

## Q2

### **Thresholds for when a Travel plan is required - Section 3 (pages 7-8)**

Section 3 (page 7) of the SPD sets out the thresholds for when a Travel Plan or Travel Plan Statement is required for each development type. These thresholds are based on National Guidance, except for residential developments where they have been adapted to local needs. The lower threshold for a Travel Plan is set at 60 dwellings (rather than 80), and 40 dwellings for a Travel Plan Statement. This is to ensure the impact of several smaller yet not insignificant developments (60-80 units), have a Travel Plan and work to reduce reliance on private vehicles.

Do you have any comments on the proposed thresholds set out in the draft SPD?

None

## Q3

### **Delivery options & fees - Sections 5-6 (pages 11-14)**

Section 5 introduces two options for delivering Travel Plans – Option 1- a ‘council-led’ approach and Option 2 – a ‘developer-led’ approach. Guidance on fees for both options are set out in Section 6.

The ‘council-led’ approach (available for businesses and residential developments only) enables the developer to pay NSC (through S106 contribution) to manage and implement the Travel Plan measures on their behalf, whilst retaining responsibility of any hard infrastructure measures.

Alternatively, under the ‘developer-led’ approach (available for all use classes), the developer retains responsibility to manage, fund and implement the Travel Plan, its incentives, measures, and any hard infrastructure; but they must pay a non-refundable monitoring and audit fee and take out a bond for remedial work.

Do you have any comments on the proposed delivery options and associated fees?

To make sure that under the 'developer-led' approach that stringent monitoring is done, so that the standards do not drop when developers propose travel plans.

Also to make sure that the council monitors opportunities for rail infrastructure as part of a single or multiple travel plans. e.g. If a new development in south Clevedon is considered, that a new spur line be suggested for both developers in south Clevedon, as well as in north Yatton so that travel plans reflect synergetic opportunities.

## Q4

### Use of Modeshift STARS - Section 9 (page 17-18)

The [Modeshift STARS](#) online platform is a tool that supports the creation, delivery and review of Travel Plans. It enables information to be shared between parties and is free for all North Somerset based organisations, developers and schools. The accreditation element recognises and rewards excellence for the promotion of sustainable and active travel.

In line with other West of England authorities, Modeshift STARS is already being used with schools and businesses in North Somerset. The SPD introduces the use of the scheme for residential developments into the planning application process.

To what extent do you agree or disagree with the following statements?

Select the most applicable option in each row. You must select an option in every row.

The Modeshift STARS online platform will make it easier for information to be shared between parties (e.g. council, developer...).	Neutral
The use of Modeshift STARS online platform will make it easier for Travel Plans to be monitored and reviewed.	Neutral
The use of Modeshift STARS accreditation scheme will result in better sustainable travel outcomes within and between new developments.	Neutral

## Q5

### Minimum requirement of measures - Section 10 (pages 19-20)

Each Travel Plan must identify measures which are linked to targets and outcomes to increase the use of more sustainable and accessible travel. For example to increase cycling to work (target) a business could install secure covered Sheffield stands (measure).

Appendix 4 and 5 of the SPD sets out a minimum expectation of measures (highlighted bold) along with other measures which could be included. The list of measures is not exhaustive and developers are invited to incorporate new, innovative solutions within a bespoke Travel Plan.

Do you agree the measures in bold should be a minimum requirement?

No

Please enter any additional comments - do you feel there are any measures missing?

In both Appendix 4 and 5, the "Promotion of Public Transport Use" sections are extremely bus focused and should include more rail specific information and suggestions. In fact almost all mentions of bus in this section should include "and/or rail."

In Appendix 4, under the "Promotion of Public Transport Use" section the sentence

"A contribution to, or provision of, new bus service for large developments" should be a minimum requirement also but read "A contribution to, or provision of, new bus service or rail station plus associated rail infrastructure for large developments."

## Q6

Do you think the SPD provides users with a framework to support the preparation and effective implementation of travel plans and travel plan statements?

You must provide an answer to this question.

Yes

Please enter any additional comments

While it may provide a decent framework. More can be done for including rail infrastructure as part of the transport mix if we are to provide better transport choices and also reach our net-zero goals.