

Meeting date: 15 December 2022

Report to: Cabinet Member for Climate Change,
Planning and Housing

Report title: TRAVEL PLAN SUPPLEMENTARY PLANNING DOCUMENT

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Wards affected:

- All Wards | Bickenhill | Blythe | Castle Bromwich | Chelmsley Wood |
 Dorridge/Hockley Heath | Elmdon | Kingshurst/Fordbridge | Knowle |
 Lyndon | Meriden | Olton | Shirley East | Shirley South |
 Shirley West | Silhill | Smith's Wood | St Alphege
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Public/private report: Public

Exempt by virtue of paragraph: n/a

1. Executive Summary

- 1.1 This report presents the outcomes on the consultation of the draft Travel Plan Supplementary Planning Document (SPD) and seeks approval to adopt the amended document (on Monday 9th January 2023).
- 1.2 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel, such as promoting walking and cycling ([Travel Plans, Transport Assessments and Statements - GOV.UK \(www.gov.uk\)](#)).
- 1.3 Current guidance on Travel Plans is contained within the Council's 2006 SPD "Vehicle Parking Standards and Green Travel Plans". It is proposed to update the Travel Plan SPD, with more detailed and up-to-date guidance on what Travel Plans should include,

together with a standardised monitoring charge and the option for developers to request that the Council implement the Travel Plan.

- 1.4 Consultation on the draft Travel Plan SPD took place from Friday 22 July until Monday 5 September 2022. In total, 35 responses were received. The comments received have been helpful in ensuring that the SPD is consistent with policy/guidance and sets out the appropriate level of information. The SPD has been amended in line with the proposed changes set out in Appendix A. The SPD once adopted will support the implementation of the Local Plan and will remain relevant under the terms of the new emerging Local Plan.

2. Decision(s) Recommended

2.1 Cabinet Member is asked to:

- (a) Consider the comments received during the consultation on the draft Travel Plan Supplementary Planning Document (SPD) and officers' responses to them (Appendix A).
- (b) Approve the final Travel Plan SPD for adoption (Appendix B) and the draft Adoption Statement (Appendix C).

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3. Matters for Consideration

- 3.1 Travel Plans are an integral part of the current planning system. A Travel Plan is a long-term management strategy that seeks to mitigate the impact of single-occupancy car trips on the highway network through a series of measures that promote alternative modes of travel.
- 3.2 Travel Plans are developed by applicants through the planning application process and are reviewed by the Council's Development Management team and the Sustainable Travel Team. If they are considered satisfactory they become approved Travel Plans and their implementation is normally secured by a condition on the planning permission. In addition to implementing the plan, applicants are expected to monitor the plan against specific targets and milestones.
- 3.3 Existing guidance on Travel Plans is contained within the Council's 2006 SPD "Vehicle Parking Standards and Green Travel Plans". Since 2006 (when the existing SPD was adopted), legislation and practice around Travel Plans has advanced, opening opportunities for applicants to make a contribution towards the Council's costs of monitoring, and more fundamentally, the option for a developer to request that the Council carries out (at the developers cost) the implementation and monitoring of the Travel Plan.
- 3.4 For the above reasons, the draft Travel Plan SPD was prepared and includes detailed and up-to-date guidance. The SPD is set out in four guidance documents: an overarching master and three individual documents, focussed on residential, workplace and education settings.

4. What options have been considered and what is the evidence telling us about them?

- 4.1 To adopt the Travel Plan SPD or not.
- 4.2 Not adopting the SPD would leave the Council continuing to rely on the 2006 SPD "Vehicle Parking Standards and Green Travel Plans". The current system can result in Travel Plans being produced but potentially not being fully implemented or regularly monitored. The new SPD will allow the Council to have up-to-date guidance to comply with national legislation and reflect current best practice.

5. Reasons for recommending preferred option

- 5.1 National planning guidance in the National Planning Policy Framework (NPPF), states that any development generating a significant amount of traffic movement requires a Travel Plan.
- 5.2 It is a planning requirement to carry out a detailed assessment of the impact which a development will have on the surrounding highways and transportation network. Demand management strategies (Travel Plans) will then be required to minimise the anticipated impact of the proposed development on the transport system.
- 5.3 The Travel Plan SPD will ensure that the appropriate developer contributions, through

Section 106 agreements, are secured and that the correct procedures are followed to ensure the successful implementation of the Travel Plan.

5.4 A Travel Plan can deliver a number of benefits to new or expanded developments as follows:

- Less congestion resulting in local environmental improvements from reduced carbon emissions, pollution, and noise.
- Increased opportunities for active healthy travel.
- Reduced demand for car parking spaces.

