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DATE: 12 August 2026

Ref: 2026/O422

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 up to 144 units and associated works*

Location: *Land to the south of Weetshaw Lane Roundabout, Cudworth, Barnsley*

Reference: *2026/O422*

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. 5.49 hectare application site is located at the northern end of Cudworth, and is located south of the Cudworth Parkway.

The proposals seek planning permission for the development of 114 dwellings (comprised of 52 x 2-bed houses, 67 x 3-bed houses, and 25 x 4(+)-bed houses) and associated works. Vehicular access to the site is proposed to be from the Weetshaw Lane Roundabout.

The Transport Assessment (TA) submitted in support of the proposals estimates a two-way trip generation of 90 AM peak movements, and 85 PM peak movements (see Figure 1).

	AM 8:00 – 9:00			PM 17:00 – 18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
144 residential properties						
Trip Rate	0.165	0.462	0.627	0.444	0.149	0.593
Traffic generations	24	66	90	64	21	85

Figure 6 Proposed Trip rates and generations

Figure 1. Extract from Transport Assessment (Figure 6, p. 23)

A multi-modal estimate of total daily trips has been provided in the TA, based upon TRICS modelling (see Figure 2).

Mode of Travel	TRIP RATE	Generations (144 Dwellings)
People	7.073	1019
Pedestrians	0.667	96
Cyclists	0.102	15
Public Transport	0.201	29
Vehicle Occupants	6.101	879

Figure 7 Multi-modal TRICS Output

Figure 2. Extract from Transport Assessment (Figure 7, p. 23)

The Travel Plan (TP) states *“It is not considered possible to identify a true base level of travel behaviour until the development is 60% occupied and the travel survey has been undertaken”*. Whilst we agree with the principle of using real data rather than general modelling to help ensure that monitoring is as robust as possible, as we note below post-occupation assessment are not without complication.

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. It also includes ensuring that new development has walking, wheeling, and cycling permeability ‘designed-in’. For the purposes of assessment, the impacts of these interventions may not be captured by comparing a post-occupation baseline and subsequent monitoring period and this should be taken into consideration at the baseline assessment stage.

The TP continues by stating an overall goal of reducing single occupancy car use by 10% over the 5-year monitoring period. The TP indicates that the target will be considered to be met if the percentage of journeys by single occupancy car trips reduces, for an example base line of 63%, to 53%.

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 single occupancy trips only by 10% 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.

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

² NPPF Paragraph 117

Public transport links

The site is well served by bus routes on Pontefract Road including 27, 27a, 27b, 28, 38, 39, and 198, which combined provide approximately 6 services per hour during peak times. These bus routes call at the four stops set out below (also see Figure 3) which are closely related to the application site:

50911 (Pontefract Road/Queens Drive) (Outbound) (Figure 4)

- *Existing assets:* Pole and flag
- *Existing highway:* Raised kerb (no tactile paving, no highway markings, no clearway)

55015 (Pontefract Road/Sunningdale Drive) (Inbound) (Figure 5)

- *Existing assets:* 3-bay cantilever abacus shelter
- *Existing highway:* Tactile paving (no raised kerb, no highway markings, no clearway)

55060 (Pontefract Road/Albert Street) (Outbound) (Figure 6)

- *Existing assets:* 3-bay abacus shelter
- *Existing highway:* Raised kerb, bus clearway marking (no tactile paving, no clearway signage)

55074 (Pontefract Road/Montague Street) (Inbound) (Figure 7)

- *Existing assets:* 3-bay cantilever abacus shelter
- *Existing highway:* Bus clearway marking (no tactile paving, no raised kerb, no clearway signage)

