

APPENDIX A - Public Consultation Comments, Officer Responses and Proposed Changes

In accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the following table provides a summary of the representations received during the consultation process for the Travel Plan Supplementary Planning Document (SPD). The table also provides a summary of the Council's responses to those comments and the changes that have been made in response. For the avoidance of doubt, the consultation process was undertaken from Friday 22 July until Monday 5 September 2022.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:001	Mrs Pamela Marsden	There should be more availability of public transport in rural areas.	Travel Plans aim to reduce reliance on the private car and maximise the opportunities for sustainable travel modes, including public transport in rural areas.
ID:002	Mrs Pam Moore	The maximum speed of traffic that passes St Patricks School in Earlswood is a safety concern and should be reduced.	<p>Travel Plans aim to reduce congestion and therefore improve safety on local roads. Specific reference to St Patricks School in Earlswood is not required at SPD level.</p> <p>Proposals for a reduced speed limit at this location have recently been consulted on which, if approved, will see the speed limit reduced to 30mph. A part time 20mph is also proposed.</p>
ID:003A	Mr David Roberts	Jaguar Rover is one of the biggest rate payers in the Borough.	Noted. Jaguar Land Rover is a key asset in the Borough.
ID:003B	Mr David Roberts	The Council continually attacks the use of cars and insists that local people adopt the “active” policy.	Disagree. SMBC recognises that a right balance needs to be struck between the use of cars and increasing the level of active travel and public transport use. Transport is a key issue in tackling climate change therefore increased opportunities for active healthy travel (walking and cycling) is considered a priority.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:004A	Mr John Paterson	Support the aspirations for sustainable travel and the reduction of fossil fuel usage.	Support is noted.
ID:004B	Mr John Paterson	Measures brought forward should not penalise car drivers and developments should have sufficient facilities for car users.	Agree that Travel Plans should not be used as way of unfairly penalising car drivers or cutting provision for cars in a way that is unsustainable.
ID:004C	Mr John Paterson	Cycle lanes should be easy to follow, large enough and safe. Developments should be designed to provide easy and safe routes.	Transport Assessments will typically include an assessment of accessibility. Developers will be expected to consider the Council's Local Cycling and Walking Infrastructure Plan (LCWIP) which identifies cycling and walking improvements required at a local level.
ID:004D	Mr John Paterson	Legalise and control the use of electric scooters.	SMBC recognise that electric scooters are environmentally friendly. However, the lawful use of electric scooters is not a matter for this SPD to address.
ID:004E	Mr John Paterson	Parking should be at the rear of houses so front of properties look onto green spaces.	Agree that car-dominated frontages should generally be avoided. The Council adopted a Residential Backland Development SPD in July 2021 which provides guidance for developers. The Council is also anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD which will provide further guidance and context for parking in new developments.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:004F	Mr John Paterson	Proper and collective bin storage / collection facilities should be provided.	Agree. All waste management facilities should be integrated into the design of new developments from the outset.
ID:005	Mr Les Jobson	Additional housing proposed should not be concentrated in Shirley. Stratford Road and minor roads in Shirley are inadequate for the additional traffic. Local public transport and cycle infrastructure is currently insufficient.	An Infrastructure Delivery Plan supports the Blythe site allocations included in the Draft Solihull Local Plan. It identifies projects which will help to address existing and future transport infrastructure needs and seeks to improve accessibility, promote sustainable travel and address key areas of existing congestion and congestion as a result of the development proposed in the Local Plan.
ID:006	P Harris	Traffic is an existing problem and there is insufficient infrastructure for new developments in the Borough.	An Infrastructure Delivery Plan supports the growth proposed in the Draft Solihull Local Plan. It identifies projects which will help to address existing and future transport infrastructure needs and seeks to improve accessibility, promote sustainable travel and address key areas of existing congestion and congestion as a result of the development proposed in the Local Plan.
ID:007A	Councillor Kathryn Thomas	Is delivering a 10% modal shift (single occupancy vehicles) the correct target?	A 10% mode shift from single occupancy vehicles over a 5-year period is considered to be a challenging but achievable target. The SPD does allow for flexibility, recognising that location and the type of development could have an impact on the mode shift target.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:007B	Councillor Kathryn Thomas	It appears there is no initial target but an emphasis on changing the behaviour of those already using the facility once it's 'live'. Behaviour change should be encouraged from day 1.	Agree that changes in travel attitudes and behaviours is important in tackling the problems associated with high car use and in reducing congestion/carbon emissions. Any Travel Plan will include targets which have to be approved by the Council prior to first occupation, therefore behaviour change can be encouraged early in the process.
ID:007C	Councillor Kathryn Thomas	How is the modal shift for residential developments effectively measured? There doesn't seem to be any real way of measuring public transport use?	A monitoring programme including regular surveys will be expected to be undertaken which will disclose the modal split of residents, including public transport use.
ID:007D	Councillor Kathryn Thomas	Support shuttle services to local transport hubs (as referenced at Fig 3-1 of Master Guidance Document). Has anyone implemented this before?	Support noted. Shuttle services can carry people far more efficiently than cars. Examples in the Borough include Blythe Valley Park where the shuttle service was later integrated into an extended bus route serving a wider area/route.
ID:007E	Councillor Kathryn Thomas	Why do residential developments not include the requirement to build in cycle routes through development?	Priority should be first given to pedestrian and cycle movements in new developments (as stated in the Draft Local Plan). Developers will also be expected to consider the Council's Local Cycling and Walking Infrastructure Plan (LCWIP) which identifies cycling and walking improvements required at a local level. Transport Assessments will typically include an assessment of accessibility.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:007F	Councillor Kathryn Thomas	Is there a maximum distance that new developments should be from local facilities/services? Neighbourhoods should be walkable.	All new developments should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access. Developments will be expected to meet the accessibility criteria set out in Local Plan Policy P7 'Accessibility and Ease of Access'.
ID:007G	Councillor Kathryn Thomas	The expected expenditure that businesses should spend on Travel Plans seems disproportionate. Should the top 2 tiers of business size not be increased substantially?	Table 1 in the Commercial Development Guidance Document shows indicative costs only. The approach is evidence based and is therefore considered to be appropriate.
ID:007H	Councillor Kathryn Thomas	Why are all schools not being asked to developed STARS Travel Plans?	All schools are encouraged to have an up-to date School Travel Plan and become accredited with STARS. SMBC will also continue to work with schools as part of the Department for Transport Capability Funded Project. SMBC can only require a Travel Plan is implemented when any school is planning on carrying out building work or when staff/pupil capacities are being increased.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:008A	Severn Trent	Severn Trent have an obligation to provide water supplies and sewage treatment capacity for future development and therefore need to work collaboratively with Local Planning Authorities.	The Council will continue to work collaboratively with Severn Trent and other utility providers to enable and support the delivery of growth in the Borough.
ID:008B	Severn Trent	The SPD aligns with Severn Trent's commitment to improve the environment and communities health. Severn Trent have committed to net zero carbon emissions by 2030, with 100% of energy from renewable sources and 100% electric vehicles.	Support Severn Trent's commitment to net zero carbon emissions. SMBC is committed to its target for the Borough to produce net zero carbon emissions by 2041 and aims to be net zero for the Council's own emissions by 2030.
ID:008C	Severn Trent	The SPD should include some text around installing SuDS when constructing footways/cycleways.	Specific reference to SuDS is not required in the Travel Plan SPD. SMBC is producing a Climate Change SPD to support the delivery of policies in the draft Solihull Local Plan which will include more guidance on SuDS.
ID:008D	Severn Trent	Local policy wording should include that surface water discharges are connected in accordance with the drainage hierarchy, all major developments use SuDS, blue green corridors are created/enhanced, water resources are protected and that water efficiency measures should be incorporated.	Draft Solihull Local Plan Policy P11 'Water and Flood Risk Management' states that the disposal of surface water must comply with the drainage hierarchy, requires all major development to include the use of above ground SuDS, aims to protect and enhance water quality and recognises the need for water efficiency in all new development. The draft Local Plan also recognises the opportunity to enhance 'green and blue infrastructure' in the Borough.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:009	Mr Robert Baker	Pedestrians and cyclists should be kept separate with designated markings. Cycleways need to comply with legislation.	Agree that cyclists should be separated from pedestrians where possible. SMBC fully supports the emphasis of improved cycling and walking conditions. Developments will be expected to consider the Council's Local Cycling and Walking Infrastructure Plan (LCWIP) which makes reference to national standards for cycling infrastructure.
ID:010A	Dr David Brown	There is too much emphasis on cycling which can exclude the disabled and elderly. Cycling can be impractical and dangerous in certain weather conditions.	Travel Plans should include a package of measures aimed at maximising the opportunities for sustainable travel, not only encouraging cycling /walking but increasing the use of public transport. Transport Assessments will typically include an assessment of accessibility.
ID:010B	Dr David Brown	Greater emphasis should be on improving affordable public transport as there are significant existing gaps. Viable public transport needs to be put in place along with parking facilities.	Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD supports these aims.
ID:010C	Dr David Brown	Cycle improvement measures including faster pothole repair, cycle rack provision and the promotion of 'considerate cycling' will improve safety and be more of a benefit than dedicated cycle routes.	Measures in a Travel Plan could include the provision/ improvements to cycle infrastructure such as signage and parking facilities. The Council's Walking/Cycling Strategy aims to increase the number of people cycling and walking by not only providing new routes but by cycle training /initiatives as well as improvements to infrastructure and facilities.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:011A	Mr William Cairns	The draft Local Plan proposes new homes in Balsall Common with no employment prospects locally so new residents will have to travel far. A much-improved public transport service is required. Improved cycling and walking facilities will not assist.	Balsall Common is identified for housing growth in the draft Local Plan. The Spatial Strategy seeks to focus significant developments in locations that are, or can be made, accessible and sustainable. Developments will be expected to make appropriate measures to promote and enhance sustainable modes of transport, including public transport.
ID:011B	Mr William Cairns	Cycling and walking are unsuitable for shopping. There are safety concerns with children being encouraged to cycle to schools on busy roads. It is difficult to see how cycle lanes can be incorporated in existing urban areas.	Travel Plans should include a package of measures aimed at maximising the opportunities for sustainable travel, not only encouraging cycling /walking but increasing the use of public transport. SMBC recognises that all cycle routes should be designed with safety as the most important design principle. Developments will be expected to consider the Council's Local Cycling and Walking Infrastructure Plan (LCWIP) which identifies cycling and walking improvements required at a local level.
ID:011C	Mr William Cairns	Better maintenance of hedges along footpaths should be made a priority.	Noted. Travel Plans can include measures to increase walking with improvements to pedestrian access/quality.
ID:011D	Mr William Cairns	Reduced parking spaces will particularly hit the disabled who need improved access not less access.	Travel Plans should not be used as way of unfairly penalising any car drivers, including disabled drivers, or cutting provision for cars in a way that is unsustainable.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:011E	Mr William Cairns	The importance of electric car infrastructure seems to have been ignored. This will be a great contributor to carbon reduction.	SMBC recognises the importance of electric vehicles in decarbonising transport, improving air quality and contributing to green economic growth (see Solihull's Electric Vehicle Strategy). The SPD recognises that Travel Plans could include measures for providing electric vehicle charging points and dedicated parking for low emission vehicles. SMBC is also producing a Climate Change SPD to support the delivery of policies in the draft Local Plan which will likely include more guidance on electric vehicle charging infrastructure.
ID:011F	Mr William Cairns	Not all car journeys are single occupancy journeys. School runs are frequently +2, with drop offs at several locations.	It is noted that not all car journeys are single occupancy. An objective of Travel Plans is to reduce single occupancy car journeys to more sustainable modes of transport.
ID:011G	Mr William Cairns	There is a risk of a "one size fits all" policy being applied Borough wide. Needs differ from rural areas to urban areas.	Agree that transport issues vary across the Borough. SMBC will require developers to submit site specific Travel Plans to accompany planning applications with bespoke outcomes, targets and measures.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:012A	Ms Margaret Bassett	Requiring travel surveys to be done during school holidays ignores the impact of school-run travel.	The SPD requires travel surveys to be carried out during a 'neutral' month avoiding holiday periods.
ID:012B	Ms Margaret Bassett	Human beings need social interactions therefore are unlikely to reduce the number of journeys. Only significant effect would be from commutes to offices, shops and schools.	Disagree. A Travel Plan can help reduce the overall number of car trips, delivering a wide range of benefits.
ID:012C	Ms Margaret Bassett	Failing to provide parking spaces, including visitor parking, at new residential developments has caused parking congestion. More parking provision is necessary.	Car parking provision should be compliant with local and national policy. SMBC is anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD which will provide further guidance and context for parking in new developments.
ID:012D	Ms Margaret Bassett	The SPD ignores the needs of elderly and disabled. Unreasonable to expect people to carry shopping on public transport.	<p>Travel Plans should not be used as way of unfairly penalising car drivers, including elderly and disabled drivers, or cutting provision for cars in a way that is unsustainable.</p> <p>SMBC recognises that a right balance needs to be struck between the use of cars and increasing the level of active travel and public transport use. Transport is key to tackling climate change therefore increased opportunities for sustainable travel is considered a priority.</p>