6. Implications and Considerations

6.1 State how the proposals in this report contribute to the priorities in the [Council Plan](#):

Priority:	Contribution:
<p>People and Communities:</p> <ol style="list-style-type: none"> 1. Improving outcomes for children and young people in Solihull. 2. Good quality, responsive, and dignified care and support for Adults in Solihull when they need it. 3. Take action to improve life chances and health outcomes in our most disadvantaged communities. 4. Enable communities to thrive. 	<p>Promoting more affordable alternatives to the car, such as cycling, has substantial benefits to our residents. Promoting healthier modes of travel from a young age will have lifelong benefits.</p>
<p>Economy:</p> <ol style="list-style-type: none"> 5. Develop and promote the borough's economy, with a focus on revitalising our town and local centres. 6. Maximising the opportunities of UK Central and HS2. 7. Increase the supply of affordable and social housing that is environmentally sustainable. 	<p>Promoting alternatives to single car journeys to commute to our town centres for work, school and leisure purposes supports the vision of the Town Centre Master Plan and will increase use of infrastructure implemented by LCWIP and Active Travel Fund.</p>
<p>Environment:</p> <ol style="list-style-type: none"> 8. Enhance our natural environment, improve air quality and reduce net carbon emissions. 	<p>Supporting more people to have the confidence to choose to travel actively such as walking or cycling will reduce the number of car journeys in the borough. This in turn will have a direct impact on congestion, improving air quality and reducing carbon</p>

Priority:	Contribution:
	emissions supporting the drive to Net Zero Carbon in 2041
9. Promote employee wellbeing	Walking and cycling are affordable ways to travel and offers many health and well-being benefits.

6.2 Consultation and Scrutiny:

6.2.1 Following Cabinet Member approval (on 28 June 2022) the draft Travel Plan SPD was published for consultation. Consultation took place from Friday 22 July until Monday 5 September 2022.

6.2.2 Consultation on the draft SPD was undertaken in accordance with the Council's Statement of Community Involvement (SCI), which was adopted in January 2020.

6.2.3 Consultation was undertaken in the following ways:

- Emails/letters were sent to statutory, general and all other relevant consultees and stakeholders on the local plan consultation database who had opted to hear about other policy document consultations, this included all Parish Councils, Neighbourhood Groups and Ward Councillors. 'Specific consultation bodies' including organisations such as Natural England, the Environment Agency and Historic England were directly consulted as well as local agents who had submitted planning applications to the Council over the last 12 months.
- The draft SPD was available to view on the Council's website and hard copies were made available for inspection in all Solihull Connect Centres;
- Relevant contact details were provided for those who wanted to ask questions and seek further information;
- Stakeholders were given the option of responding to the consultation electronically by email or by post; and
- The draft SPD was promoted through the Solihull 'Stay Connected' and the Council's Twitter and Facebook accounts.

6.2.4 Overall, the SPD was welcomed and the responses are generally positive. In total, 35 responses were received.

6.2.5 Appendix A of this report sets out the representations that were received during the consultation on the draft SPD. A summary of the comments is given, followed by an officers' responses to the comments and any proposed changes to the SPD.

6.2.6 The SPD has been amended in line with the proposed changes and is attached in Appendix A. The changes made were mainly to add clarity to existing text and add references to relevant policy and guidance documents. In summary key changes

include:

- Clarification that Travel Plan Statements are required for smaller developments that comprise of over 50 residential units.
- Clarification that not all Travel Plan details may be known at pre-application stage therefore a 'Framework Travel Plan' is required rather than a 'Draft Travel Plan'.
- Clarification on what are considered to be the 'neutral months' for carrying out travel surveys.
- Reference to the Knowle, Dorridge and Bentley Heath Neighbourhood Plan, Berkswell Neighbourhood Development Plan, Hampton-in-Arden Neighbourhood Plan, Balsall Neighbourhood Plan and the Meriden Parish Neighbourhood Development Plan at Appendix A in the Master Guidance Document (Policy Guidance Overview).
- Reference to Transport for West Midlands (TfWM) providing measures to complement public transport and active travel use as well as relevant TfWM documents at Appendix A in the Master Guidance Document (Policy Guidance Overview).

6.2.7 The comments received have been helpful in ensuring that the SPD is consistent with policy/guidance and sets out the appropriate level of information.

6.2.8 The amended SPD is therefore presented for adoption in order to support the implementation of the Local Plan and will remain relevant under the terms of the new emerging Local Plan.

6.3 **Financial implications:**

6.3.1 Funding will be provided by S106 Contributions.

6.3.2 The proposed system will be monitored regularly to ensure there are no financial risks to the Council and to enable the service to recover its costs as it further develops to meet both the Government's and Council sustainable travel objectives.

6.4 **Legal implications:**

6.4.1 The requirements for the preparation and adoption of the SPD are set out in the Town and Country Planning (Local Planning) (England) Regulations. These regulations have been taken into account during the preparation and adoption of the Travel Plan SPD.

6.5 **Risk implications, including Risk Appetite:**

6.5.1 The Council's risk management process has been followed and no net RED risks have been identified.

6.5.2 The service's risk register will be updated, reviewed regularly to ensure senior

management has oversight of any future risks.

6.6 Equality implications:

6.6.1 None.

6.7 Linkages to our work with the West Midlands Combined Authority (WMCA), Local Enterprise Partnership or the Birmingham & Solihull Integrated Care System (ICS):

6.7.1 The adoption of an up-to-date Travel Plan SPD will be complementary to the work of the WMCA in encouraging sustainable transport choices.

7. List of appendices referred to

7.1 Appendix A- Summary of Consultation Representations, Officer Response and Proposed Changes.

7.2 Appendix B- Amended Travel Plan Supplementary Planning Document (SPD) including-

- Solihull Master Travel Planning Guidance
- Solihull Travel Planning Guidance for Residential Developments
- Solihull Travel Planning Guidance for Business
- Solihull Travel Planning Guidance for Education

7.3 Appendix C- draft SPD Adoption Statement.

8. Background papers used to compile this report

8.1 n/a

9. List of Other Relevant Documents

9.1 Vehicle Parking Standards and Travel Plans (2006) SPD