

YORKSHIRE LAND

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23 January 2019

Mr J Jenkinson
Head of Planning & Building Control
Economic Regeneration Service
Barnsley Metropolitan Borough Council
Westgate Plaza
PO Box 604
BARNSELY S70 9FE

Sent by email to
joejenkinson@barnsley.gov.uk

Dear Mr Jenkinson,

SOUTH YORKSHIRE TRAVEL PLANS

We refer to the enclosed article which featured in the Barnsley Chronicle on Friday, 18 January 2018 concerning the formal submission of Travel Plans by the Mayor of the Sheffield City Region, Mr Dan Jarvis MP.

The article quotes Mayor Jarvis:

"It is critical that we improve the transport system across our region, to create better access to major employment sites, better integrate different modes of transport and create services and infrastructure fit for the 21st century. A crucial part of this is enabling people to travel in a more active way whether that is by foot, bike or by public transport. By prioritising active travel we can improve people's health cut carbon emissions and reduce congestion."

The article further details that four of the schemes, including Barnsley, are to promote active travel. This includes the creation of cycle lanes, new cycle and pedestrian crossings and a series of cycling and walking improvement works stating that together the proposed works aim to enable people to choose affordable, greener and healthier forms of travel and that the schemes will better connect homes, transport interchanges, employment and recreational opportunities by using safer, more direct and convenient routes.

It is also confirmed within the article that the Travel Plans are supported by South Yorkshire Passenger Transport Executive (SYPTE).

It is apparent that the objectives of the Travel Plan align with our proposals for the development of Oxspring Fields and the Blackmoor Business Park sites, for housing and

employment uses respectively, which in addition to being well served by Public Transport (with bus stops adjacent to the sites providing services to the Principal Town of Penistone, Barnsley and surrounding villages) can also be accessed conveniently on foot and by bicycle from the Trans Pennine Trail, which forms the southern boundary of both sites.

The Trans Pennine Trail provides direct access to the Principal Town of Penistone (passing by the Platforms at Penistone Railway Station enroute) which is just 10 minutes away by bicycle from the Oxspring Fields and proposed Blackmoor Business Park sites.

We have previously provided you with evidence from SYPTE who confirmed in a letter addressed to ourselves regarding the Oxspring Fields site dated 12 June 2014 (enclosed) that:

"The proximity to the Trans Pennine Trail is a very good feature for this site and this should not be overlooked. The high levels of accessibility to the TPT promote this site as a very sustainable option given the connections to a high quality walking and cycling network. Although this is not picked up within site assessment criteria, this should be stated within any supporting document. As the site is within 2km from the station (Penistone) SYPTE would deem it acceptable to expect a proportion of cycle based park and riding from Penistone, as well as a higher proportion of cycling trips for commuter purposes." (Our Emphasis)

For further details regarding these sites, we respectfully refer you to our websites:

www.Oxspring-Fields.co.uk & www.BlackmoorBusinessPark.co.uk

Without question our proposals fully accord with the objectives of Mayor Jarvis by better connecting homes, transport interchanges, employment and recreational opportunities using safer, more direct and convenient routes and enabling people to travel in a more active way, whether by foot, bike or public transport.

Yours sincerely

YORKSHIRE LAND Limited



Steven Green
Managing Director

Cc Mr Paul Butler - Director, PB Planning
Mr Dan Jarvis MP - Mayor, Sheffield City Region

Encs Barnsley Chronicle Article 18 January 2019 'Mayor Submits Travel Plans'
SYPTE Letter to Yorkshire Land Limited - 12 June 2014

FRIDAY 18 JANUARY 2019

Mayor submits travel plans

THE Mayor of the Sheffield City Region Dan Jarvis has formally submitted six active travel and public transport schemes to the government for consideration – including one proposed for Barnsley.

The schemes totalling almost £10m have been submitted to the government's Transforming Cities Fund and cover Barnsley, Doncaster, Rotherham and Sheffield.

