

Travel Plan Supplementary Planning Document (SPD)

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Instructions for completing this questionnaire:

The following questions are based around the key changes proposed to the SPD. Should you have any additional comments, please include these in your response to Question 6.

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?

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.

within and between new
developments.

Please enter any additional comments on the proposed use of Modeshift STARS.

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?

Yes

No

Not sure

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

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

No

Not sure

Please enter any additional comments

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