



**Wigan Local Development Framework  
Draft Supplementary Planning Document  
Travel Plans**

**Consultation Statement  
June 2007**

**Environmental Services Department  
Wigan Council**

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## **Consultation Statement, June 2007 Supplementary Planning Document Travel Plans**

- 1 559 Letters (see examples in Appendix 1) and accompanying Consultation Outline (attached at Appendix 2) were sent on 8<sup>th</sup> September 2006 to elected representatives, statutory consultees, partner agencies, individuals, groups and organisations whose details are included on the joint Development Control and Building Control Forum and the Environmental Service Department's Community Engagement database. A list of contacts may be found in Appendix 3.
- 2 The letter set out the context and purpose of the proposed draft document, and sought a response by 29<sup>th</sup> September 2006 on what information should be included to help protect species during the development process. The Consultation Outline was also available on Wigan Council's web site explaining that preparation of the document had started and inviting comments.
- 3 By this date four general comments and seventeen more specific comments had been received. These comments are summarised, together with the Council's response in the table attached at Appendix 4.
- 4 The Consultation Outline and the comments received were used to inform the Scoping Report for the document. The Scoping Report was sent to Statutory Consultees for consultation between 8<sup>th</sup> and 12<sup>th</sup> December 2006 for five weeks until 16<sup>th</sup> January 2007.
- 5 This process has been used to inform the contents of the Draft Supplementary Planning Document, which was appraised in accordance with the Strategic Environmental Assessment Directive on 5<sup>th</sup> January 2007. The results of this process may be found in the Sustainability Appraisal Report.
- 6 During the preparation of the draft document there was Member involvement at Cabinet on 25<sup>th</sup> January 2007. Before formal public consultation there was opportunity for further Member involvement at the Partnership Convention on Friday 2<sup>nd</sup> February 2007.
- 7 The formal public participation process commenced at 5.00pm on 16<sup>th</sup> February 2007 and finished at 5.00pm on 30<sup>th</sup> March 2006.
- 8 During this period printed copies of the draft Supplementary Planning Document on Travel Plans and related material, including the Consultation Statement, the Sustainability Appraisal Report, Scoping Report and comments forms, were placed on deposit in the Borough's libraries, Wigan and Leigh Town Halls and at the Environmental Services Department offices at Civic Buildings and Gateway House, Wigan.
- 9 Printed copies of the draft document were also sent to the list of statutory consultees and key stakeholders, including all of those who responded at the informal consultation stage. Related material was available in print upon request.
- 10 Everybody identified in paragraph one and Appendix 3 of this Consultation Statement was notified of the public participation on the draft document.

- 11 The document was advertised by way of a notice in the Wigan Observer on Tuesday 13<sup>th</sup> February 2007 and the Leigh Journal on Thursday 15<sup>th</sup> February 2007.
- 12 The draft document and Sustainability Appraisal were available to be viewed on the Council's website and representations were able to be submitted online. It will remain on the Council's website until replaced by the adopted document.
- 13 Following the completion of the consultation exercise 13 responses were received. One response was received regarding the Sustainability Appraisal. The main issues raised have been summarised in the table in Appendix 5. The table also includes the Council's response and a summary of the subsequent amendments to the document.

## Appendix 1

### Example copy of letter to individuals and groups expressing interest in Travel Plans and Development and Air Quality Supplementary Planning Documents.

To: Our Ref: AJ/ 32-21 F (xvi)  
Your Ref:  
Please ask For: Alison Jones  
Extension: 4239  
Direct Line: 01942 404239  
Date: 8th September 2006.

Dear Sir/Madam

#### **Supplementary Planning Documents: Travel Plans and Development and Air Quality**

Wigan Council is in the process of preparing its Local Development Framework, which comprises of a number of separate plans and documents. Supplementary Planning Documents on Travel Plans and Development and Air Quality are now programmed for commencement. These will provide additional guidance to policies A1B, EV1B and G1B in the Replacement Wigan Unitary Development Plan, approved in April 2006, and will go through a process of consultation. They will also be subject to a separate Sustainability Appraisal to assess the social, economic and environmental impacts of the policies being prepared.

The purpose of this letter is to provide you with the opportunity to put forward any issues or information that will contribute to the preparation of these documents. To help start this process we are providing Consultation Outlines of the key issues relating to each document in the pages attached.

Once all evidence has been gathered a draft document will be produced. This will be subject to a more formal consultation process in January and February 2007 when you will be able to comment again. An opportunity to comment on the Sustainability Appraisals will also be given.

Thank you for your time in considering these matters and we look forward to hearing from you. **Please send your comments relating to each document to the officer named at the end of the relevant Consultation Outline sheet by 29 September 2006.** If you wish to discuss any general matters or if you know of other people who have not been consulted that may also be interested in this document please contact Alison Jones email, [alison.jones@wiganmbc.gov.uk](mailto:alison.jones@wiganmbc.gov.uk). or phone 01942 404239.

This letter and the consultation outline are available in alternative formats on request.

Yours faithfully,

Alison Jones  
Planning Officer

### Example copy of letter to individuals and groups receiving information on all Supplementary Planning Documents.

To: Our Ref: AJ/ 32-21 F (xvi)  
Your Ref:  
Please ask For: Alison Jones  
Extension: 4239  
Direct Line: 01942 404239  
Date: 8th September 2006.