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:012E	Ms Margaret Bassett	A large percentage of cars that cause congestion are from outside of Borough. Why penalise Solihull residents?	<p>The Travel Plan SPD can only provide guidance for developers on their requirements to promote travel demand management as part of development proposals located within the Solihull administrative boundary.</p> <p>To note, SMBC has a statutory duty to cooperate with neighbouring authorities and other bodies and will continue to work together on cross boundary issues.</p>
ID:013A	The Motorcycle Action Group	Motorcycling has been ignored and should be considered as a more sustainable choice than single occupancy car trips and as a viable, sustainable travel choice.	<p>It is noted that motorcycle emissions are generally lower than car emissions. SMBC agree to liaise with the Motorcycle Action Group during the Travel Plan process where appropriate.</p> <p>Agree that the Travel Plan SPD should include reference to motorcycling being a sustainable travel choice. See below.</p>
ID:013B	The Motorcycle Action Group	Section 2.7 Table 2.4 (Master Guidance Document) should read as follows <i>“The TP will help reduce the number of car trips generated by the development that would be expected if each occupier did not use walking, cycling, motorcycling or public transport for some journeys.”</i>	<i>Agree. CHANGE. ‘The TP will help reduce the number of car trips generated by the development that would be expected if each occupier did not use walking, cycling, motorcycling or public transport for some journeys’ (Table 2.4 Master Guidance Document).</i>

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:013C	The Motorcycle Action Group	Section 2.7 Table 2.5 (Master Guidance Document) should read as follows "A TP will potentially help reduce car trips and result in greater use of public transport and walking, cycling and motorcycling facilities provided for the development."	Agree. CHANGE. 'A TP will potentially help reduce car trips and result in greater use of public transport and walking, cycling and <u>motorcycling</u> facilities provided for the development'. (Table 2.5 Master Guidance Document).
ID:013D	The Motorcycle Action Group	Section 3.1 Table 3.1 'Site assessment' (Master Guidance Document) should read as follows "Quality and availability of transport infrastructure around the site, summarising how amenable local roads and key routes are to walking, cycling, motorcycling and public transport'.	Agree. CHANGE. 'Quality and availability of transport infrastructure around the site, summarising how amenable local roads and key routes are to walking, cycling, <u>motorcycling</u> and public transport'. (Table 3.1 Master Guidance Document).
ID:013E	The Motorcycle Action Group	Specific reference should be made at Section 3.3 (Master Guidance Document) on Travel Surveys to motorcycles in vehicle counts and supply and usage of parking.	A motorcycle falls within the definition of a 'vehicle'. CHANGE. Bullet point 3 in Section 3.3 (Master Guidance Document) - ' supply and usage of onsite ϵ vehicle and cycle parking '.
ID:013F	The Motorcycle Action Group	Figure 3.1 'Measures for consideration for inclusion in a Full or Framework Travel Plan' (Master Guidance Document) should include a panel "Increasing motorcycling".	Disagree. The range of measures identified for inclusion in a Travel Plan are examples only but are considered to be the most appropriate.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:014A	Mr Harry Siggs	The objectives and content of the SPD are admirable and provide a good target.	General support noted.
ID:014B	Mr Harry Siggs	The promotion of non-car transport can only achieve very limited take-up in remote areas as public transport provision is inadequate. There is a need for a more frequent bus/ rail services.	Agree that transport issues vary across the Borough. Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD supports these aims.
ID:014C	Mr Harry Siggs	The pressure from developers or the sums imposed under the SPD will be insufficient to facilitate additional transport provision. This can only be achieved by an integrated transport plan. Funds could be used more effectively to offset the impact of additional development.	Disagree. Travel Plans can act as long-term management strategies and provide opportunities to improve journeys made by sustainable transport. The draft Solihull Local Plan expects major developments to mitigate impacts and provide physical, social, green and digital infrastructure to support associated needs.
ID:015A	Mr Andrew Freeman	Support the Travel Plan SPD in principle.	General support noted.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:015B	Mr Andrew Freeman	The Master document should include explanation of Travel Plans for Residential and Commercial Development and Education Sites.	<i>CHANGE. Agree to include additional text in the 'Introduction' explaining the separate guidance documents for residential, commercial and education developments. 'In addition to this Master Guidance document, separate advice on specific types of Travel Plans relating to certain land uses, including residential, business and education, is provided. These set out detailed guidance for developers on the requirements to promote travel demand management as part of those particular types of development proposals'.</i>
ID:015C	Mr Andrew Freeman	A high percentage of applications would require a Travel Plan Statement. Further guidance is needed as its limited to a description in Table 2-2 (Master Travel Plan Document).	Guidance included in Table 2-2 is considered to be appropriate. A Travel Plan Statement should focus on encouraging sustainable travel and would take the form of an 'Action Plan'. The exact contents of a Travel Plan Statement is a matter for application stage.
ID:015D	Mr Andrew Freeman	The flow diagram at Fig 1.4 (Master Travel Plan Document) doesn't show Appendix C (Travel Plan Advice Sheets). What and where are these?	Travel Plan Advice Sheets referenced at Fig 1.4 are those separate guidance documents for residential, commercial and education development. <i>CHANGE. Refer to as 'Travel Plan Advice Sheets Guidance Documents'.</i>
ID:015E	Mr Andrew Freeman	Fig 2-1 (Master Travel Plan Document) doesn't cover Travel Plan Statements.	No change necessary to Fig 2-1. A Travel Plan Statement is a type of Travel Plan and is referenced.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:015F	Mr Andrew Freeman	Table 2-2 (Master Travel Plan Document) includes reference to the threshold for Travel Plan Statements which is not consistent with Table 2-1.	Travel Plans are required for all developments which generate significant amounts of movements. Residential Travel Plans are required for medium to large developments with over 50 units, as specified in development thresholds in Table 2.2 of the Master Travel Plan Guidance Document. CHANGE - Table 2.1 (Master Travel Plan Document) in relation to Travel Plan Statements should read 'Required for smaller developments that fall below the full TP thresholds, but which typically employ 20 or more employees or comprise of over 5 50 residential units.'
ID:015G	Mr Andrew Freeman	There should be a different check list for the requirements for Travel Plan Statements in Table -3-1.	Disagree. The guidance included in Table 2-2 (Master Travel Guidance Document) is considered to be appropriate. A Travel Plan Statement should focus on encouraging sustainable travel and would take the form of an 'Action Plan'. The exact contents of a Travel Plan Statement is a matter for application stage.
ID:015H	Mr Andrew Freeman	Reference should be made to what neighbourhood plans say on Travel Plans at Appendix A. The Knowle, Dorridge and Bentley Heath Neighbourhood Plan has text covering Travel Plans.	CHANGE. Agree to include reference to all adopted Neighbourhood Plans at Appendix A (Master Guidance Document).

