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DATE: 17 March 2024

Ref: 2024/O122

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: *Outline planning application for demolition of existing structures and erection of residential dwellings with associated infrastructure and open space. All matters reserved apart from access into the site.*

Location: *Land north of Hemingfield Road, Hemingfield, Barnsley*

Reference: *2024/O122*

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

Site & Proposal

The proposals seek outline permission for a residential development of up to 180 dwellings with access from Hemingfield Road.

The Transport Assessment (TA) submitted in support of the proposals estimates the development will result in 89 peak-hour two-way AM movements and 84 peak-hour two-way PM movements. No estimates of overall daily movements are set out.

The TA uses census data to estimate multi-modal trip generation using the vehicle trip generation and the assumption that the number of vehicle trips would form 71% of trips during the weekday morning and evening peak hours. The multi-modal trip generation split is reproduced below (see Figure 1). This shows that the after single occupancy car trips, the next highest modes of travel are likely to be passengers in multi-occupancy cars, bus users, then train users and pedestrians. In practice all public transport movements will also involve pedestrian movements to/from the site.

The Travel Plan (TP) aims to achieve a 10% reduction in single occupancy car journeys, to be achieved by an increase in sustainable travel.

Table 6.2: Multi-Modal Trip Generation							
Modal Split	% Split	Morning Peak Hour			Evening Peak Hour		
		In	Out	Two-Way	In	Out	Two-Way
Car (single occupancy)	71%	23	66	89	58	26	84
Pedestrian	6%	2	6	8	5	2	7
Cycle	1%	0	1	1	1	0	1
Bus	7%	2	6	8	6	2	8
Rail	6%	2	5	7	5	2	7
Car (multiple occupancy)	8%	2	7	9	6	3	9
Motorcyclist	1%	0	1	1	1	0	1
Total	100%	31	92	123	82	365	117

Figure 1. "Table 6.2: Multi-Modal Trip Generation" (Extract from Transport Assessment p. 31)

The reduction in single occupancy car movements will only be achieved by changes in practices towards sustainable modes of travel; for most residents this will be towards public transport, car sharing, and cycling.

Public transport infrastructure

The closest bus stops to the application site are on Hemingfield Road. These stops are presently marked by poles and are serviced by routes '67' Wombwell-Barnsley (67, 67a, 67c) and '72' Manvers-Chapelton (72, 72a). Both the '67' and '72' routes are serviced approximately hourly during daytimes on weekdays, with the 67 services also operating an hourly evening service. A summary of the three most relevant stops are listed below and their locations marked on Figure 1:

- 50030 (inbound)
 - Location: At proposed site access
 - Facilities: Pole & flag
- 50031 (outbound)
 - Location: On far side of Hemingfield Road adjacent application site
 - Facilities: Pole & flag
- 55806 (inbound)
 - Location: C. 40m south of site boundary
 - Facilities: Pole & flag

Stops 50030 & 50031 are most closely related to the proposals. Stop 55806 is likely to be used by residents on the eastern side of the development, however there is limited scope to enhance stop 55806 due to the narrow footway and the closely bounded stone wall.