In Barnsley the plans are for an off-road direct cycle route along the A635, which will link Ardsley and Darfield to employment opportunities within the Dearne Valley. This comes after it was announced in September that Sheffield City Region was one of ten shortlisted areas in the country to receive Transforming Cities funding.

"It is critical that we improve the transport system across our region, to create better access to major employment sites, better integrate different modes of transport and create services and infrastructure fit for the 21st century," said Dan. A crucial part of this is enabling people to travel in a more active way; whether that is by foot, bike or by public transport.

"By prioritising active travel we can improve people's health, cut carbon emissions and reduce congestion.

"Following the publication of my transport vision last month, this submission to the Transforming Cities Fund is an important next step.

"I look forward to working with the Department for Transport as we develop our detailed plans."

The government has been allocated £60m to be given to projects in this financial year, for schemes that can



commence delivery before the end of March. In total, the Transforming Cities Fund is worth more than £2bn.

This bid from the Sheffield City Region, a total of £9.3m to go alongside £6.3m in match funding, has the support of all four local authorities involved as well as South Yorkshire Passenger Transport Executive, the region's main bus operator, and the Sheffield City Region Local Enterprise Partnership.

Four of the schemes, including Barnsley, are to promote active travel. This includes the creation of cycle lanes, new cycle and pedestrian crossings, and a series of cycling and walking improvement works.

Together, the proposed works aim to enable people to choose affordable, greener and healthier forms of travel.

The schemes will better connect homes, transport interchanges, employment and recreational opportunities by using safer, more direct and convenient routes. A decision from the government as to which schemes will be progressed is expected to be announced before the end of March.

Mr Stephen Green
Yorkshire Land Limited
Tattersall House
East Parade
Harrogate
North Yorkshire
HG1 5LT

12th June 2014

Your Ref

Our Ref **PEN.1.1**

Ask For **Matt Reynolds**

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Email Matthew.Reynolds@sypte.co.uk

Dear Stephen,

Transport Considerations for Potential Housing Site Allocations in Penistone and the Surrounding Area

Following our recent correspondence, South Yorkshire Passenger Transport Executive (SYPTe) welcomes the opportunity to comment on the 'Transport Considerations' document which has been completed by Pell Frischmann for two sites in the Penistone Area. This response confirms SYPTe's acknowledgement that Yorkshire Land Limited wish to progress these sites within the forthcoming Barnsley Metropolitan Borough Council (BMBc) Sites and Places Development Plan Document. SYPTe therefore provide this response as impartial feedback to outline and ratify the conclusions and recommendations made by Pell Frischmann.

This response has only singled out sections of the Pell Frischmann document where SYPTe consider our input to be beneficial. Therefore not all sections of the document have been referenced.

Section 2.1.5 The location of new housing developments in this area of the Barnsley (and South Yorkshire) must take into consideration that it will fall within the labour catchment area of Central and Greater Manchester. The document currently refers to potential commuter traffic to Barnsley, Sheffield, Leeds, and Huddersfield but currently omits westbound movements to Manchester. A more detailed study would identify exact origin and destinations but for the time being reference should be made to Manchester within this statement.

Section 2.1.6 This section states that at peak times traffic builds up around Penistone and causes journey time severance within the local area with a subsequent impact on the operation of emergency vehicles. Although SYPTe support this point and this can be anecdotally proven, a statement like this will require survey data as back up evidence.

Section 2.1.7 SYPTe support this statement. The report states that at peak hours, the existing road traffic backs into Penistone. This needs to be quantified and also we need to understand specific junctions where this is happening. As it is highly likely that the vast proportions of traffic movements from the site(s) are likely to be eastbound, development towards the eastern side of Penistone will help ensure that additional traffic arising from the proposed growth of Penistone will not add to the existing congestion.