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:015I	Mr Andrew Freeman	Appendix B - B.2 (Master Guidance Document) should refer to planning obligations rather than planning agreements.	Disagree. S106 Agreements is considered appropriate terminology.
ID:015J	Mr Andrew Freeman	The first model condition would be best expressed as a negative condition like the second example at Appendix B.4 on Planning Conditions (Master Guidance Document).	Disagree. No change necessary as example condition worded appropriately.
ID:016	CPRE Warwickshire	Proposed Local Plan allocation BL1 South is unsustainable and will increase car usage, add to congestion and further worsen parking problems. BL1 south cannot fulfil the criteria set out in Travel Plan SPD Para 2.1.	The allocation of BL1 South is not a matter for the Travel Plan SPD. The Spatial Strategy set out in the draft Solihull Local Plan seeks to focus significant developments in locations that are, or can be made, accessible and sustainable. Developments will be expected to make appropriate measures to promote and enhance sustainable modes of transport, including walking, cycling and public transport. A Travel Plan can assist in achieving these aims.
ID:017A	Mr John Green	Fully support the proposals for more walking/cycling and the Travel Plan SPD.	Support noted.
ID:017B	Mr John Green	More cycle lanes are required.	Travel Plans aim to reduce reliance on the private car and could include improvements to cycle infrastructure. Priority should be first given to pedestrian and cycle movements in new developments (as stated in draft Local Plan). Developments will also be expected to consider the Council's Local Cycling and Walking Infrastructure Plan which identifies cycling and walking improvements required at a local level.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:017C	Mr John Green	The existing cycle lane on Bloomfield Road is dangerous.	Noted. Specific reference to an existing cycle lane on Bloomfield Road is not required at SPD level.
ID:017D	Mr John Green	Better education of motorists is required including on the changes to the Highway Code.	Agree that the Highway Code is essential reading for all road users. Measures included within a Travel Plan could include Highway Code training/information. CHANGE. 'Education on Highway Code' at Fig 3-1 (Master Guidance Document).
ID:018	Historic England	Historic England has no comments to make in respect of the consultation.	Noted.
ID:019A	National Highways	National Highways is the highway authority, traffic authority and street authority for the Strategic Road Network.	Noted. The Council will continue to work collaboratively with National Highways.
ID:019B	National Highways	The production of this SPD is in line with Policy P8 of the Solihull Local Plan "Managing Travel Demand and Reducing Congestion".	The Travel Plan SPD aims to support relevant policies set out in both the adopted Solihull Local Plan (December 2013) and the Draft Local Plan.
ID:019C	National Highways	All development proposals will need to consider the implications of their development on the Strategic Road Network as well as any other relevant implications.	National Highways are a statutory consultee in the planning system and will therefore be consulted on development proposals that are likely to result in an adverse impact on the Strategic Road Network.
ID:019D	National Highways	The SPD documents mainly focus on the importance of Travel Plans in managing demand for the local road network with no reference to the Strategic Road Network. As such, we have no specific comments.	Noted.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:020A	Mr Guy Koster	Increased housing development is necessary to meet needs.	Agree. Housing needs across the Borough need to be met. The draft Local Plan sets out how and where Solihull will develop in the future.
ID:020B	Mr Guy Koster	There is the need for more reliable and effective public bus services as not everybody is able to cycle or drive.	Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD supports these aims.
ID:020C	Mr Guy Koster	Community bypass roads have become busier which is dangerous and unsustainable. HS2 construction traffic has created additional challenges.	Comments on bypass roads and HS2 noted. Travel Plans and Transport Assessments will accompany planning applications that include proposals which may generate significant traffic volumes, situated in traffic-sensitive locations, or otherwise likely to have a significant impact on the highway network.
ID:020D	Mr Guy Koster	Dedicated cycle lanes are desirable but should not lead to more overcrowded roads or reduce space for pedestrians.	Travel Plans should not be used as way of unfairly penalising pedestrians or car drivers by cutting provision for cars in a way that is unsustainable and could have negative impacts on surrounding roads.
ID:020E	Mr Guy Koster	Until reliable alternate means of transport are available, adequate car parking provision is required. Removing parking spaces exacerbates problems.	SMBC recognises that a right balance needs to be struck between the use of cars and increasing the level of active travel and public transport use. The Council is anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD which will provide further guidance and context for parking in new developments.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:020F	Mr Guy Koster	More schools and community health services in local areas are important. This could help to reduce the number of 'avoidable' car journeys.	The importance of social and community infrastructure being accessible is noted. The draft Local Plan states that where new development puts pressure on social infrastructure or creates a need, then provision will have to be made (such as community services).
ID:020G	Mr Guy Koster	Building on land prone to flooding should be avoided. Better drainage is required with new development.	Any new development should be located away from areas that are at high risk of flooding. For new developments at risk of flooding, a site-specific flood risk assessment must be undertaken in accordance with the NPPF. Draft Solihull Local Plan Policy P11 'Water and Flood Risk Management' states that the disposal of surface water must comply with the drainage hierarchy and requires all major development to include the use of above ground SuDS.
ID:020H	Mr Guy Koster	The 'culture' or 'atmosphere' of local communities should be protected/enhanced by new housing development.	Agree that new development should be sensitive to local character and enhance the public realm (as required by Local Plan Policy P19 'Range and Quality of Local Services').
ID:020I	Mr Guy Koster	The protection of established public green spaces and the Green Belt should be prioritised.	SMBC puts great value in green open spaces and the Green Belt and will continue to protect these areas in line with national policy.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:021A	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	The Forum supports the Travel Plan SPD in principle.	Support noted.
ID:021B	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	The requirements of Neighbourhood Plans should be referenced.	CHANGE. Agree to include reference to all adopted Neighbourhood Plans at Appendix A (Master Guidance Document).
ID:021C	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	It is unclear how effective measures proposed in encouraging public transport use will be for allocations proposed in Knowle.	The draft Local Plan allocates two sites for residential development in Knowle. The site allocation policies for KN1 and KN2 recognise the requirements of appropriate measures to promote and enhance sustainable modes of transport. New developments will be expected to provide on-site transport infrastructure that promotes ease of access and enhances accessibility levels (Draft Local Plan Policy P7).

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:021D	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	There should be an explanation in the Master Travel Plan Guidance in relation to Travel Plans for Residential and Commercial Development and Education Sites.	CHANGE. Agree to include additional text in the 'Introduction' explaining the separate guidance documents for residential, commercial and education developments. <i>'In addition to this Master Guidance document, separate advice on specific types of Travel Plans relating to certain land uses, including residential, business and education, is provided. These set out detailed guidance for developers on the requirements to promote travel demand management as part of those particular types of development proposals'.</i>
ID:021E	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	Support the proposed measures and incentives on pg.4 (Travel Plan Guidance for Residential sites) however sceptical as to how successful these will be in locations not well served by buses.	Support noted for the proposed sustainable travel measures and incentives. Travel Plans aim to reduce reliance on the private car and maximise the opportunities for sustainable travel modes, including public transport in rural areas.
ID:021F	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	Travel Plans will only be successful if there is good public bus and train services. In Knowle, significant improvements are needed to coordinate trains with buses.	Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD will support these aims.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:021G	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	Welcome the use of Travel Plans for school sites. There are severe congestion issues at peak hours. Key concerns are the safety of children. Local schools should include representatives of local community groups and local residents in their Working Groups (Step 1) as well as Step 2.	Support noted. Travel plans can help to reduce traffic congestion attributed to the 'school run' addressing health, environmental and safety concerns. SMBC recognises that all cycle and pedestrian routes should be designed with safety as the most important design principle. Agree that local community groups representing local residents could be consulted at Step 2. <i>CHANGE- make reference to local community groups being included in a working group at Step 1 'Other stakeholders with an interest e.g. Councillors, community members, community groups, police, community council' (pg. 7, Guidance for Education sites).</i>
ID:021H	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	The flow diagram at Fig 1.4 (Master Guidance Document) doesn't show Appendix C (Travel Plan Advice Sheets). What and where are these?	Travel Plan Advice Sheets referenced at Fig 1.4 are those separate guidance documents for residential, commercial and education development. <i>CHANGE- refer to as 'Travel Plan Advice Sheets Guidance Documents'.</i>
ID:021I	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	Fig 2-1 (Master Guidance Document) doesn't cover Travel Plan Statements.	No change necessary to Fig 2-1. A Travel Plan Statement is a type of Travel Plan and is referenced.
ID:021J	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	Table 2-2 (Master Guidance Document) references a Travel Plan Statement thresholds of 50 units which is inconsistent with Table 2-1.	Travel Plans are required for all developments which generate significant amounts of movements. Residential Travel Plans are required for medium to large developments with over 50 units. <i>CHANGE - Table 2.1 (Master Guidance Document) in relation to Travel Plan Statements 'Required for smaller developments that fall below the full TP thresholds, but which typically employ 20 or more employees or comprise of over 5 50 residential units.'</i>