Dear Sir/Madam

#### Supplementary Planning Documents:

1. Travel Plans
2. Development and Protected Species
3. Development and Air Quality

As you may be aware from recent correspondence, Wigan Council is in the process of preparing its Local Development Framework, which comprises of a number of separate plans and documents. Three Supplementary Planning Documents are now programmed for commencement. These provide additional guidance to the policies in the Replacement Wigan Unitary Development Plan, approved in April 2006, and each will go through a process of consultation. They will also be subject to their own separate Sustainability Appraisal to assess the social, economic and environmental impacts of the policies being prepared.

The purpose of this letter is to provide you with the opportunity to put forward any issues or information that will contribute to the preparation of the documents. To help start this process we are providing Consultation Outlines of the key issues relating to each document in the pages attached.

Once all evidence has been gathered draft documents will be produced. These will be subject to a more formal consultation process in January and February 2007 when you will be able to comment again. An opportunity to comment on the Sustainability Appraisals will also be given.

Thank you for your time in considering these matters and we look forward to hearing from you. **Please send your comments relating to each document to the officers named at the end of each Consultation Outline sheet by 29 September 2006.** If you wish to discuss any general matters or if you know of other people who have not been consulted that may also be interested in any of these documents please contact Alison Jones email, [alison.jones@wiganmbc.gov.uk](mailto:alison.jones@wiganmbc.gov.uk). or phone 01942 404239.

This letter and the consultation outlines are available in alternative formats on request.

Yours faithfully,

Alison Jones  
Planning Officer

### Travel Plans Supplementary Planning Document Consultation Outline

1. The aim of this Document is to help organisations such as developers, workplaces and schools in the borough develop robust, effective and sustainable Travel Plans. It also aims to offer guidance to councillors and others involved in the planning process on the requirements for development that would adversely affect congestion in the borough. This will help to reduce the impact developments can have on the transport network of Wigan Borough.
2. The Department for Transport, through the Local Transport Plan process, has recognised the need for new approaches to combating rising car use. Central Government has identified increased car use and development centred on car use as contributing towards social exclusion, health inequalities and air quality issues.
3. The purpose of the Travel Plan Supplementary Planning Document is to ensure that sustainable travel modes are fully considered as a part of development within Wigan Borough. Essentially, the document will ensure that accessibility to sites, and the reduction of vehicular traffic to developments, plays an integral role in the planning process.
4. Wigan Council welcomes new investment into the borough and Travel Plans are aimed at helping organisations manage all aspects of transport within their business to ensure long term sustainability. Travel Plans aim to improve the quality of sustainable travel choices, such as walking, cycling and public transport, available to both residents and employees in the borough.
5. The Travel Plans Supplementary Planning Document will assist organisations involved in residential, education, health, workplace and other developments in contributing towards the Local Transport Plan in delivering a quality transport network.
6. This Supplementary Planning Document will set out basic principles and requirements as to what information and commitments a Travel Plan should contain, with reference to the circumstances within Wigan Borough. This will enable Travel Plans to meet the requirements of the Replacement UDP accessibility policy A1B.
7. The following format is envisaged for the guidance document:
  - Policy Context
  - When is a Travel Plan Needed?
  - Travel Plan Requirements
  - Travel Plan Production
  - Minimum Travel Plan contents
  - Summary of Travel Plan measures
  - Monitoring
  - Enforcement
8. As indicated by the above headings, the document will provide a step-by-step guide for those who need to or wish to develop a Travel Plan. The guidance will also

recognise that developments are unique in their own situation given the nature of the type of development, resident organisations, business models and geography. It is also recognised that not all development will be in areas with easy access to either the public transport system and/or safe routes for pedestrians and cyclists.

9. A Travel Plan is needed in circumstances suggested by the Department for Transport for the following types of development:
  - Retail, cinemas and conference facilities and other indoor leisure developments over 1,000 square metres;
  - Offices, other Class B1 employment uses and further education developments over 2,500 square metres;
  - Stadia with more than 1,500 seats.
10. In addition, the guidance will reflect recent developments in travel planning work which incorporates residential developments and schools. Therefore, it will contain details of thresholds which will trigger a requirement for a Travel Plan such as:
  - More than 500 person trips per day
  - More than 500 vehicle movements per day
  - More than 100 person trips during the peak hour (07.00 - 10.00 and/or 16.00 - 19.00)
  - More than 60 vehicle movements in any single hour
  - More than 20 heavy goods vehicles (over 7.5 tonnes) per day
  - Any goods vehicle movement between midnight and 6am
  - Twenty or more car parking spaces are proposed
11. The guidance will also set out parameters for using Section 106 agreements to secure contributions towards sustainable travel initiatives both on and around the site to help mitigate any detrimental accessibility and transport impact a development may have. Discussions will take place before agreement between the developer and the local planning authority on such issues but this guidance aims to ensure the process is fair and consistent. In particular, such agreements would be sought in the following circumstances:
  - Developments with more than 30 parking spaces
  - Developments with 10 or more HGV movements to and from the site each day
  - Industrial/commercial developments with floor space equal to or greater than 1000m<sup>2</sup>.
12. The method of calculating the contribution will also be included in the document. In particular, the focus of such agreements would be on improving the public realm for pedestrians, cyclists and public transport users, as well as campaigns to promote sustainable travel to the site.
13. The Council values your opinion on the Travel Plans Supplementary Planning Document and in particular would like to know your views on the following:
  - The proposed format of the document
  - The criteria for when a Travel Plan would be necessary