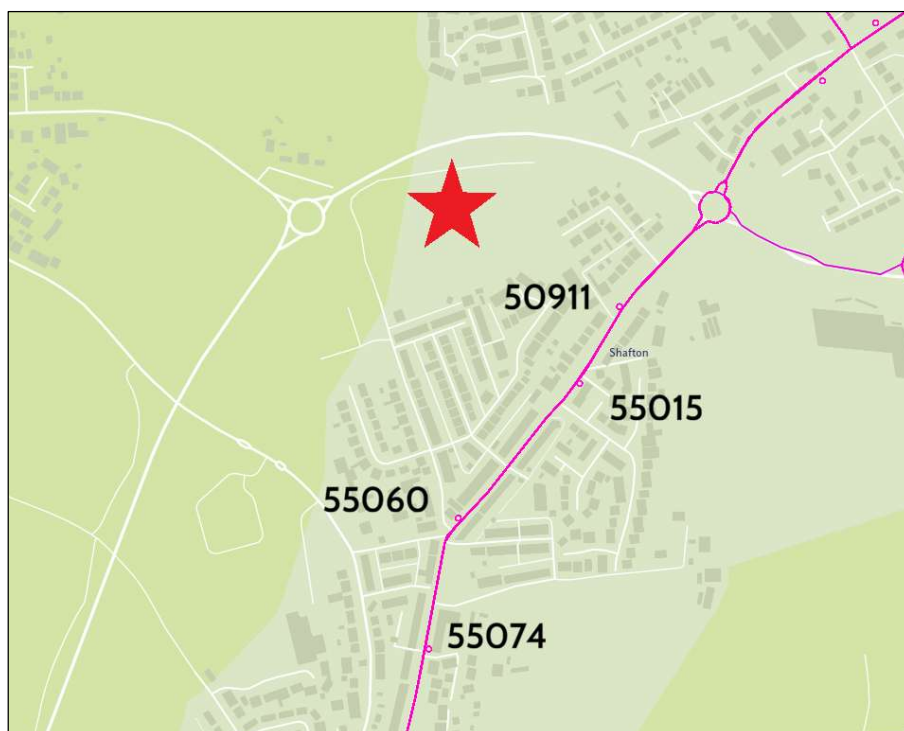


Figure 3. Application site (indicated by red star) and nearby bus stops (pink dots)

Inbound bus stops 55074 and 55015 are both a similar distance from the application site via Albert Street (c. 500m to the application site boundary); 55074 may be the preferred stop from Albert Street as the walking route is via a controlled crossing on Pontefract Road just south of George Street.

Outbound bus stop 55060 is likely to be the preferred stop accessed from the site via Albert Street, with 50911 likely to be the preferred stop from the eastern side of the development; and potentially more of the site too if pedestrian permeability is provided via Queens Drive.



Figure 4: Bus Stop 50911 [Source: Google Maps, July 2025]



Figure 5: Bus Stop 55015 [Source: Google Maps, July 2024]

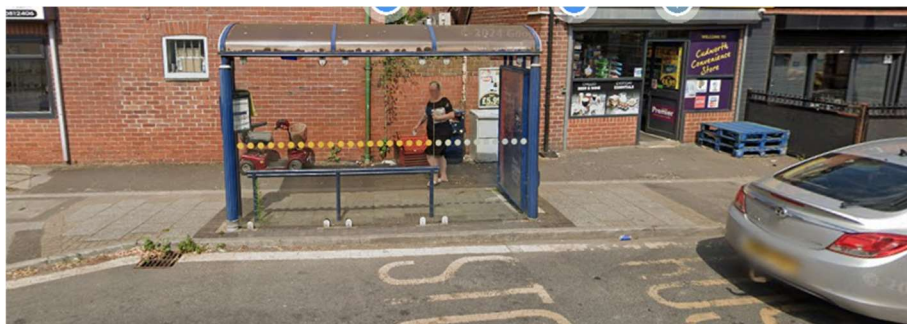


Figure 6: Bus Stop 55060 [Source: Google Maps, July 2024]



Figure 7: Bus Stop 55075 [Source: Google Maps, May 2023]

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.

Bus stops 55015, 55060, and 55074 are included within an emerging programme of bus stop enhancement, which should be delivered within the next several years. These stops will be enhanced with real-time enabled waiting shelters.

Bus stop 50911 is not currently included in the above programme of enhancement, and is the priority stop for enhancement in connection with the proposed development before us. Due to the

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

⁴ <https://www.sypn.gov.uk/>

limited width of the pavement at stop 50911 there is not space for a waiting shelter, however we are able to enhance the stop with a pole-mounted battery-powered e-ink R-T PID unit.

In addition to the bus stop asset enhancements, all four stops would benefit from a unified provision of raised kerbs/tactile paving/bus clearway makings.

SYMCA requests that the applicant provides the costs for the enhancement of bus stop 50911 as set out in Table 1 below:

Table 1: Schedule of Enhancement Works

Bus Stop ID	Description of Works	Cost
Bus stop 50911	Bus stop assets: Replacement pole and supply & installation of battery-powered e-Ink Real-Time Passenger Information Display (R-T PID) (incl. 10 years maintenance and advanced CMS)	£11,461
	Highway works: Tactile paving, raised kerb, clearway markings & signage, as required	(Arranged by applicant)
Bus stop 55015	Highway works: Tactile paving, raised kerb, clearway markings & signage, as required	
Bus stop 55060	Highway works: Tactile paving, raised kerb, clearway markings & signage, as required	
Bus stop 55074	Highway works: Tactile paving, raised kerb, clearway markings & signage, as required	
Total Cost (No VAT Payable)		£11,461

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. An indicative design of the e-ink R-T PID is shown at Annex 1.

The bus stop enhancements 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 development. An example condition is set out in Annex 2.

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>

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 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.

1. Trip Generation and Assignment and Route Audit

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 development⁸. 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

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

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

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.

2. Active Travel route Audit

No active travel route audit of nearby walking, wheeling and cycling routes has taken place. ATE 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 information.

3. Pedestrian access to local amenities

The proposal to utilise and enhance the existing public footpaths and bridleways is welcomed. It is noted that where Albert Street becomes Three Nooks Lane, the street lighting present on Albert Street ends. To ensure that this key walking, wheeling and cycling link is usable for everyone all year round and perceived to be safe, consistent lighting should be provided. Additionally, Bridleway 71 which runs along the southern boundary of the western part of the development, should also be lit to ensure safety and accessibility for all.