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:021K	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	There should be a different check list for the requirements for Travel Plan Statements in Table -3-1 (Master Guidance Document).	Disagree. The guidance included in Table 2-2 (Master Travel Guidance Document) is considered to be appropriate. A Travel Plan Statement should focus on encouraging sustainable travel and would take the form of an 'Action Plan'. The exact contents of a Travel Plan Statement is a matter for application stage.
ID:021L	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	Appendix B - B.2 (Master Guidance Document) should refer to planning obligations rather than planning agreements.	Disagree. S106 Agreements is considered appropriate terminology.
ID:021M	Knowle, Dorridge and Bentley Heath Neighbourhood Forum	The first model condition would be best expressed as a negative condition like the second example at Appendix B.4 Planning Conditions (Master Guidance Document).	Disagree. Not change necessary as example condition is worded appropriately.
ID:022A	Canal & Rivers Trust	The charity looks after canals & rivers and is a statutory consultee in the Development Management process. The Trust is happy to be approached by applicants for pre-application advice.	Noted. The Council will continue to engage with the Canal and Rivers Trust where appropriate. The SPD highlights the importance of consultation at scoping and pre-application stages in relation to the Travel Plan requirements.
ID:022B	Canal & Rivers Trust	Waterways are significant green and blue infrastructure in the Borough. The canal towpath is an important traffic free route and can provide a safe, convenient and attractive network to promote health and well-being.	Agree. Draft Local Plan Policy P11 refers specifically to the protection and improvement of the quality of water resources. Reference is also made to the protection of tranquil and locally distinctive areas, which could include canal corridors.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:022C	Canal & Rivers Trust	Table 2-2 contradicts Table 2-1 (Master Guidance Document) in relation to threshold. Lower threshold is more appropriate.	Travel Plans are required for all developments which generate significant amounts of movements. Residential Travel Plans are required for medium to large developments with over 50 units, as specified in development thresholds in Table 2.2 of the Master Travel Plan Guidance Document. <i>CHANGE - Table 2.1 (Master Guidance Document) in relation to Travel Plan Statements 'Required for smaller developments that fall below the full TP thresholds, but which typically employ 20 or more employees or comprise of over 5 50 residential units.'</i>
ID:022D	Canal & Rivers Trust	Table 3-1 (Master Guidance Document) should include specific reference to the local canal network. The "Site Assessment" section should also refer to any canals within 1 km of the site, the locations of towpath access points, the quality of the towpath surface, and destinations that can be reached via the canal network.	<i>Agree. CHANGE 'Quality and availability of transport infrastructure around the site, summarising how amenable local roads and other key routes (such as canal towpaths) are to walking, cycling and public transport' (Table 3-1, Site Assessment, Master Guidance Document).</i>
ID:022E	Canal & Rivers Trust	Fig 3-1 (Master Guidance Document) should include under the heading "Increasing Walking & Cycling"- Promotion of sustainable travel opportunities presented by the canal, including providing details of nearby canal access points and destinations which can be reached via the canal network, including use of the canal towpath as part of linked trips - Improvements to the quality of the canal towpath and to wayfinding - Creation of new accessible towpath access points at strategic locations.	Disagree. Fig 3-1 sets out the general example measures for consideration. Specific reference to canals is not considered necessary.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:022F	Canal & Rivers Trust	<p>Appendix B (Travel Plan Guidance for Education Sites) could include the following initiatives -</p> <ul style="list-style-type: none"> - Walking & Cycling initiatives - Promoting the use of canal towpaths for home-to-school journeys, and the health and wellbeing benefits of spending time near water. <p>Low-Cost Engineering Measures</p> <ul style="list-style-type: none"> - Improvements to the quality of the canal towpath and to wayfinding; and - Creation of new accessible towpath access points at strategic locations. 	<p>CHANGE. Include at Appendix B Travel Plan Guidance for Education Sites - <i>'the promotion, improvement and creation of new canal towpaths'</i>.</p>
ID:023	Bickenhill & Marston Green Parish Council	No additional points to add to comprehensive plan.	Noted.
ID:024A	Transport for West Midlands (TfWM)	Overall support for SPD and key principles.	General support noted.
ID:024B	Transport for West Midlands (TfWM)	Welcome clear reference to regional transport model (PRISM) in Master Travel Planning Guidance.	Noted.
ID:024C	Transport for West Midlands (TfWM)	TfWM are developing 'Area' and detailed 'Big Move' Strategies. The 'Growth That Helps Everyone: Big Move' will introduce a set of transport policy principles which should be considered for new developments.	Upcoming TfWM Strategies are noted. Agree that policy principles should be a consideration when Strategies are finalised/adopted.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:024D	Transport for West Midlands (TfWM)	There should be further consideration of the wider issues of parking provision, control and management. Parking policy should be set.	SMBC is anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD which will provide further guidance and context for parking in new developments.
ID:024E	Transport for West Midlands (TfWM)	Freight and servicing needs should be referenced in Master Travel Planning Guidance. Developers should be encouraged to produce Delivery and Servicing Plans and Constructions and Logistics Plans (CLPs).	It is recognised that the impact of freight movements on the transport network should be minimised where possible. The Commercial Travel Plan Guidance Document is considered relevant to freight transport as Travel Plans would be expected to include a package of practical measures to promote sustainable modes of travel for employees, visitors, customers and any other regular attendees. No change is necessary.
ID:024F	Transport for West Midlands (TfWM)	Additional elements could be highlighted including at Master Travel Planning Guidance Section 2.7, 2.8 and 2.9 and Guidance for Residential Developments and Commercial Developments- the use of: Mobility credits - Swift/ TfWMs Smart Ticketing Corporate Scheme - West Midlands Bus Service Improvement Plan (BSIP) - Demand Responsive Transport (DRT) services - The installation of mobility hubs - West Midlands Cycle Hire scheme (WMCH) - New micromobility provision - Car clubs - Investment in high-quality public realm - TfWM's Network Resilience Team	<i>Noted. CHANGE. "To note, Transport for West Midlands (TfWM) provide measures to complement public transport and active travel use which can be included within Travel Plans' (para 3.5, Master Guidance Document).</i>

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:024G	Transport for West Midlands (TfWM)	Welcome the use of tariffs being charged to developers to fund wider sustainable transport measures/other infrastructure needs (Master Travel Planning Guidance).	Support noted.
ID:024H	Transport for West Midlands (TfWM)	Additional reference to TfWM in providing support through engagement should be made in Travel Plan Guidance for Education Sites. TfWM can provide discounted travel for school trips through the Network Class Pass, a range of ticketing information and Safer Travel Sessions.	Additional support from TfWM is noted and welcomed. SMBC's Sustainable Travel Team will be able to advise applicants on those relevant initiatives and encourage consultation with TfWM where appropriate. CHANGE. Add 'Transport for West Midlands (TfWM) provide measures to complement public transport and active travel use which can be included within School Travel Plans' (Appendix B Travel Plan Guidance for Education Sites).
ID:024I	Transport for West Midlands (TfWM)	Suggest reference at Section 2.1 (Master Travel Planning Guidance) demonstrating how Travel plans could further be required where new public transport measures have been installed, or where a new development is close to good public transport links.	No change necessary. SMBC promote new transport measures without the need for a new Travel Plan.
ID:024J	Transport for West Midlands (TfWM)	Recommend the West Midlands Local Transport Plan 5, Core Strategy, area strategies, 'Big Move' policy documents referenced at Section 2.6 (Master Travel Planning Guidance)	CHANGE. Agree to add reference to Transport for West Midlands (TfWM) guidance documents at Appendix A (Master Travel Planning Guidance).