- What particular measures should be a priority for any Travel Plans the authority requests
  - The criteria for when a section 106 agreement would be entered into
  - How levels of such contributions should be set
14. Should you require any further information on Travel Plans and sustainable transport, there are a number of websites that may be useful:
- [www.travelplans.org.uk](http://www.travelplans.org.uk) - a Greater Manchester website
  - [www.travelwise.org.uk](http://www.travelwise.org.uk) - National TravelWise Association
  - [www.act-uk.com](http://www.act-uk.com) - The Association for Commuter Transport
  - [http://www.dft.gov.uk/stellent/groups/dft\\_susttravel/documents/divisionhomepage/031341.hcsp](http://www.dft.gov.uk/stellent/groups/dft_susttravel/documents/divisionhomepage/031341.hcsp) - The Department for Transport's web pages on Travel Plans

I would be grateful if you could forward your Consultation Outline comments in writing to the Deputy Director of Planning & Regeneration, Civic Buildings, New Market Street, Wigan, WN1 1RP. Alternatively, you can email your comments to:

James Noakes, Travel Plan Co-ordinator  
[j.noakes@wigan.gov.uk](mailto:j.noakes@wigan.gov.uk) (telephone 01942 404 688)

**The deadline for comments is 29th September 2006**

### **Contacts: Pre-submission participation**

A copy of the Consultation Outline for the draft Supplementary Planning Document on Travel Plans was sent to the following:

#### **Statutory Consultees**

- British Gas
- British Telecommunications Plc
- Countryside Agency – Now Natural England
- English Heritage – Now Natural England
- Environment Agency
- GM Waste Disposal Authority
- Government Office for the North West
- Greater Manchester Strategic Health Authority
- Highways Agency
- Mobile Operators Association
- Neighbouring Local Planning Authorities (14)
- Network Rail
- North West Regional Assembly
- North West Regional Development Agency
- NWP Spectrum Ltd
- United Utilities
- Your Communications Ltd

#### **Elected Representatives**

- 74 Councillors (1 currently suspended)
- 4 MPs
- 8 MEPs
- Parish Councils within Borough (2)
- Neighbouring Parish & Town Councils (14)

#### **Wigan Borough Partnership**

- Internal consultees (chief officers)
- Township managers
- Partnership members (all key contacts for the 7 Partnerships as listed in Appendix D of the Statement of Community Involvement).
- Encompass contacts (all key contacts for the 7 Community Networks as listed in Appendix D of the Statement of Community Involvement).

## **Other groups and organisations**

- 102 Local groups, organisations, developers, agents, local businesses and individuals on our Community Engagement Database who had expressed an interest in receiving information on documents produced as part of the Local Development Framework.
- 198 Members of the Development Control, Building Control Forum who are not included in any of the previously mentioned categories.

The following Local Groups identified as having a specific interest in Travel Plans and Development and Air Quality:

- Arriva North West and Wales
- Ashton, Leigh and Wigan PCT (Specific contact)
- B&Q, Wigan
- Children and Young People's Services (Specific contact)
- Environmental Protection (Specific contact)
- First Manchester
- Freight Transport Association
- Gladman
- Greater Manchester Ambulance Service
- Greater Manchester Pedestrian Association
- Jim Stones Coaches
- Leigh Homes Tenant Participation Team
- Merseyrail
- North West Regional Assembly (Specific contact)
- Northern Rail
- Olympia Travel
- RAC
- Richard Armitage Transport Consultancy Ltd
- Road Haulage Association
- Sanderson Associates (CE) Ltd
- South Lancashire Travel
- Sustrans
- TGWU
- The AA Motoring Trust
- The Impact Centre
- Transport and Travel Research Ltd
- Virgin Trains
- Wigan Access Committee
- Wigan and District Community Transport
- Wigan Borough Hackney Carriage Co-operative
- Wigan Homes Tenant Participation Team
- Wigan Institute of Advanced Motorists
- Wigan Wheelers
- Wrightington, Wigan and Leigh NHS Trust (Specific contact)