Section 2.1.8 and Table 2.1 The site scoring methodology has been conducted incorrectly. There is an assumption in the Pell Frischmann assessments that the 'availability of rail and bus' is measured upon access to a bus stop. Section 5.7 to section 5.10 of the Barnsley LDF: Housing Assessment Methodology Update April 2010 (revised July 2012) clearly states that assessment should not be simply measured to any nearby bus stop, but to a bus stop with a defined level of service (i.e. access to a bus stop with 6 buses per hour serving that stop).

The BMBC Housing Assessment Methodology uses assumptions that have been advised by SYPTE regarding the selection criteria for housing allocations. SYPTE support the prioritisation of housing developments which are located in areas that are within an accessible walking distance from the Core Public Transport Network. The assessment carried out by Pell Frischmann does not assess the sites in accordance with the methodology.

The nearest bus stop to the site is located on Barnsley Road (A628) and is served by a total of 3 buses per hour (the service 20, 24, 92 and 92A). As there are no other stops within a 400m actual walking route and Penistone station is beyond 800m, the scoring of 3 for the 'availability of rail and bus' for the Halifax Road site should be replaced with a scoring of 0.

Section 2.1.11 This statement is important and is worth including. If the development is proposing improvements to the local area through improved access to amenities, it should be highlighted to the Local Planning Authority. SYPTE fully support the use of local communities being integrated into large residential developments as this can significantly reduce the need to travel through the promotion of short, walkable trips to local convenience stores etc.

Section 2.2.4 Same comment as Section 2.1.5.

Section 2.2.5 **The proximity to the Trans Pennine Trail (TPT) is a very good feature for this site and this should not be overlooked. The high levels of accessibility to the TPT promote this site as a very sustainable option given the connections to a high quality walking and cycling network. Although this is not picked up within site assessment criteria, this should to be stated within any supporting document. As the site is within 2km from the station, SYPTE would deem it acceptable to expect a proportion of cycle based park and riding from Penistone, as well as a higher proportion of cycling trips for commuter purposes.**

Section 2.2.6 and Table 2.2 As with Section 2.1.8 and Table 2.1, the site scoring methodology has been used incorrectly. The nearest bus stop to the site is located on Sheffield Road and is served by a total of 3 buses per hour (the service 21, 21A, 24 and 29). As there are no other stops within a 400m actual walking route with a 6 or more buses per hour and Penistone station is beyond 800m, the scoring of 3 for the 'availability of rail and bus' for the Sheffield Road site should be replaced with a scoring of 0.

SYPTE would suggest that as there are potential contributions to assist in the development of Penistone Station, an additional 1 point should be added to the 'potential for the site to be accessed by public transport in the future'. However, it is unclear how the assessment criteria applied by BMBC accommodates this.

Section 3 As a general point, SYPTE has to remain impartial during the site selection process and we are refrained from commenting on many of the statements made within Section 3 of this document. These are issues which need to be addressed by BMBC as Highways and Planning Authority. However, SYPTE is able to comment on the public transport related issues that have been raised. As Pell Frischmann has incorrectly scored the two sites at Halifax Road and Sheffield Road, SYPTE has deemed it acceptable practise to check the scores given for the other 'comparable' sites mentioned. We have concluded the following;

Site at New Smithy Drive (LD2) – this site would score 0 for ‘availability of rail and bus’. The current score of 3 needs to be reduced as the closest bus stop on Manchester does not form part of the Core Public Transport Network. The score of 1 for ‘potential for the site to be accessed by public transport in the future’ should also be reduced to 0 as it is highly unlikely that a bus operator would divert an existing service to specifically serve this site (given the scale of development).