The width of Three Nooks Lane appears to be <3m north of Albert Street – LTN 1/20⁹ states that shared use paths should be a minimum of 3m wide, with a smooth, bound surface. This route should be upgraded to meet these requirements; additionally, options to formally adopt this path in its entirety throughout the site as a bridleway should be explored, to ensure residents are able to cycle on it and safeguard its status for the future. This is in line with policy T3 of Barnsley Council's Local Plan, which states that development should "be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists".

To help access Outwood Academy Shafton a controlled crossing facility should be provided across Pontefract Road from Queens Drive to the off-highway path to Outwood Academy Shafton.

There is a clear desire line between Cudworth and Shafton, and residents of the new development will require access to Shafton for local amenities. The A628 Cudworth Parkway is a major severance feature between these two settlements, and without intervention will act as a significant inhibitor to active journeys between the two places. Traffic surveys should be carried out to determine the volumes and speeds of vehicles using Cudworth Parkway, to determine what type of crossing should be provided. Table 10-2 of LTN 1/20 can be used to determine crossing design suitability. Additionally, a route mapping exercise should be carried out to determine the location of this crossing. Where the pedestrian/cycle link meets Cudworth Parkway opposite Weetshaw Close would seem a suitable location for a crossing.

4. Cycling accessibility

A restrictive 'A-frame' style access control barrier and gate currently restricts access on Three Nooks Lane, where this route meets Albert Street. Additionally, an 'A-frame' style access control barrier limits access where Three Nooks Lane joins Cudworth Parkway at the eastern arm of the Weetshaw

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

Lane Roundabout. Finally, a similar 'A-frame' style barrier exists restricts access at the end of the path which joins Cudworth Parkway opposite Weetshaw Close. These barriers inhibit legitimate users from accessing walking, wheeling and cycling paths, and these should be removed as part of the development to ensure that all new residents can travel actively from the development. The optimal solution would be to remove these barriers completely to aid permeability, however, should some form of barrier be required, a clear 1.5m gap should be provided, with vehicle tracking of the arrangement carried out using the cycle design vehicle described in LTN 1/20.

Bridleway 71 which runs along the southern boundary of the western part of the development is identified as a key route to Cherry Dale Primary School. To enable and encourage active journeys to school, this bridleway should be upgraded to ensure it is 3m wide, lit, with a smooth, bound surface, to where the path meets Royston Road. This is in line with point 11.4 of Barnsley Council's 'Sustainable Travel' supplementary planning document which states that "convenient, segregated cycle paths to link to local cycle network (e.g. direct routes with high levels of natural surveillance, safer routes to school and work, routes to public transport hubs)" should be provided to promote cycling.

5. Access to public transport

It is noted that pavement parking currently takes place along Albert Street. As the only route to the bus stops on Pontefract Road, it is imperative that pavements are kept free and clear for use by people walking and wheeling – measures should be taken to ensure this is the case.

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).

6. Off-site transport infrastructure

No accessible crossing is currently present on Royston Road to allow children to cross safely when travelling to Cherry Dale Primary School. It is critical that this is provided, as this is the main walking route to the local school from the proposed development. 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. 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. The crossing to Cherry Dale

Primary School, and the aforementioned crossing to Outwood Academy Shafton, are deemed the two highest priority crossings for the development to address.

There is an existing shared use cycle route alongside the A628 that starts on the southwestern arm of Weetshaw Lane roundabout. Any changes to this junction should incorporate appropriate cycle facilities in line with LTN 1/20. Additionally, the current uncontrolled crossings of this roundabout are not accessible and suitable for all users. With an increase in traffic owing to the development, this junction will become even less suitable for people trying to cross it by walking, wheeling and cycling. Any changes to this junction should incorporate appropriate upgrades to pedestrian facilities in line with LTN 1/20.

7. Site permeability

A pedestrian/cycle link to Queens Drive should be explored to aid the permeability of the site with the wider area - without this link, the permeability of the site is very poor and concentrated in the west of the site. This link would aid in accessing bus stops.

The existing pedestrian access to Cudworth Parkway, on the eastern arm of Weetshaw Lane roundabout, should be formalised and made suitable for people walking, wheeling and cycling to use. See earlier comments regarding the access control barrier that exists here.

8. Placemaking

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).

9. Cycle parking and trip end facilities

Although it is proposed to provide cycle parking in line with BMBC standards 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 accessible.

10. Travel planning

The proposed targets set out in the travel plan are unambitious. 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. The targets should be revised considering this.

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

Annex 2: Example planning condition for management of bus stop enhancement

Condition X

The development shall not be brought into first use 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 before occupation;

(i) Enhancement of bus stop 50911 on Pontefract Road by the provision and installation of a pole-mounted real-time passenger information display unit to the specification set out in the South Yorkshire Mayoral Combined Authority consultation response dated [INSERT DATE HERE];

(ii) Enhancement of bus stops 50911, 55015, 55060, and 55074 on Pontefract Road by the provision of bus stop highway works including tactile paving, raised kerb, bus clearway markings and signage, as required, to the specifications set out by the Highway Authority;

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