**The Consultation Outline was also available on the Wigan Council website.**

## Appendix 4

### Supplementary Planning Document: Travel Plans

#### Summary of comments received at the informal consultation stage and Wigan Council's response

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
G1	Horwich Town Council	Resolved not to comment	No response required.
G2	Brian Simpson MEP	Supports document	No response required.
G3	Sajjad Karim MEP	Thanks for consultation. No comment here.	No response required.
G4	Roy Pass, Children and Young People's Services	<ul style="list-style-type: none"> <li>Informing us of event in Local Democracy week on 20<sup>th</sup> October 2006 called Circles of Influence in which key representatives will debate issues with young people. Also the Strategic Participation Group which has plans to link young peoples' agenda to senior strategists within the Borough.</li> </ul>	<ul style="list-style-type: none"> <li>We will use these groups where appropriate in promoting the message of the documents.</li> </ul>
TP1	Countryside Agency - Janet Belfield	<ul style="list-style-type: none"> <li>No comment as they feel it is outside their remit</li> </ul>	<ul style="list-style-type: none"> <li>Thanked for their response</li> </ul>
TP2	Cycle Liaison Group - Trevor Boardman	<ul style="list-style-type: none"> <li>Protect old/disused railway lines against development to enable them to become a part of the off-road cycle network</li> <li>Avoid mistakes with developments that prevent full accessibility for cyclists, prams and wheelchairs</li> </ul>	<ul style="list-style-type: none"> <li>Decisions on the use of old railway lines for off-road cycle facilities are the responsibility of the Local Transport Plan and other departments and organisations depending on the landowner. This document will not cover that but Travel Plans will aim to utilise available infrastructure to inform the Local Transport Plan and aid access to sites.</li> <li>The document will encourage developers to consider access to their site for all methods of travelling and all types of people.</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
		<ul style="list-style-type: none"> <li>• Ensure cycle parking is safe and secure</li>   <li>• Every development should have sustainable routes "built in" or at least a corridor left for future development</li>   <li>• A travel survey should be conducted to see where cyclists ride and pedestrians use, particularly side-roads and off-road</li> <li>• Draw to our attention the work of Cycle Liaison Group in contacting cycle groups and bridleway groups to highlight their regular routes and ask whether we would like a copy</li> </ul>	<ul style="list-style-type: none"> <li>• The specifics of cycle parking are at the discretion of the developer but we will encourage them to provide safe and secure cycle storage for staff at least. The Cyclists' Touring Club advises that Sheffield stands are most suitable for short term cycle parking.</li> <li>• The document cannot dictate to developers whether to retain corridors for future development, though there is some leeway within the Local Transport Plan for such things. Developments will be advised to ensure sustainable routes are built in to the development.</li> <li>• The document will take developers through the process of producing a Travel Plan, one element of which is to survey staff site users.</li> <li>• We welcome the assistance offered by the cycle liaison group. Identification of routes for use by cycle and bridleway groups, however, though informative do not reflect the site-specific or area-specific process by which a Travel Plan is developed. We have already produced a cycle map of the borough and this is perhaps the best place for the Cycle Liaison Group to input.</li> </ul>
TP3	E Hill, Standish resident	<ul style="list-style-type: none"> <li>• Overdevelopment of housing</li> </ul>	<ul style="list-style-type: none"> <li>• The document will not advise on the appropriateness of housing development - that is a matter for the Planning Dept and other policies of the Council. It will guide the process by which sustainable methods of travel can help mitigate any impact developments have on the borough.</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		<ul style="list-style-type: none"> <li>Local groups should be provided with more information</li> <li>More involvement from knowledgeable local groups, RSPB, Wildlife groups etc</li> </ul>	<ul style="list-style-type: none"> <li>The document will encourage developers to consider the views of their neighbouring communities and, where possible, involve them in the Travel Plan process.</li> <li>The Council has good contacts with special interest groups and is willing to accept their advice when the occasion is appropriate. The document is not anticipated to advise developers to liaise with various groups, but rather to consider and respond to any impact there may be on the environment as a result of traffic generated by the site and liaise with relevant groups when appropriate.</li> </ul>
TP4	Environment Agency - Mark Chadwick	<ul style="list-style-type: none"> <li>No comments at this stage</li> </ul>	<ul style="list-style-type: none"> <li>Thanked for their response.</li> </ul>
TP5	GMPTE - Rosemary Ollie	<ul style="list-style-type: none"> <li>Highlighting the Greater Manchester Best Practice Model Supplementary Planning Document</li> <li>Should also mention smaller developments that generate significant amounts of travel in, or near to, Air Quality Management Areas and other locations where there are local initiatives or targets for the reduction of road traffic or the promotion of public transport, walking and cycling.</li> <li>Concerned thresholds may encourage several smaller applications that come under the threshold but would have a cumulative effect.</li> </ul>	<ul style="list-style-type: none"> <li>We are using the Greater Manchester best Practice Model document as a basis for our Supplementary Planning Document but it will be adapted to suit the needs of Wigan.</li> <li>We believe that the appropriate factor for Travel Plans is the relationship with the Transport Assessment. The Document will give guidance on when Wigan Council believes a Travel Plan should be produced and it will be closely linked to the Transport Assessment process. The benefits of a Travel Plan will help address some of those issues raised.</li> <li>Whatever thresholds are set there will always be the possibility of being able to circumvent them in some way. We believe that the best way forward is to follow the developing national guidance on Transport Assessments to strike an</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