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:025A	Taylor Wimpey West Midlands	Contradiction between when a Travel Plan Statement is required (pg. 8 and Table 2.4 in Master Travel Planning Guidance).	Travel Plans are required for all developments which generate significant amounts of movements. Residential Travel Plans are required for medium to large developments with over 50 units, as specified in development thresholds in Table 2.2 of the Master Guidance Document. CHANGE. Table 2.1 (Master Travel Plan Guidance Document) relating to Travel Plan Statements 'Required for smaller developments that fall below the full TP thresholds, but which typically employ 20 or more employees or comprise of over 50 residential units.'
ID:025B	Taylor Wimpey West Midlands	A draft Travel Plan would be unnecessary to requirements at the pre-application stage (referenced in Master Guidance Document).	Planning Policy Guidance (Paragraph: 007 Reference ID: 42-007-20140306) states that Travel Plans should be established at the earliest practicable possible stage of a development proposal. CHANGE. Refer to a draft Travel Plan as a 'Framework Travel Plan' to provide clarity that not all details may be known at pre-app stage (Para 2.6 and Table 2-3 Master Guidance Document).
ID:025C	Taylor Wimpey West Midlands	The list of minimum requirements to be included in the Travel Survey on pg.17 (Master Guidance Document) is considered extensive. It would be more appropriate to provide a survey methodology as an example to be agreed on a site-by-site basis.	Disagree. The list of minimum requirements is considered appropriate. It is noted that Travel Survey will be agreed on a site-by-site basis with SMBC.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:025D	Taylor Wimpey West Midlands	It would be useful to further emphasise that clauses are examples only at Appendix B B.3 (Master Guidance Document).	Agree. CHANGE. Appendix B.3 <i>'Example S106 Travel Plan Clauses'</i> .
ID:025E	Taylor Wimpey West Midlands	The use of 'Etc.' suggests an unlimited list of users could have targets applied and should be removed (Master Guidance Document pg.30).	CHANGE. For clarity- <i>'The Travel Plan shall set targets for and monitor the following occupiers and users of the Development such as- '.</i> Remove bullet point 'etc'.
ID:025F	Taylor Wimpey West Midlands	Contradiction on when a baseline survey is required (6 months or the first year) in Master Guidance Document? One year is considered a fair timescale.	An initial Baseline survey should be undertaken within 6 months of occupancy.
ID:025G	Taylor Wimpey West Midlands	Contradiction on which months are 'neutral' (Master Guidance Document pg.28).	Neutral periods are defined as Mondays to Thursdays from March through to November (excluding August), provided adequate lighting is available, and avoiding the weeks before/after Easter, the Thursday before and all of the week of a bank holiday, and the school holidays. Surveys may be carried out outside of these days/months, ensuring that the conditions being surveyed (e.g. traffic flow) are representative of the transport condition being analysed/modelled (Department for Transport, Transport Analysis Guidance). CHANGE. <i>'neutral months (Mondays to Thursdays from March to November avoiding holiday periods')</i> para 3.3 and Appendix B.3 (Master Guidance Document).

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:025H	Taylor Wimpey West Midlands	Clarification whether the five monitoring requirements are fixed or negotiable on a site-by-site basis (Master Guidance Document pg.32 c.2).	Each Travel Plan, including monitoring requirements, are to be agreed on a site-by-site basis with Council.
ID:025I	Taylor Wimpey West Midlands	What would be the baseline monitoring guidelines for a development of less than 100 dwellings? Is 100 dwellings an appropriate benchmark on larger sites? Clarification required on what 'baseline monitoring' is as opposed to baseline surveys (as referenced in Master Guidance Document pg.32).	<p>Noted. CHANGE. <i>'A commitment to monitor the Travel Plan annually on each anniversary of the occupation of the 100th or final dwelling if under 100...'</i> (Appendix C.3 Master Guidance Document).</p> <p>It is considered an appropriate commitment to undertake the baseline monitoring on occupation of the 100th dwelling and to produce a full Travel Plan within 3 months of occupation of the 100th dwelling.</p> <p>Baseline Surveys form part of baseline monitoring.</p>
ID:025J	Taylor Wimpey West Midlands	The commitment of "two-week vehicular traffic counts, set up on all vehicular access points in the development," (Master Guidance Document pg.32) would not be an appropriate commitment where there is a new link road through the site which may attract diverted external traffic. Appendix C should include text stating it provides an 'indicative' checklist.	CHANGE. <i>Appendix C 'Indicative Checklist for Applications'.</i>