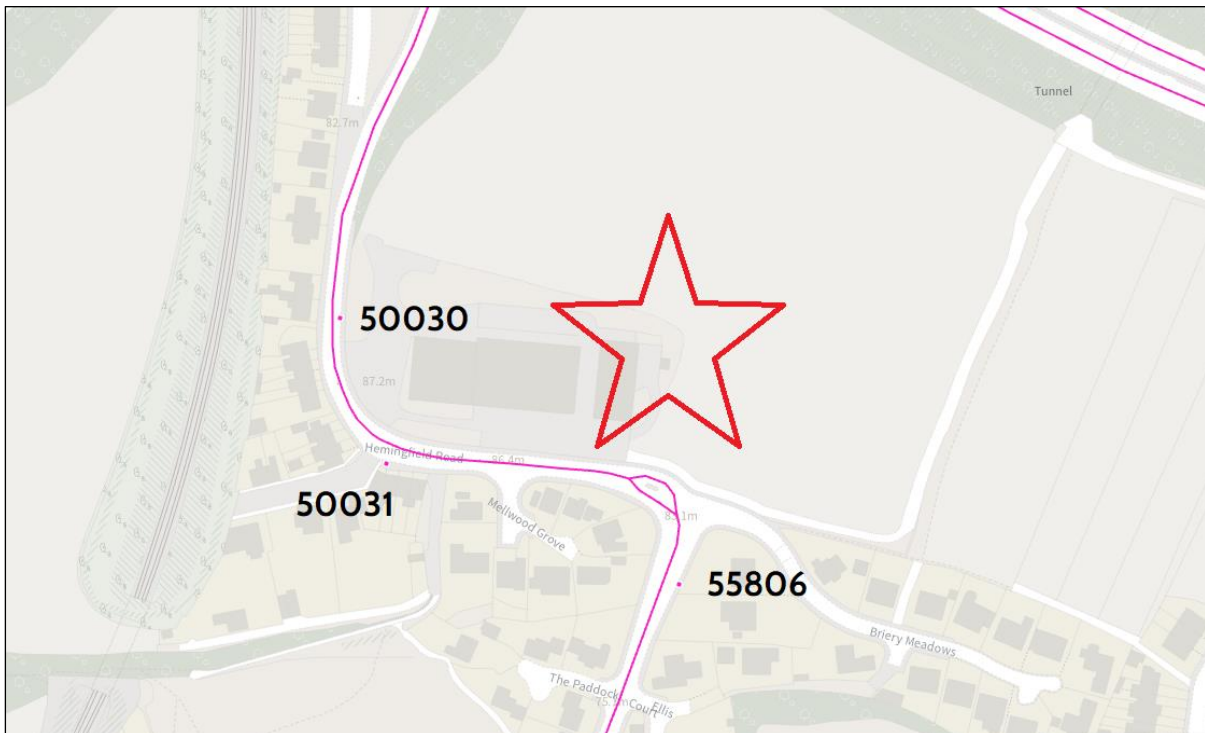


Figure 1: Bus stop locations in relation to application site (indicated by red star)

As set out in the application proposals bus stop 50030 will be relocated in order to allow for a new access to the application site to be constructed. The application proposes relocating the bus stop c. 75m south-east of its current location, on Hemingfield Road south of the proposed development. As the land behind the pavement falls away, in order to locate a bus stop with shelter here we would ask the applicant to commit to the space for a bus stop as well as agreeing to undertaking the works necessary to create a platform on which a bus shelter can be installed.

We seek assurance that the relocated bus stop will be provided with a convenient and legible pedestrian link to the development.

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.

SYMCA's *Bus Improvement Plan* (2021) is clear that a high-quality bus network can play a role in incentivising modal shift away from private vehicles and therefore reduce car use, decrease congestion, reduce emissions and improve air quality. Research by passenger focus 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 a comfortable and convenient experience.

As set out above the proposals require bus stop 50030 to be moved in order to allow for the new access, and the applicant has proposed moving the bus stop c. 75m south-east of its current location. The proposed location has constraints that can be overcome if addressed early on (see below).

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 Real-Time Passenger Information Displays (R-T PID) where appropriate, as well as to seek to bring bus stop pavement works up to modern accessibility standards including tactile paving and raised kerbs, as required. Developer contributions must be proportionate to the development proposals.

We request that the applicant undertakes the works required to provide a development platform for the relocated bus stop 50030 (to be managed by way of planning condition and/or S106 agreement), as well as providing accessible pavement works including raised kerbs, tactile paving, and bus stop clearway marking to bus stops 50030 and 50031 (to be managed by a S278 agreement).

We request that the applicant provides the costs for bus waiting shelters fitted with R-T PID at stops 50030 and 50031 (to be managed by way of S106 agreement). Indicative designs of the bus shelters and R-T PIDs are shown at Annex 1.

A summary of the requested works and costs are set out in Table 1 below.