		<ul style="list-style-type: none"> <li>• Would like to see the following measures: Personalised Journey Planning Buyers/tenants packs including Public Transport information, local maps and details of local services Free one year travel passes within purchase/rental of each residential unit Development of a site intranet with public transport information Improvements of pedestrians' access to public transport facilities</li> <li>• Ensure meaningful targets and effective monitoring and enforcement. For example type of travel used targets and penalties/incentives for enforcement</li> <li>• Suggest examining Trafford and Tameside's work with regards to collecting contributions based on likely trips generated by developments</li> </ul>	<p>appropriate balance and provide consistency of approach.</p> <ul style="list-style-type: none"> <li>• There will be several suggested measures included in the document but the overall approach is to ensure targets are met by a mixture of measures appropriate to the development rather than a prescriptive approach that determines measures beforehand. Wigan Council prefers the "outcomes" approach to travel Plans rather than the "measures" approach as we believe that it is the outcomes that are the important measure of a Travel Plans success.</li> <li>• The document will include the requirement to set sustainable, measurable, achievable, realistic time-based objectives coupled with measures to improve monitoring of the Travel Plans and enforcement where necessary.</li> <li>• We welcome the advice on considering the work conducted by other authorities and will continue to examine best practice across the country with regards to the various elements of the document.</li> </ul>
TP6	Highways Agency - Kristian Marsh	<ul style="list-style-type: none"> <li>• Encourage neighbouring developments to work together to produce joint Travel Plans</li> <li>• Ensure the links with the Air Quality Supplementary Planning Document</li> </ul>	<ul style="list-style-type: none"> <li>• It is the role of the Council's Travel Plan Co-ordinator to ensure that neighbouring developments work together for mutual benefit and the document will reflect this approach in advising partnerships where appropriate and where possible.</li> <li>• Wigan Council is determined to have a consistent approach to all of its policies and</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		are there.	where the Air Quality Document and Travel Plans Document have overlapping elements this will be the case.
TP7	Lancashire County Council - Adrian Smith	<ul style="list-style-type: none"> <li>• Travel Plans should take into account cross-border issues</li> <li>• Hospitals should be specifically addressed in the document as major traffic generators with cross-border impacts</li> <li>• Greater clarity on the relationship between land use and thresholds set out in points 9 and 10 For example, will the document refer to B2 uses?</li> <li>• Greater clarity on the relationship with Transport Assessments and application of parking standards</li> <li>• Note that Section 106 agreements may require targets and monitoring.</li> </ul>	<ul style="list-style-type: none"> <li>• We are keenly aware that developments can have cross-border issues covering the Travel to Work area and beyond. Whilst developers may benefit from examining cross-border issues, this Supplementary Planning Document can only extend its scope as far as Wigan Borough.</li> <li>• Whilst we accept that hospitals are generators of large amounts of traffic, so are many other forms of development. We do not feel that a specific approach should be considered for them outside of the approach for other workplace developments.</li> <li>• The document will set clear thresholds for all types of development and land uses and be consistent with the emerging guidance on Transport Assessments.</li> <li>• It will ensure that the requirements for Transport Assessments are properly reflected and that parking arrangements form part of the Travel Plan/Transport Assessments.</li> <li>• We acknowledge that Section 106 Agreements require careful monitoring. Whether it is a legal agreement or planning condition used to secure the Travel Plan, the Supplementary Planning Document will set out a clear, considered approach to monitoring.</li> <li>• We note that cross border issues can incur costs in neighbouring authorities and will encourage developers to involve neighbouring</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		<ul style="list-style-type: none"> <li>Note that any measures involving cross-border improvements (eg Quality Bus Corridors) take into account costs occurred in Lancashire.</li> </ul>	<p>authorities whenever prudent in implementation of the Travel Plan. However, the scope of this Supplementary Planning Document can only extend as far as Wigan borough.</p>
TP8	Legal & Property Services - Shirley Hillman	<ul style="list-style-type: none"> <li>No comments at this stage except:</li> <li>Should also note G1B as well as A1B</li> </ul>	<ul style="list-style-type: none"> <li>Thanked for their response and we duly note the Unitary Development Plan's policy on planning obligations.</li> </ul>
TP9	Network Rail - Simon Pemberton	<ul style="list-style-type: none"> <li>Ensure that the contribution that rail travel has to sustainable development is highlighted as too often rail is overlooked.</li> <li>Seek contributions towards rail facilities at existing stations as part of any agreement on contributions</li> </ul>	<ul style="list-style-type: none"> <li>The document will ensure that all relevant methods of travelling are addressed in a Travel Plan.</li> <li>We accept that improvements to rail facilities can play a role in the success or otherwise of a Travel Plan. There is no direct control of rail infrastructure by the Council. Any legal agreement entered into to secure a Travel Plan would have to be able to be delivered and, as each case is different, and in light of our limited influence on the rail system, we cannot say with certainty whether rail facilities would form part of any legal agreement.</li> </ul>
TP10	Peak & Northern Footpath Society - Peter Burns	<ul style="list-style-type: none"> <li>Allowing Local Authorities to determine public transport services. Bus priority measures.</li> <li>Making cycle routes safer.</li> <li>Traffic-free linked dedicated routes.</li> <li>Welcomes Item 9</li> <li>Discrepancy between Items 10 and 11 on parking spaces</li> <li>Agree with format</li> </ul>	<ul style="list-style-type: none"> <li>We accept the need for provision of various measures to help encourage the way in which people travel away from single-occupancy vehicles. However, some of the suggestions fall outside of the remit of this document and relate to wider policy issues and that of the Local Transport Plan.</li> <li>We note there may be discrepancies in the initial consultation letter but every effort will be made to ensure the final document is error-free and legible.</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		<ul style="list-style-type: none"> <li>Disagree with specifying Travel Plans covering provision of links for pedestrians and cyclists to other dedicated pedestrian and cycle routes as this should be included in particular measures.</li> <li>Funding for ongoing maintenance should be agreed with developers</li> </ul>	<ul style="list-style-type: none"> <li>The document will outline best practice for the Travel Plan process and a site audit, considering current infrastructure is key to this. Developments will be encouraged to build in such elements into their design.</li> <li>Maintenance issues may, after negotiation, be covered by planning obligations though this document may not be the best vehicle for them.</li> </ul>