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:025K	Taylor Wimpey West Midlands	Clarification is requested regarding “5 initiatives” (Master Guidance Document pgs. 31/34/35). Is there a list of examples that can be provided?	More guidance and examples are detailed in the individual Travel Plan guidance documents for residential, commercial and education sites.
ID:025L	Taylor Wimpey West Midlands	Unclear how total cost per dwelling of £133.90 (Guidance for Residential Developments pg. 7 Table 1) compares to the £75/£90 cost for incentives set out in Appendix A and which costs set out in the breakdown relate to ‘Incentive Measures’ and ‘Personalised Travel Planning’.	This is an example and costs can be lower or higher.
ID:025M	Taylor Wimpey West Midlands	Clarification is requested as what should be included within the second and fourth annual report as travel surveys are only due to be undertaken on the first, third and fifth years (Guidance for Residential Developments pg. 11)?	It is essential that monitoring provides regular information about how the Travel Plan is working in practice and whether it needs to be adjusted. Annual monitoring reports considered appropriate.
ID:025N	Taylor Wimpey West Midlands	Clarification is requested on relevance of the salary figure (Guidance for Residential Developments pg. 11)?	Salary figure given to provide developer with indication of likely costs.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:025O	Taylor Wimpey West Midlands	Request for advice on developments 1000+ (Appendix A - Tariff of Contribution Costs Deposits for Residential Travel Plans pg. 5).	It is considered more appropriate to discuss costs/deposits of developments of 1000+ at application stage. A bespoke approach is proposed.
ID:025P	Taylor Wimpey West Midlands	Contradiction between column header which indicates an incentives cost per dwelling of £90 however footnotes 2 and 3 both indicate an incentives cost per dwelling of £75 (Appendix A - Tariff of Contribution Costs Deposits for Residential Travel Plans). Request confirmation how incentives costs relate to the example set out in the Master Guidance Document.	These are examples, costs are dependent on choice of Travel Plan incentives at application stage.
ID:025Q	Taylor Wimpey West Midlands	In relation to developer Travel Plan deposit Option 1 (Appendix A - Tariff of Contribution Costs Deposits for Residential Travel Plans) - The term 'deposit' suggests its fully refundable upon successful implementation however Guidance for Residential Developments Document suggest the monitoring fee is non-refundable. A breakdown of which costs are refundable/non-refundable requested.	The monitoring fee is non-refundable. The deposit is refundable on implementation of the Travel Plan Action Plan. No change necessary.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:025R	Taylor Wimpey West Midlands	The appropriate land-uses should be clearly defined in a list and use of 'etc' should be removed (Travel Plan Guidance for Commercial Developments pg. 4).	Disagree. The types of development suitable for Business Travel Plans are clear. The approach is considered appropriate as land use classification could be revised in future.
ID:025S	Taylor Wimpey West Midlands	There is no reference to an interim Business Travel Plan requiring a level of detail which is unlikely to be available prior to making a planning application. (Travel Plan Guidance for Commercial Developments pg. 7).	Planning Policy Guidance (Paragraph: 007 Reference ID: 42-007-20140306) states that Travel Plans should be established at the earliest practicable possible stage of a development proposal. CHANGE. Refer to a draft Travel Plan as a 'Framework Travel Plan' to provide clarity that not all details may be known at pre-app stage (Para 2.6 and Table 2-3 Master Guidance Document).
ID:025T	Taylor Wimpey West Midlands	Further clarification required on how the funding and deposits will be secured and paid back when they are in relation to a mixed-use site or multiple owners (Travel Plan Guidance for Commercial Developments pg. 7).	The deposit will be refunded on implementation of the Travel Plan Action Plan regardless of the type of development/site.
ID:025U	Taylor Wimpey West Midlands	Details of businesses / owners / occupiers are often not available at planning application or pre app stage (Travel Plan Guidance for Commercial Developments pg. 7). Request confirmation that there will be opportunity to discuss measures post application and applicant will not be prejudice by this.	SMBC understand that a Travel Plan is an ongoing process, not a fixed document set in time. SMBC will look to engage effectively with developer and will not prejudice applicant.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:025V	Taylor Wimpey West Midlands	Contradiction between Footnote 1 (pg. 8) and pg.7 on the monitoring period. Recommend 5 years is used whilst noting this may increase to 10 years (Travel Plan Guidance for Commercial Developments).	Monitoring will usually be for a minimum of 5 years but can be up to 10 years depending upon the nature, scale and transport impact of the specific development. Monitoring length will be discussed and agreed with SMBC on site-by-site basis. No change necessary.
ID:025W	Taylor Wimpey West Midlands	Its suggested elsewhere in the document that monitoring should be extended where Travel Plan targets are not met. Clarification is required on whether monitoring fees would be fixed at outset of the Travel Plan (Travel Plan Guidance for Commercial Developments pg. 8).	Monitoring fees will be charged on an annual basis as stated in SPD.
ID:025X	Taylor Wimpey West Midlands	Clarification is required to confirm that education sites 'outside the jurisdiction off SMBC' relates to education sites physically located within the SMBC area (Travel Plan Guidance for Education Sites pg. 4).	Confirm that education sites 'outside the jurisdiction off SMBC' relates to education sites located within the Borough.
ID:026A	Jaguar Land Rover	Overall supportive of SPD.	General support noted.
ID:026B	Jaguar Land Rover	Jaguar Land Rover (JLR) employs approx. 8,000 people in Solihull and recently committed to becoming fully carbon neutral by 2039. JLR have a strong history of promoting site Travel Plans.	Noted. JLR is a key employer in the Borough and SMBC support carbon neutral commitment. Previous Travel Plans noted.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:026C	Jaguar Land Rover	The Master Guidance Document does not directly cover the position of JLR as both a developer and a commercial business operation. Responsibilities therefore are unclear. Guidance does not define the types of development it applies to.	It is considered that the Commercial Travel Plan Guidance document provides appropriate advice on the types of development suitable for Business Travel Plans (pg.4). Responsibilities of implementing and monitoring the Business Travel Plan are set out on pg.7.
ID:026D	Jaguar Land Rover	Current Government strategy on decarbonisation should mean more specific guidance on how a Travel Plan can be used to reduce carbon (Master Travel Planning Guidance).	The Travel Plan SPD already recognises the potential benefits of a Travel Plan including local environmental improvements such as reduced congestion and carbon emissions.
ID:026E	Jaguar Land Rover	Guidance should reflect that it is not often best policy to complete a Full Travel Plan pre-occupation but post-occupation when surveying can be undertaken with the new employees and bespoke actions can be developed (Master Travel Planning Guidance Section 2.7.1).	Planning Policy Guidance (Paragraph: 007 Reference ID: 42-007-20140306) states that Travel Plans should be established at the earliest practicable possible stage of a development proposal. CHANGE. Refer to a draft Travel Plan as a 'Framework Travel Plan' to provide clarity that not all details may be known at pre-app stage (Para 2.6 and Table 2-3 Master Guidance Document).
ID:026F	Jaguar Land Rover	JLR would welcome the opportunity to discuss financial obligations with the Council in advance of any agreement being signed. A flexible approach is requested (Master Travel Planning Guidance).	SMBC welcomes discussions with JLR through the Travel Planning process to discuss obligations.
ID:026G	Jaguar Land Rover	JLR undertake Travel Planning monitoring and reporting internally therefore it's unclear if there would still be requirement to pay the monitoring fees to the Council (Master Travel Planning Guidance).	Any developer will be required each year to submit an Annual Monitoring Report to SMBC for approval. The standard cost associated with SMBC's assistance in evaluating the Annual Monitoring Report is £1,000 per annum. Although this can vary according to the nature/size of the development.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:026H	Jaguar Land Rover	JLR would welcome more information on what CIL/bond fees would fund *Master Travel Planning Guidance).	The specific planning obligations sought is a matter for application stage. Planning obligations must pass the legal tests set out in legislation (Community Infrastructure Levy Regulations).
ID:026I	Jaguar Land Rover	Clarification as to whether the link to Modeshift Stars would be funded by the proposed contributions to the Council or would be an additional cost (Master Travel Planning Guidance)?	No additional costs related to Modeshift Stars.
ID:026J	Jaguar Land Rover	The 75% survey response rate from employees is unachievable based on operation of JLR business. Lower response rate is considered more appropriate. Transport for London accept response rates of 30% (Master Travel Planning Guidance).	A response rate of at least 75% is challenging but considered achievable as its based-on evidence. The SPD recognises that a lower response rate will be accepted, provided the necessary steps have been taken by the developer/occupier to conduct the survey.
ID:026K	Jaguar Land Rover	Suggest the development of an online survey toolkit so surveys are similar throughout the Borough (Master Travel Planning Guidance).	An online survey is included within Modeshift Stars.
ID:026L	Jaguar Land Rover	A financial levy attached to Travel Plans could take away from the budget allocated to site based sustainable travel initiatives. Clarification is requested on how bond would be managed (Travel Plan Guidance for Commercial Developments).	It is considered necessary for SMBC to secure a bond to protect against an agreed Travel Plan not being implemented. The bond will be returned in instalments on successful delivery of measures and completion of agreed targets within the Travel Plan.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:026M	Jaguar Land Rover	Understand the fees provided in Table 1 are only indicative. JLR would like to agree a fee cap for these activities given the scale and size of business operation (Travel Plan Guidance for Commercial Developments).	Fees relating to Travel Plan measures is a matter for application stage. As stated, Table 1 is indicative only and is intended to give developers an understanding of likely costs.
ID:026N	Jaguar Land Rover	JLR would be actively willing to work with Council Travel Planning Officer but wishes to retain control over the full Travel Plan delivery (Travel Plan Guidance for Commercial Developments).	Noted. It's the developer's responsibility for producing, amending and implementing a Travel Plan and SMBC's responsibility to advise, review and monitor the Travel Plan.
ID:027A	Lee Thomas	Responding to the consultation has been challenging.	Noted. The consultation was carried out in line with the Council's Statement of Community Involvement (January 2020). SMBC considers wide engagement to be important, therefore both traditional methods and digital channels/social media were used. Access to information was made available on the Council's website as well as in all Solihull Connect Centres. Respondents had the opportunity to comment via email or by post. The volume of responses received indicates effective public consultation.
ID:027B	Lee Thomas	Disagree with objective to be net-zero. Whilst it was included in a Conservative manifesto, it was brought in without a thorough democratic process. There are other solutions to congestion such as limiting immigration at a local and national level.	Disagree. The Council is committed to its target for the Borough to produce net zero carbon emissions by 2041 and aims to be net zero for the Council's own emissions by 2030. It is considered that transport is key to tackling climate change and Travel Plans aim to maximise opportunities for sustainable travel.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:028A	Persimmon Homes Central	Pre-application discussions are encouraged however this is not a requirement. Proposals are unlikely to have reached a detailed stage at pre-app stage. This requirement is considered onerous and unnecessary (Master Travel Plan Guidance).	Planning Policy Guidance (Paragraph: 007 Reference ID: 42-007-20140306) states that Travel Plans should be established at the earliest practicable possible stage of a development proposal. CHANGE. Refer to a draft Travel Plan as a 'Framework Travel Plan' to provide clarity that not all details may be known at pre-app stage (Para 2.6 and Table 2-3 Master Guidance Document).
ID:028B	Persimmon Homes Central	Clarity required on how the higher monitoring fees are going to be calculated and duration of monitoring. The threshold for where this is required should be clearly identified (Master Travel Plan Guidance).	The SPD recognises that for residential developments over 1,000 units or large mixed-use retail and employment sites developments may incur extra Travel Plan monitoring fee costs. This is matter that will be for early discussion/agreement bespoke to a particular development.
ID:028C	Persimmon Homes Central	The SPD should recognise that the expected 10% mode shift from single occupancy vehicles over a 5-year period is not a requirement but an ambition. There needs to be flexibility (Master Travel Plan Guidance).	A 10% mode shift from single occupancy vehicles over a 5-year period is considered to be a challenging but achievable target. The SPD does allow for flexibility, recognising that location and the type of development could have an impact on the mode shift target.
ID:028D	Persimmon Homes Central	A response rate of at least 75% to the Travel Plan Survey may not be achievable in all circumstances. There should be a degree of flexibility (Master Travel Plan Guidance).	A response rate of at least 75% is challenging but considered achievable. The target is based on evidence. The SPD recognises that a lower response rate will be accepted, provided the necessary steps have been taken by the developer/occupier to conduct the survey.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:028E	Persimmon Homes Central	Clear definition of the penalties for not meeting the targets would be helpful (Master Travel Plan Guidance).	Formal enforcement action is considered a last resort. Specific enforcement actions are not a matter for this SPD but for the specific application in consultation with the relevant planning officer.
ID:028F	Persimmon Homes Central	The example package of measures included in Travel Plans do not represent mandatory requirements but are examples. There should be greater scope for personalised package of measures (Master Travel Plan Guidance).	Noted. The measures set out at Fig 3.1 are examples only.
ID:028G	Persimmon Homes Central	There is limited recognition of the importance of incentives and personalised Travel Planning which change travel behaviours (Residential Travel Plans Guidance).	<p>Agree that changes in travel attitudes and behaviours is important in tackling the problems associated with high car use and reduce congestion and carbon emissions.</p> <p>The Residential Travel Plan SPD Guidance document references 'Individualised Travel Marketing or Personalised Travel Planning is a dialogue-based technique designed to change personal travel behaviour'.</p>
ID:029A	Barratt David Wilson Homes and IM Land	Overall the SPD provides clear and extensive guidance.	Noted.
ID:029B	Barratt David Wilson Homes and IM Land	The overarching SPD reflects outdated standards and echoes "Predict and Provide". It does not reflect current best practice- "Vision and Validate" / "Decide and provide strategy" / "Monitor & Manage" (in the context of Regulation 122 (CIL regulations).	Disagree. Approach considered appropriate. It is noted that any planning obligations must pass the legal tests set out in legislation (Community Infrastructure Levy Regulations).

