

Written statement of a key decision
Cabinet

Title	Travel Plan Strategy
Decision maker	Cabinet Information about cabinet, including the names and contact details of the cabinet members, can be found here: http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251
Date of decision	22 October 2026
Report exemption class	Open
Reason for being a key decision	This is a key decision because it is likely to result in the council incurring expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant. This is a key decision because it is likely to be significant having regard to: the strategic nature of the decision; and / or whether the outcome will have an impact, for better or worse, on the amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards) affected.
A notice was served in accordance with Part 3 (Key decisions) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.	
General exception or special urgency (as defined in the constitution)	No
Purpose	This report seeks approval to adopt the Herefordshire Travel Plans Framework and its supporting developer guidance. The framework establishes a consistent council-wide approach to securing, delivering, monitoring and enforcing Travel Plans associated with new development. It will support sustainable growth, improve travel choices and ensure that development contributes towards the council's transport, environmental, health and Child Friendly Herefordshire objectives
Decision	a) That the new Travel Plans Framework and supporting development guidance is adopted cabinet;

	b) delegates authority to the Chief Operating Officer for Economy and Environment, in consultation with the Cabinet Member for Transport and Infrastructure, to make non-material technical and operational updates required to reflect changes in legislation, national policy, planning guidance, indexation or administrative arrangements, provided that such updates do not alter the framework's strategic objectives or introduce a new financial commitment for the council.
Reason for the decision	As set out in the report. Documents relating to this decision are available at http://councillors.herefordshire.gov.uk/mgIssueHistoryHome.aspx?Id=50054922
Options considered	1. Do not adopt the Travel Plan Strategy - This option is not recommended as it would leave the council without a consistent strategic framework for securing, monitoring and enforcing travel plans associated with new development. This could lead to a less coordinated approach to managing travel demand, increased reliance on private car travel, and reduced ability to support the council's objectives relating to congestion, air quality, public health and carbon reduction. It could also weaken the council's ability to secure and demonstrate travel plan compliance through the planning process. 2. Delay adoption pending further review - This option is not recommended as the strategy has already been informed by national guidance, local policy and stakeholder engagement. Delaying adoption would postpone the introduction of a consistent approach to travel plan delivery and monitoring, limit opportunities to improve travel behaviour associated with new developments, and create uncertainty for developers, planning officers and stakeholders. It may also result in missed opportunities to influence developments currently progressing through the planning system. 3. Continue with existing arrangements without adopting the Travel Plan Strategy - This option is not recommended as it would perpetuate a developer-led approach to travel planning whereby the council has limited control over delivery, monitoring and achievement of travel plan outcomes. The current approach also restricts opportunities to secure financial contributions that can be invested in countywide travel planning initiatives and sustainable transport measures. Without the strategy, the council would have less ability to influence travel behaviour, ensure consistent standards across developments and maximise the benefits of travel planning in reducing congestion, improving air quality and supporting active travel.
Declarations of interest (see below)	

Call-in expiry date (decisions are not subject to call-in where special urgency provisions apply)	28 October 2026
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Councillor: Leader of the Council (Councillor Jonathan Lester)	Date 22 October 2026
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- a record of any conflict of interest declared by any executive member who is consulted by the member which relates to the decision;

and

- in respect of any declared conflict of interest, a note of dispensation granted.