TP11	Persimmon Homes - Adele Snook (Broadway Malyan)	<ul style="list-style-type: none"> <li>Supports document</li> <li>Ensure flexibility according to site conditions</li> <li>Cautious approach to use of unreasonable requests for planning obligations</li> <li>Ensure Travel Plan requests are reasonable, based on need, are flexible enough to adapt to different developments, site conditions and have regard to site location and proposals.</li> </ul>	<ul style="list-style-type: none"> <li>Thanked for their support</li> <li>Travel Plans are site or area specific and as such we expect them to be flexible to the needs of the particular development. A Travel Plan should not, however, give legitimacy to an unacceptable development.</li> <li>We accept the need to ensure that planning obligations are dealt with in a fair manner that reflects the needs of the site; the community; the borough as a whole and the Council's policies and aims. As such, we expect situations where discussions are entered into regarding planning obligations are reasonable.</li> <li>We expect requests for Travel Plans to be reasonable taking into account a number of different factors such as location and any attached Transport Assessment. We expect Travel Plans to be flexible to the needs of the developer as well as that of the authority.</li> </ul>
TP12	Richard Armitage Transport Consultancy - Richard Armitage	<ul style="list-style-type: none"> <li>Apologies but unsure whether has anything to add</li> </ul>	<ul style="list-style-type: none"> <li>Thanked for their response.</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
TP13	Rights of Way - Liz Parry	<ul style="list-style-type: none"> <li>• Rights of Way Improvement Plan and Rights of Way network should be mentioned</li> </ul>	<ul style="list-style-type: none"> <li>• The document will help developers consider all types of access to their site(s) and we realise the important role that Rights of Way can play in that.</li> </ul>
TP14	Sport England - Henryk Peterson	<ul style="list-style-type: none"> <li>• Outline scale of residential development to trigger a Travel Plan?</li> <li>• Also list replacement secondary schools and Academies</li> <li>• Set planned targets for walking, cycling, public transport users, with a planned phased per annum increase</li> <li>• Apply guidance in circular 05/2005 for s106 agreements</li> <li>• Scale and level of development to affect level of contribution.</li> </ul>	<ul style="list-style-type: none"> <li>• The document will include details on when residential developments will "trigger" a Travel Plan and this will be commensurate with the needs for a Transport Assessment. It will be consistent with the emerging guidance on Transport Assessments</li> <li>• Schools are required by the Department for Transport and Department for Education and Skills to have a Travel Plan in place by 2010. As such, we have decided it is not necessary to cover schools/academies in this supplementary planning document.</li> <li>• Targets for each Travel Plan secured through the planning process will be set using the Transport Assessment and available information on current trips where applicable. Targets for all forms of travel will play an important part of the Travel Plan and will be agreed between the organisation responsible for the Travel Plan and the Council. They will meet the test of being Specific, Measurable, Achievable, Realistic and Time-related.</li> <li>• Relevant national, regional and local guidance as well as best practice underpins the document throughout.</li> <li>• The scale of contributions, where applicable, will be dealt with in a fair and reasonable manner.</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		<ul style="list-style-type: none"> <li>The less central , the bigger the contribution to make the development accessible (refer to PPG13 83-91)</li> </ul>	<ul style="list-style-type: none"> <li>See previous comments regarding contributions.</li> </ul>
TP15	Standish & District Bridleways Group - Eileen Rybka	<ul style="list-style-type: none"> <li>Remember to include the ROWIP and to ask developers to consider Rights of Way and Modification Orders when developing sites</li> </ul>	<ul style="list-style-type: none"> <li>The document will help developers consider all types of access to their site(s) and we realise the important role that Rights of Way can play in that. As such, we expect developers to consider the site's location and surrounding infrastructure.</li> </ul>
TP16	Sustrans - Peter Foster	<ul style="list-style-type: none"> <li>Agree that Travel Plans need to be "robust, effective and sustainable" but also highlight the need for them to set targets and be monitored regularly</li> <li>Travel Plans should become the norm for even modest size developments so support criteria set out in points 9 and 10</li> <li>Ensure sites are laid out to encourage walking and cycling and to integrate with other infrastructure such as greenways, canal towpaths, traffic-calmed roads and crossing facilities</li> <li>Modest size developments should be asked to make a contribution toward pedestrian, cycle and public transport issues.</li> <li>Support point 11</li> <li>20-30 house development should contribute tangible improvement such as a new crossing or length of footway/track.</li> </ul>	<ul style="list-style-type: none"> <li>The document will highlight that target setting and monitoring will be crucial to the success of any subsequent Travel Plans.</li> <li>The criteria for when we request a Travel Plan hopes to set a balance between the needs of the borough and the needs of the development.</li> <li>The document will encourage developers to consider access to their site for all modes and all types of people. The document will advise developers to make the most of the available infrastructure and utilise it where appropriate.</li> <li>The issue of contributions will be informed by negotiation as well as national, regional and local guidance and best practice.</li> <li>Thanked for their support</li> <li>See previous comments regarding contributions.</li> <li>The issue of obligations will be set out within the</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		<ul style="list-style-type: none"> <li>Residential developments should contribute at least £1,000 per unit</li> </ul>	document and will be determined through negotiation with applicants.
TP17	United Utilities - David Hardman	<ul style="list-style-type: none"> <li>No comments on this consultation</li> </ul>	<ul style="list-style-type: none"> <li>Thanked for their response</li> </ul>