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:029C	Barratt David Wilson Homes and IM Land	The commitment to deliver and achieve the objectives of the Travel Plan needs to be captured in the Transport Assessment and reduce the need to deliver off-site highway works.	Travel Plans and Transport Assessments/Transport Statements should be developed in conjunction. Travel Plans will generally be expected to include a summary of the main transport related issues identified in the Transport Assessment and the infrastructure which will be delivered within the site and the surrounding area as part of the development.
ID:029D	Barratt David Wilson Homes and IM Land	The scope, measures and basic principles of the Travel Plan may not be established at pre-application stage. The framework of the Travel Plan should be established at this time.	Planning Policy Guidance (Paragraph: 007 Reference ID: 42-007-20140306) states that Travel Plans should be established at the earliest practicable possible stage of a development proposal. CHANGE. Refer to a draft Travel Plan as a 'Framework Travel Plan' to provide clarity that not all details may be known at pre-app stage (Para 2.6 and Table 2-3 Master Guidance Document).
ID:029E	Barratt David Wilson Homes and IM Land	Developers will incur the costs of delivering the Travel Plan and funding the bond (even if it is refunded), so will end up paying twice. Section 106 contributions on other matters could likely be reduced.	The developer will not pay twice as the bond is refundable on implementation of Travel Plan Action Plan.
ID:029F	Barratt David Wilson Homes and IM Land	If SMBC assume the role for the Travel Plan, it is unclear how the 20% premium is calculated and what the 'additional risk' is? There appears to be no proposal to refund this premium if not used. Planning Practice Guidance (ID: 61-008-20190315) states that SPDs should not add unnecessary financial burdens.	For Developer Contribution Option 2, SMBC would absorb all risk and will be responsible in regards to the delivery of the Travel Plan. Therefore, it is considered appropriate for this option to require a non-refundable Travel Plan contribution on behalf of the developer, with a 20% premium to cover the additional risk the council incurs.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:029G	Barratt David Wilson Homes and IM Land	Clarity required on how payments are phased to reflect housing delivery for larger sites. Unlikely payments of the full amount for Travel Planning will be viable from day one and would compromise other important items.	The approach taken has been researched and is based on evidence from other Local Planning Authorities taking into account cost implementation.
ID:029H	Barratt David Wilson Homes and IM Land	The threshold for the scale of development may not be practicable or lead to any notable effects.	Travel Plans are required for all developments which generate significant amounts of movements. Residential Travel Plans are required for medium to large developments with over 50 units, as specified in development thresholds in Table 2.2 of the Master Guidance Document. CHANGE - Table 2.1 (Master Guidance Document) relating to Travel Plan Statements 'Required for smaller developments that fall below the full TP thresholds, but which typically employ 20 or more employees or comprise of over 50 residential units.'
ID:029I	Barratt David Wilson Homes and IM Land	Will mixed use developments that include a school need to pay for both residential and education Travel Plans? Could fees be shared/balanced?	In these circumstances, specific Travel Plans should be created for each type of development. Travel Plans should highlight any important links between different parts of the development.
ID:029J	Barratt David Wilson Homes and IM Land	An update to the 2006 Vehicle Parking Standards is recommended to reflect current policies.	Agree. The Council is anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD which will provide further guidance and context for parking in new developments.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:029K	Barratt David Wilson Homes and IM Land	Reporting should refer to Collisions, not Accidents	Agreed. CHANGE. Refer to as 'Collisions' at Fig 2-2 (Master Guidance Document).
ID:029L	Barratt David Wilson Homes and IM Land	Figure 2-2 of Master Travel Plan Guidance document misses a key element of travel behaviour – why people are choosing to travel? This should be a key component of the 'Trip Generation and Distribution'.	Agree that changes in travel attitudes and behaviours is important in tackling the problems associated with high car use and reduce congestion and carbon emissions. CHANGE - Agree to add reference to 'Understanding travel behaviours and attitudes' at Fig 2.2 (Master Guidance Document).
ID:029M	Barratt David Wilson Homes and IM Land	Section 3.3 of Master Travel Plan Guidance document requires a response rate of at least 75%. More flexibility on this matter is required.	A response rate of at least 75% is challenging but considered achievable. The target is based on evidence. The SPD recognises that a lower response rate will be accepted, provided the necessary steps have been taken by the developer/occupier to conduct the survey.
ID:029N	Barratt David Wilson Homes and IM Land	As written, remedial measures are unlimited. This is very likely to be unacceptable for any developer, especially if monies are tied up in a bond (Master Travel Plan Guidance).	Remedial measures will depend upon the nature, scale and severity of the transport impacts if the aims and targets of a Travel Plan are not met. These are to be agreed with SMBC at application stage.
ID:030A	Mr Frank Miller	The SPD attempts to reduce car use despite people being dependant on this method of travel. Major changes to roads and access over past years have been 'anti' car and excessive use of traffic lights unnecessarily add to congestion/pollution.	Disagree. SMBC recognises that a right balance needs to be struck between the use of cars and increasing opportunities for sustainable transport. Travel Plans should not be used as way of unfairly penalising car drivers or cutting provision for cars in a way that is unsustainable.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:030B	Mr Frank Miller	The Council's plans for thousands of new dwellings without shopping/other facilities is contrary to SPD.	Disagree. The draft Solihull Local Plan seeks to focus significant developments in locations that are, or can be made, accessible and sustainable. Developments will be expected to make appropriate measures to promote and enhance sustainable modes of transport, including the use of public transport. The Travel Plan SPD promotes travel demand management.
ID:030C	Mr Frank Miller	Increased use of public transport is unrealistic. A large majority of residents have a long distance to walk to public transport stops and the weather is not always suitable. Many people due to age/health cannot use public transport. There are issues relating to shoppers carrying bags. There should be safe and accessible pavements.	The Council recognises that transport issues vary across the Borough. Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD supports these aims. Measures included in a Travel Plan could include more bus stops to allow greater accessibility to public transport and improvements to pedestrian access/quality.
ID:030D	Mr Frank Miller	The reference to get more people to cycle is unattainable. Cycle lanes are inadequate and cannot be extended into useable routes unless all roads to motor vehicles are closed.	Increasing cycling uptake is considered a priority as the benefits are substantial. Developers will be expected to consider the Council's Local Cycling and Walking Infrastructure Plan which identifies cycling and walking improvements required at a local level.
ID:030E	Mr Frank Miller	SMBC should be serving the whole of community and not wasting public money on schemes which will not benefit all.	Travel Plans can deliver a number of benefits for many people including leading to less congestion on roads, improving highway safety, the reduction in carbon emissions and pollution, increased opportunities for active healthy travel, and greater travel choice/quality.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:031A	Berkswell Parish Council	Significant growth is planned in Balsall Common/ Berkswell Parish through draft Solihull Local Plan. Balsall Common is recognised as being highly car dependent.	Noted. Balsall Common is identified for housing growth in the draft Local Plan. The Spatial Strategy seeks to focus significant developments in locations that are, or can be made, accessible and sustainable. Developments will be expected to make appropriate measures to promote and enhance sustainable modes of transport, including walking, cycling and public transport. The Travel Plan SPD will help in achieving these aims.
ID:031B	Berkswell Parish Council	The SPD should recognise policies within Neighbourhood Development Plans. The Berkswell Neighbourhood Development Plan requires developers to produce a parking strategy.	<p>CHANGE. Agree to include reference to all adopted Neighbourhood Plans at Appendix A (Master Guidance Document).</p> <p>The Council is anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD which will provide further guidance and context for parking in new developments.</p>