Table 1 – Summary of Public Transport Infrastructure Enhancements

Bus Stop ID	Description of Works	Cost
50030	Relocation of bus stop 50030 to agreed location on Hemingfield Road	£500
50030	Creation of development platform for relocated bus stop in order to allow for installation of bus waiting shelter (to be managed by way of planning condition or S106)	(to be undertaken by applicant)
50030	Raised kerb, tactile paving, and bus stop clearway marking (to be managed by S278)	(to be undertaken by applicant)
50030	Supply & installation of new 3-bay full ended shelter (works to be undertaken by SYMCA) (To be managed by S106) <i>(Estimate)</i>	£10,000
50030	Supply & Installation of Real-Time Passenger Information Display incl. 10 years maintainance (works to be undertaken by SYMCA) (To be managed by S106)	£7,563
50030	New mains power connection to be installed by Northern Power Grid (NPG). (To be managed by S106) <i>(Estimate*)</i>	£5,000
50031	Raised kerb, tactile paving, and bus stop clearway marking (to be managed by S278)	(to be undertaken by applicant)
50031	Supply & installation of new 3-bay cantilever shelter (works to be undertaken by SYMCA) (To be managed by S106) <i>(Estimate)</i>	£10,000
50031	Supply & Installation of Real-Time Passenger Information Display incl. 10 years maintainance (works to be undertaken by SYMCA) (To be managed by S106)	£7,563

Bus Stop ID	Description of Works	Cost
50031	New mains power connection to be installed by Northern Power Grid (NPG). (To be managed by S106) (Estimate)	£5,000
Total Cost		£45,626

** Without a confirmed location of the relocated bus stop it will not be possible to seek a quote from NPG for unmetered mains power connections to the new shelter. If following a confirmed location and attainment of an NPG quote the mains power connection were considered prohibitively expensive, or otherwise not possible, then we propose instead installing a solar-powered shelter and battery powered R-T PID.*

All of the bus services on routes 67 and 72 are funded by SYMCA and as such are currently considered 'at risk' as funding has not been secured past the existing contract end date. Securing ongoing funding for Routes 67 and 72 (or their equivalents) is a key part of ensuring that the residents of the proposals have access to sustainable modes of travel.

In order to help ensure ongoing bus provision to the application site we request a developer contribution of £44,874 towards bus services on route 67 and/or 72 over a period of 3 years. This figure has been calculated following guidance in the Barnsley Local Plan SPD Sustainable Travel (2022) and takes into account the infrastructure costs requested in Table 1.

The amounts, subject to index-linked adjustment, are set out in Table 2 below:

Table 2: Requested 3-Year costs proportional to the proposed development

Payment Year	Cost
Year 1	£14,791
Year 2	£14,791
Year 3	£14,792
Total Cost (no VAT payable)	£44,374

These public transport enhancements are proportionate in scale to the proposed development, are well related to the proposed development, are a key part of encouraging a modal shift to sustainable modes of transport for prospective residents of the proposed development, as required by planning policy and as set out in the Travel Plan targets, and are required in order that the proposals are acceptable in planning terms.

Advisory 1: The developer contributions set out in Table 1 which are to be managed by way of a Section 106 agreement should have their contribution trigger specified as "*prior to first occupation*". This will help to ensure that the public transport enhancements will be delivered early in the development.

Advisory 2: Service contributions set out in Table 2 should be in three index-linked annual payments with the contribution trigger specified as "*prior to first occupation*" to ensure that the public transport enhancements will be delivered early in the development. The first payment date

becomes the anniversary date, and subsequent payments should be made on the following anniversary dates.

Advisory 3: The schedule of costs set out in Table 1 and Table 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 signing of the S106 agreement, these costs may change. We ask that if more than six months have elapsed since the date of this letter then an updated schedule of costs is requested from SYMCA prior to the signing of any relevant S106 agreement accordingly.

Advisory 4: 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.

Advisory 5: Connections to mains power require works undertaken by Northern Power Grid (NPG). Quotes from NPG require a precise location and are live for a period of 90 days after which a new quote will need to be obtained. As both criteria cannot be met it is necessary to proceed with estimates, which are based on recent quotes from NPG for similar proposals. Any underspend of total agreed amounts is to be returned to the applicant/developer as appropriate, as will be set out in the S106 agreement.

Advisory 6: If mains power connections are not viable or feasible for the new stops (shelters and R-T PID), then solar bus shelters and pole-mounted battery-powered R-T PID will be provided instead.

Promoting active travel links

The proposals incorporate the existing public right of way into the layout, facilitating pedestrian links to Wombwell to the north. We strongly encourage active travel permeability of the site is retained and where possible enhanced as details of the proposals come forward.