## Appendix 5

### Development and Protected Species Supplementary Planning Document Summary of comments received at the formal consultation stage and Wigan Council's response

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
TP1	Sustrans - Peter Foster	<ul style="list-style-type: none"> <li>No further comments to make at this stage but are interested in how Travel Plans develop across the Borough and whether some good success stories emerge in encouraging walking/cycling and public transport use.</li> </ul>	<ul style="list-style-type: none"> <li>Naturally, as Travel Plans progress we will be interested in sharing our best practice with other organisations.</li> </ul>
		<ul style="list-style-type: none"> <li>For information note that the Bury consultation included examples of a "Staff Travel Plan Survey" and "Skeletal Section 106 Clauses".</li> </ul>	<ul style="list-style-type: none"> <li>We have noted the approach of other authorities with regards to giving example clauses and surveys.</li> <li>Surveys: With the introduction of iTRACE Travel Plan management software, it would be wrong to decide on one particular survey at this early stage.</li> <li>Section 106 Clauses. Each legal agreement needs to be particular to the circumstances of the development and we feel it would be wrong to tie ourselves down to one particular example.</li> </ul>
TP2	Government Office North West - Dave Arstall	<ul style="list-style-type: none"> <li>Suggest that the text of UDP policy A1B be included within the Travel Plans SUPPLEMENTARY PLANNING DOCUMENT, for ease of reference and so that it is clear how</li> </ul>	<ul style="list-style-type: none"> <li>Agreed to include A1B in the Appendices</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		the SUPPLEMENTARY PLANNING DOCUMENT is linked to the policy.	
TP3	Brian Wilson	<ul style="list-style-type: none"> <li>• Document is satisfactory</li> </ul>	<ul style="list-style-type: none"> <li>• Thanked for his response</li> </ul>
TP4	Natural England - Janet Belfield	<ul style="list-style-type: none"> <li>• No further comments</li> </ul>	<ul style="list-style-type: none"> <li>• Thanked for their response</li> </ul>
TP5	North West Regional Assembly - Paul Entwistle	<ul style="list-style-type: none"> <li>• No detailed comments to make on the Travel Plans draft SUPPLEMENTARY PLANNING DOCUMENT. However, broad support for the document is offered by Adopted and Submitted Draft RSS policies DP1 and Submitted Draft RSS policy RT1 and RT5.</li> </ul>	<ul style="list-style-type: none"> <li>• Thanked for their response</li> </ul>
TP6	Environment Agency - Dawn Hewitt	<ul style="list-style-type: none"> <li>• Support Travel Plans as a means of reducing greenhouse gases, air pollution and achieving a Better Quality of Life</li> </ul>	<ul style="list-style-type: none"> <li>• Thanked for their response</li> </ul>
TP7	Shevington & Haigh Parish Councils - Elaine Harkins	<ul style="list-style-type: none"> <li>• In view of the number of working parents in the area, sustainable transport might be best achieved if employers provide crèche facilities, particularly where working from home is not a viable option. This is just one example of perhaps many hurdles we believe will have to be overcome to make the travel plans more manageable for people.</li> </ul>	<ul style="list-style-type: none"> <li>• Highlighting the need for flexible working practices and working environments are included in the suggested measures section. (See 7.2)</li> </ul>
TP8	Standish Community Forum - Graham Wilcock	<ul style="list-style-type: none"> <li>• 7.8 would encourage on-street parking outside industrial complex</li> </ul>	<ul style="list-style-type: none"> <li>• Displaced parking may be a result but that is dealt with using other highway authority powers should it cause a problem. We also believe that implementing other measures would help mitigate any adverse impacts.</li> </ul>
		<ul style="list-style-type: none"> <li>• 4.3 - Survey of travel across the borough to</li> </ul>	<ul style="list-style-type: none"> <li>• This is a matter for the Local</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		neighbouring boroughs required to see if public transport can be provided	Transport Plan and the Council's emerging Transport Strategy and not for specific Travel Plans. However, information gathered from Travel Plans can inform this.
		<ul style="list-style-type: none"> <li>• More health facilities becoming regional will cause problems</li> </ul>	<ul style="list-style-type: none"> <li>• We recognise the impact that the location of health centres - and indeed other services - can have on accessibility and modes of travel. The Local Transport Plan is working with the local Primary Care Trust to address this and any proposed health facility in the borough that meets the criteria will be subject to producing a robust Travel Plan. (See thresholds in Appendix B)</li> </ul>
		<ul style="list-style-type: none"> <li>• Need to address access to existing sites and communities to create better access</li> </ul>	<ul style="list-style-type: none"> <li>• This SUPPLEMENTARY PLANNING DOCUMENT cannot be retrospective unless a new application is made to amend a current site. However, the Local Transport Plan is working to alleviate some of the more endemic travel and traffic problems in the borough.</li> </ul>
