severe in nature, and as such provision of bus stops on the carriageway at locations B, C or D is considered to be unsuitable,

Option E is similarly considered unsuitable, as it would require bus services to divert into the site which in turn incurs additional journey time and delay that reduce the attractiveness of the existing services to users that are travelling beyond the development, and in turn potentially undermine the ongoing provision of these services on commercial sustainable basis.

Consequently, notwithstanding that it is located furthest from the development site, on the balance of road safety and operational considerations, Location A forms the option that is considered to be most appropriate and deliverable.