SOUTH YORKSHIRE SYMCA MAYORAL COMBINED AUTHORITY

EMAIL: SYMCA.Planning@southyorkshire-ca.gov.uk
DATE: 04 February 2025
Ref: 2025/0003

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 for up to 24 units (Outline including Access and Layout)*

Location: *Land adjacent 61 Shaw Lane, Carlton, Barnsley, S71 3HG*

Reference*:* *2025/0003*

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 proposals seek outline planning permission for 24 no. dwellings, including details of access and site layout.

Public transport infrastructure

The closest bus stops to the application site are 51180 (inbound - Barnsley) (see Figure 1) and 51107 (outbound – Wakefield/Royston) (see Figure 2) on Fish Dam Lane between Shaw Lane and Warncliffe Court; both stops are circa 400 meters walk from the proposed site access.

Bus stops 51180 and 51107stops are served by routes 57/59/59a with up to three services per hour during peak times. Both inbound and outbound stops are marked by a pole & flag, with the outbound stop *only* benefiting from tactile paving, raised kerb, and bus stop road markings.

These bus stops represent a crucial link between the site and the public transport network.

Figure 1. Bus stop 51180 (Fish Dam Lane/Shaw Lane)

Figure 2. Bus stop 51107 (Fish Dam Lane/Manor Farm Close)

Promoting sustainable travel

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 Focus[1] 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, seating, and passenger travel information at bus stops is key to providing

[1] https://www.transportfocus.org.uk/insight/bus-passenger-survey/

a comfortable and convenient experience. Clearway markings prevent vehicles other than local buses from waiting/parking at the bus stop, thereby improving reliability of the service.

A site visit was undertaken to measure the capacity for bus stop 51180 to accommodate a waiting shelter. It was determined that the current pavement width is too narrow for a waiting shelter to be fitted. It may be possible to fit a waiting shelter by altering the existing public highway infrastructure, however the works required would be extensive and are considered to be disproportionate to the scale of the proposals.

The existing bus stop pole *is* able to accommodate an e-ink Real-Time Passenger Information Display (R-T PID) - an indicative design of the modern e-paper real-time passenger information display is shown in Annex 1.

Bus stop assets

It is SYMCA's policy to bring bus stops where possible up to modern standards; this includes installation of modern shelters and seating, installation of R-T PIDs, as well as to seek to bring bus stop pavement works up to modern accessibility standards including tactile paving and raised kerbs, as required.

We request that the applicant provides the costs for upgrading inbound bus stop 51180 with a battery-powered e-ink Real-Time Passenger Travel Display mounted on the existing bus stop pole. Table 1 below sets out the schedule of costs.

We request that BMBC seeks to bring bus stop 51180 up to modern accessibility standards including the following highway works as appropriate/suitable: bus clearway markings, tactile paving, raised kerb for boarding.

Table 1: Public Transport Infrastructure Enhancement Schedule

Bus Stop ID	Description of Works	Cost
51180	Supply & Installation of battery-powered e-Paper Real-Time Passenger Information Display (incl. 10 years maintenance & advanced content management service)	£10,054
	Total Cost (no VAT payable)	**£10,054**

These public transport enhancements are proportionate in scale to the proposed development, well related to the proposed development, are a key part of encouraging a modal shift to sustainable modes of transport, and are required in order that the proposals are acceptable in planning terms.

Developer Contribution Agreement Advisories

Advisory 1: The developer contributions set out in Table 1 (*Public Transport Infrastructure Improvements*) can be managed by way of a Section 106 agreement, planning condition, and/or S278; the contribution trigger should be specified as "*prior to first occupation*" to ensure that the public transport enhancements will be delivered early in the development.

***Advisory 2*:** The developer contributions set out 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 signing of the relevant agreement, these costs may change. We ask that an updated schedule of costs is requested prior to the signing of any relevant agreements.

Advisory 3: The 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, where relevant.

Active Travel

There are five overarching design principles which are key to more people travelling by cycle or on foot: networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive. Inclusive design and accessibility should run through all five of these core design principles. Designers should always aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people.

It is imperative that the active travel connections between the site and nearby services and facilities, including the nearby bus stops, meet or exceed current standards in order to be effective in their purpose of facilitating and encouraging healthy travel by walking, wheeling, and cycling where possible in preference over use of the private car.

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

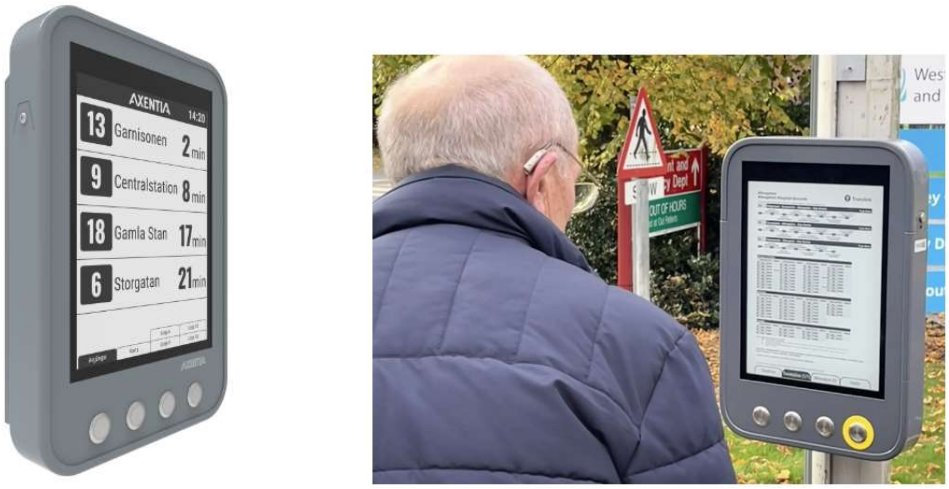

Figure 1: Real Time Passenger Information – Accessible 4-button battery-powered e-Paper display