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:031C	Berkswell Parish Council	The SPD should recognise the differences between car dependent areas with historically poor access to public transport and those with better public transport links.	Agree that transport issues vary across the Borough. Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD supports these aims. The Council will require developers to submit site specific Travel Plans, whether in urban or rural areas, to accompany planning applications with required outcomes, targets and measures.
ID:031D	Berkswell Parish Council	The current Solihull Cycling and walking Strategy does not include key elements relating to Balsall Common and is misleading. A proper cycling and walking plan for Balsall Common is required.	Noted. Routes identified in the Walking/Cycling Strategy are not a matter which can be addressed through this SPD but through any future updates to that particular Strategy.
ID:031E	Berkswell Parish Council	The role of mobility scooters, wheelchairs and electric scooters needs to be specifically recognised. Accessibility along pavements needs to be recognised.	The Travel Plan SPD recognises that Travel Plans look to improve the accessibility of a development site for all users. Transport Assessments will typically include an assessment of accessibility.
ID:031F	Berkswell Parish Council	All electric vehicles should have the ability to be charged.	The Council recognises the importance of electric vehicles in decarbonising transport and improving air quality etc. The Travel Plan SPD recognises that Travel Plans could include measures for providing electric vehicle charging points and dedicated parking for low emission vehicles. SMBC is also producing a Climate Change SPD to support the delivery of policies in the draft Local Plan which will likely include more guidance on electric vehicle charging infrastructure.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:031G	Berkswell Parish Council	It should be recognised that motorbikes should not be used on cycle ways/pavements.	Noted. The law relating to the use of motorbikes is not a matter to be addressed in the Travel Plan SPD.
ID:032A	Solihull Strategic Land & Property	Support the overarching objectives to reduce reliance on the private car and maximise opportunities for sustainable travel.	Noted.
ID:032B	Solihull Strategic Land & Property	Objectives should underpin the strategy for the Solihull town centre redevelopment plans. Data demonstrates a large proportion of car trips to the town centre are 5km or less. The Solihull Town Centre Masterplan will encourage a modal shift away from the private car.	Note that the Solihull Town Centre Masterplan includes the ambition to maximise opportunities for sustainable travel. The draft Travel Plan SPD is supported by the Masterplan (as referenced at para 2.2 of Master Guidance Document).
ID:032C	Solihull Strategic Land & Property	An update to the 2006 Vehicle Parking Standards is recommended.	Agree. The Council is anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD which will provide further guidance and context for parking in new developments.
ID:032D	Solihull Strategic Land & Property	Developer contributions and monitoring has the potential to impact on development viability. Guidance should reference contributions being considered alongside other S106 obligations to ensure overall viability.	The Travel Plan SPD makes reference to SMBC taking a measured approach to ensuring development remains viable, therefore no additional text is considered necessary.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:032E	Solihull Strategic Land & Property	The framework and principles of a Travel Plan should be established at pre-application stage, rather than a full Travel Plan.	Planning Policy Guidance (Paragraph: 007 Reference ID: 42-007-20140306) states that Travel Plans should be established at the earliest practicable possible stage of a development proposal. CHANGE. Refer to a draft Travel Plan as a 'Framework Travel Plan' to provide clarity that not all details may be known at pre-app stage (Para 2.6 and Table 2-3 Master Guidance Document).
ID:033A	Balsall Parish Council	The SPD would work in the urban area but does not take into account developments in rural areas where there is limited and/or infrequent public transport. There should be a rural assessment/a rural specific criteria.	Agree that transport issues vary across the Borough. Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD supports these aims. The Council will require developers to submit site specific Travel Plans, whether in urban or rural areas, to accompany planning applications with required outcomes, targets and measures.
ID:033B	Balsall Parish Council	How is "significant traffic volumes, situated in traffic-sensitive locations or Likely to have a significant effect on the highway network" defined?	Travel Plans are required for all developments which generate significant amounts of movements. Travel Plans are required for medium to large developments with over 50 units, as specified in development thresholds in Table 2.2 of the Master Travel Plan Guidance Document.
ID:033C	Balsall Parish Council	Reference is needed to "made" Neighbourhood Development Plans.	CHANGE. Agree to include reference to all adopted Neighbourhood Plans at Appendix A (Master Guidance Document).

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:033D	Balsall Parish Council	No mention of rail services in the SPD. There is a potential conflict between reducing parking and the need for more car parking spaces at railway stations.	Measures for consideration for inclusion in a Travel Plan include encouraging use of public transport, such as rail services. SMBC recognises that a right balance needs to be struck between the use of cars and increasing the level of active travel and public transport use. Travel Plans should not be used as way of unfairly penalising car drivers or cutting provision for cars in a way that is unsustainable. The Council is also anticipating to update the 'Vehicle Parking Standards & Green Travel Plans' 2006 SPD. which will provide further guidance and context for car and cycle parking in new developments.
ID:033E	Balsall Parish Council	Is there sufficient public transport capacity to deliver the aims of SPD now and in future with proposed growth?	An Infrastructure Delivery Plan supports the growth proposed in the Draft Solihull Local Plan. It identifies projects which will help to address existing and future transport infrastructure needs and seeks to improve accessibility, promote sustainable travel and address key areas of existing congestion and congestion as a result of the development proposed in the Local Plan.
ID:033F	Balsall Parish Council	The SPD needs to widen its scope to address inter-regional and international commuting and other travel needs (people working at/ business at airport).	Solihull Connected, the Council's Transport Strategy, recognises the key to achieving a mass transit network is a high degree of integration. The draft SPD can only provide guidance for developers on their requirements to promote travel demand management as part of development proposals within the Solihull administrative boundary.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:033G	Balsall Parish Council	The draft Solihull Local Plan proposes new housing but no new commercial development so there are no opportunities to reduce the need to travel.	The Spatial Strategy set out in the draft Solihull Local Plan seeks to focus significant developments in locations that are, or can be made, accessible and sustainable. Developments will be expected to make appropriate measures to promote and enhance sustainable modes of transport, including walking, cycling and public transport.
ID:033H	Balsall Parish Council	The Solihull Walking/Cycling Strategy only had one new strategic route from Balsall Common along the A452 to UK Central despite significant growth proposed. Cycling and Walking Strategy and Investment Plan shows no actual investment in Balsall Common.	Routes identified in the Walking/Cycling Strategy are not a matter which can be addressed through this SPD but through any future updates to that particular Strategy.
ID:033I	Balsall Parish Council	There needs to be greater emphasis on green vehicles and associated infrastructure.	SMBC recognises the importance of electric vehicles in supporting Solihull's efforts to decarbonise transport, improve air quality and contribute to green economic growth (see Solihull's Electric Vehicle Strategy). The draft Travel Plan SPD recognises that Travel Plans could include measures for providing electric vehicle charging points and dedicated parking for low emission vehicles. SMBC is also producing a Climate Change SPD to support the delivery of policies in the draft Local Plan which will likely include more guidance on electric vehicle charging infrastructure.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:033J	Balsall Parish Council	The Cycling and Walking Strategy or SPD do nothing to mitigate for the loss of green space arising from Local Plan growth which will have impact on the health and wellbeing of community.	The Council puts great value in green open spaces will continue to protect these areas in line with national policy. Existing open spaces, sports and recreational buildings or land should not be built on unless development proposals meet the exceptions set out in the NPPF.
ID:033K	Balsall Parish Council	Bus stops need to include bus shelters with in-time information on bus times.	Measures within a Travel Plan should look to encourage the use of public transport and could include the provision of associated infrastructure such as bus shelters/in-time information. Transport for West Midlands (TfWM) also provide measures to complement public transport and active travel use which can be included within Travel Plans.
ID:033L	Balsall Parish Council	Concerns in relation to the lack of infrastructure to support the policy proposal for greater home working (mobile/internet).	The Council recognises that advanced, high quality and reliable communications infrastructure is essential. Draft Local Plan Policy P14A 'Digital Infrastructure and Telecommunications' seeks to ensure that communications infrastructure is treated as essential infrastructure in new developments.
ID:033M	Balsall Parish Council	Concerns in relation to the potential for proposed enforcement action. SMBC does not have a good track record of actively pursuing enforcement action.	Disagree. Enforcement action is considered last resort but will be made when there is a failure to deliver agreed Travel Plan targets and measures.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:033N	Balsall Parish Council	There is no reference to the maintenance of highway ditches adjacent to development as required under Common Law.	Noted. Reference to the maintenance of highway ditches is not a matter for the Travel Plan SPD.
ID:033O	Balsall Parish Council	The Department for Transport will publish its 'Future of Transport: Rural Strategy in 2022'. Work should be halted on the SPD until this Strategy is published so its guidance can be fully incorporated.	Disagree. It would be inappropriate to delay the adoption of Travel Plan SPD as clear and robust guidance for developers is required now. Travel Plans are an essential part of the planning process to ensure the transport impacts arising from a development are acceptable.
ID:034A	Mr Michael Tregellas	Disagree with plans to provide larger cycle lanes making it more difficult for motorists, causing traffic and damaging environment.	Noted. Agree that Travel Plans should not be used as way of unfairly penalising car drivers or cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding roads.
ID:034B	Mr Michael Tregellas	Plans are unlikely to be able to reduce the reliance on private cars.	Disagree. Travel Plans have been shown to be effective in achieving sustainable travel.
ID:035A	Mr David Deanshaw	Past developments within Balsall Common made little consideration to bus services. Improvements to local services necessary.	Noted. Solihull Connected, the Local Transport strategy, recognises a need for better connections through public transport. The Council will continue to work towards creating a mass transit network which serves the Borough's needs. The Travel Plan SPD supports these aims and could include measures to allow greater accessibility to public transport.

ID Number	Organisation/Individual	Summary of Comments or Suggested Changes	Council's Response
ID:035B	Mr David Deanshaw	There is an absence of tree planting along highways. Tree planting should be key in the design.	SMBC recognise the importance of trees in achieving well-designed places and spaces, promoting health and wellbeing and in tackling the long-term effects of climate Change. Developments should incorporate new tree planting, including streets being tree-lined wherever possible (draft Local Plan Policy P15).
ID:035C	Mr David Deanshaw	Development at "UK Central" will have an impact on A452.	An Infrastructure Delivery Plan supports the growth proposed in the Draft Solihull Local Plan. It identifies projects which will help to address existing and future transport infrastructure needs and seeks to improve accessibility, promote sustainable travel and address key areas of existing congestion and congestion as a result of the development proposed in the Local Plan.
ID:035D	Mr David Deanshaw	A past study indicated that Balsall Common could take a large number of residential developments. Smaller units needed for a predicted older population with a mixture of low-level accommodation together with additional social care.	Balsall Common is identified for housing growth in the draft Local Plan. The Spatial Strategy seeks to focus significant developments in locations that are, or can be made, accessible and sustainable. Developers will be required to provide a mix of housing (different types and sizes) that promotes and sustains mixed and balanced communities.
ID:035E	Mr David Deanshaw	When major developments are being considered by SMBC, some consideration should be given to community facilities.	Agree. The importance of social and community infrastructure is recognised. The draft Local Plan states that where new development puts pressure on social infrastructure or creates a need, then provision will have to be made (such as community facilities).