Cycle network Route 67 crosses Tingle Bridge Lane approximately 1km south of the application site. Opportunities to connect the site to Route 67 should be considered by BMBC.

Promoting sustainable travel by train

Wombwell Rail Station is approximately 850m from the access to the application site and is a viable means of sustainable travel to/from the site.

We ask that BMBC looks to improve the pedestrian route between the development and the station to ensure it is safe and fully accessible (crossings, lighting etc); for example, there is no tactile paving or dropped kerbs when crossing from the station over Hough Lane, towards Hemingfield Road. The installation of consistent pedestrian wayfinding signage is also a key part of increasing the legibility of travelling by train.

Undertaking the above will help enhance the integration of rail within the multi-modal mix of sustainable transport options for prospective residents.

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 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.

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	Description of Works	Cost
Infrastructure improvements	Supply and installation of bus waiting shelters and R-T PID at 2 no. bus stops.	£45,626
	Platform works and accessible pavement works to be undertaken by applicant.	
Bus service contribution	Proportionate share of the costs towards service 21a (or equivalent) for a period of 3 years.	£44,374
Total Cost (no VAT payable)		£90,000

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

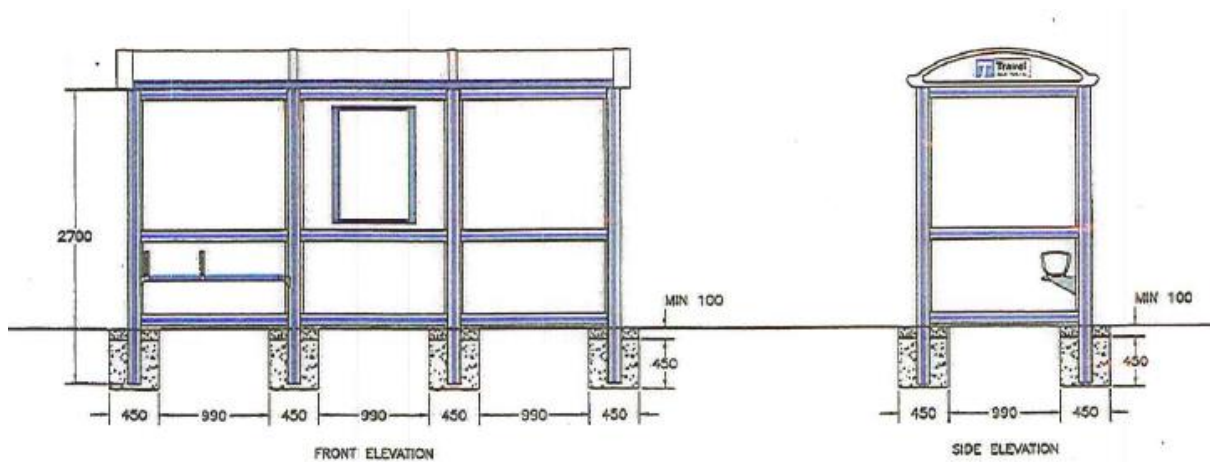


Figure 1: BSL Type 2 Shelter – 3-bay full-ends (indicative illustration)

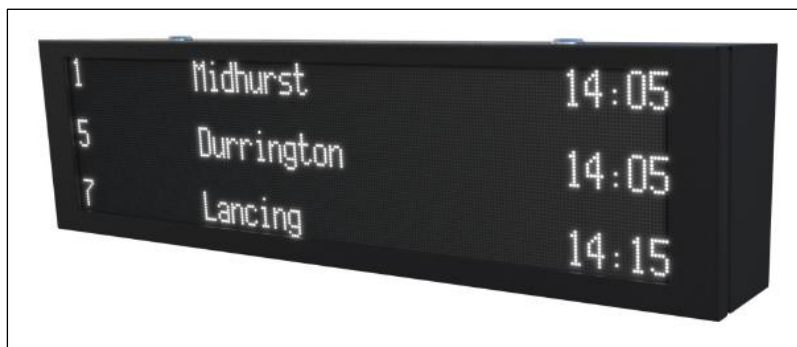


Figure 2: Real Time Passenger Information – 4 Line Full Matrix LED Display provided by VIX