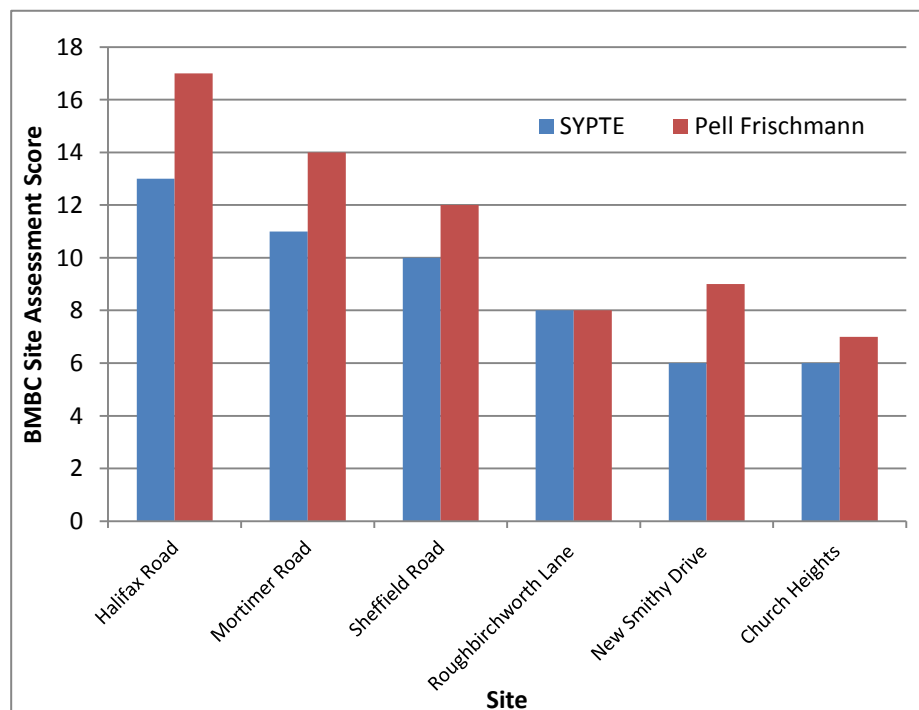
Site east of Mortimer Road, Cubley (PEN6) - this site would score 0 for ‘availability of rail and bus’. The current score of 3 needs to be reduced due to the fact that bus services accessible from the bus stops on Mortimer Road do not reach the 6 BPH threshold. The score of 1 for ‘potential for the site to be accessed by public transport in the future’ is acceptable as it is reasonable to anticipate that given an increase in 100 dwellings, bus operators may consider serving the site.

Site at Church Heights (LD7) - The score of 1 for ‘potential for the site to be accessed by public transport in the future’ should be reduced to 0. The size of the site and the anticipated yield of 50 dwellings mean that the commercial benefits from a bus service diversion would be minimal and therefore unlikely to happen.

Site at Roughbitchworth Lane (LD10) - this site would score 0 for ‘availability of rail and bus’. The nearest bus stops are located approximately 600m from the site, on Sheffield Road and have a service frequency of 3 buses per hour. The score of 1 for ‘potential for the site to be accessed by public transport in the future’ should be reduced to 0 given the unlikelihood of a bus operating along Roughbitchworth Lane and into the site. Given the tight access roads and the scale of development, bus services will most likely continue along Sheffield Road without any diversion, therefore leaving the site disconnected from public transport services.

Section 4

SYPTE generally support the comments concluded by Pell Frischmann. Even though the methodology was interpreted differently between Pell Frischmann and SYPTE, from the sites identified, both parties have maintained the same level of prioritisation, as seen below;



Both the Pell Frischmann and the SYPTE assessment shows that the top three sites are Halifax Road, Mortimer Road and Sheffield Road.

Section 4.6 and 4.7 SYPTE support the on-going and shared aspiration of Yorkshire Land Limited for the development of Penistone Station through improved park and ride facilities. The current proposals for the park and ride provision include an interchange facility which would help ease the bottleneck around Market Place and St Mary's Street.

The interchange facility away from the main Penistone thoroughfare would help alleviate local congestion problems and make better use of the street scene. However, it must be noted that this is an element of the scheme that would be confirmed through a detailed design of the scheme (it is only preliminary at this point).

I hope the above comments are useful and if you have any further queries or require additional information, please do not hesitate to contact me.

Yours faithfully



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Planning Officer

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[SYPTE](#) is a member of the [Travel South Yorkshire](#) partnership.