		<ul style="list-style-type: none"> <li>• Re-opening disused rail stations as park and ride needs appraisal</li> </ul>	<ul style="list-style-type: none"> <li>• This is a matter for the Local Transport Plan and the</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
			Council's emerging Transport Strategy and not for specific Travel Plans. However, information gathered from Travel Plans can inform this.
TP9	Pam Wheal	<ul style="list-style-type: none"> <li>• Good document in general</li> <li>• 3.1 - "Residential units" Questioned as to what constitutes a "unit"</li> </ul>	<ul style="list-style-type: none"> <li>• Thanked for her response.</li> <li>• One "unit" is one dwelling. A fuller explanation is contained in the new appendix which reveals all thresholds. (See Appendix B)</li> </ul>
		<ul style="list-style-type: none"> <li>• Smaller developments often cause significant travel disruption to residents already living in the area - would not a lower threshold be better?</li> </ul>	<ul style="list-style-type: none"> <li>• Lower thresholds may prove onerous for both developers and the Council. We believe that using the thresholds taken from the Department for Transport's "Guidance on Transport Assessments" is sufficient and provides consistency for developers. (See Appendix B) We do, however, reserve the right to request a Travel Plan outside of those thresholds should it be the considered opinion that the application warrants it. (As in Sections 3.3 and 3.4 and in Appendix B)</li> </ul>
		<ul style="list-style-type: none"> <li>• 7.2 - 7.18 inclusive. Impressed by the amount of ideas but wondered how many are actually included in present Travel Plans</li> </ul>	<ul style="list-style-type: none"> <li>• All of these measures have been used across the UK as part of Travel Plans and as measures to reduce travel. In</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
			addition, we encourage organisations to be innovative in their approach to reducing the impacts of travel.
		<ul style="list-style-type: none"> <li>Monitoring process would have to be detailed and exacting to be effective</li> </ul>	<ul style="list-style-type: none"> <li>We agree that monitoring is crucial to the success of a Travel Plan hence the decision to introduce a new management and monitoring regime using iTRACE Travel Plan software and requesting ongoing 'TRICS' assessment as part of each Travel Plan. (See Section 8)</li> </ul>
TP10	Lancashire County Council - Adrian Smith	<ul style="list-style-type: none"> <li>Concerned that development with cross-border implications receives no mention</li> </ul>	<ul style="list-style-type: none"> <li>We have little influence where a development has cross-border implications though an effective Travel Plan should help alleviate any such problems. The revised document does, however, highlight the need to speak with relevant third parties such as neighbouring authorities. (See Section 5.1)</li> </ul>
		<ul style="list-style-type: none"> <li>Will national thresholds be used for uses not included in the SUPPLEMENTARY PLANNING DOCUMENT?</li> </ul>	<ul style="list-style-type: none"> <li>All thresholds will reflect the recent Guidance on Transport Assessments and be available in the appendices. This includes all types of development. (See Appendix B)</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
		<ul style="list-style-type: none"> <li>• Clarity on mixed-use developments</li> </ul>	<ul style="list-style-type: none"> <li>• In response to this, we have added into the document a piece about mixed-use developments and trust that this is satisfactory. (See Section 4.11)</li> </ul>
		<ul style="list-style-type: none"> <li>• Clarification on thresholds for unspecified developments would be appreciated</li> </ul>	<ul style="list-style-type: none"> <li>• We believe the Supplementary Planning Document is flexible enough to cover all types of development.</li> </ul>
		<ul style="list-style-type: none"> <li>• "Note B" referred to on page 5 but no corresponding point B</li> </ul>	<ul style="list-style-type: none"> <li>• Noted and amended. This arose due to formatting.</li> </ul>
		<ul style="list-style-type: none"> <li>• Residential developments should be linked into Design and Access Statements</li> </ul>	<ul style="list-style-type: none"> <li>• Noted and a paragraph added to that effect.</li> </ul>
		<ul style="list-style-type: none"> <li>• Also link into the Manual for Streets</li> </ul>	<ul style="list-style-type: none"> <li>• Noted and Manual for Streets is highlighted in the appendices (See Appendix C).</li> </ul>
		<ul style="list-style-type: none"> <li>• No mention made of enforcement of objectives. For internal consistency, Section 6 should mention enforcement</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed and Section 6 now does reiterate the need for enforcement.</li> </ul>
		<ul style="list-style-type: none"> <li>• Support the concept of a monitoring levy</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
		<ul style="list-style-type: none"> <li>• Presentational point - more prominent sub-headings</li> </ul>	<ul style="list-style-type: none"> <li>• This is a quirk of the publication software. It has been raised with the relevant section.</li> </ul>
TP11	Highways Agency - Kristian Marsh	<ul style="list-style-type: none"> <li>• 2.6 - an additional bullet point that Travel Plans can help to reduce congestion in the wider area should be added</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed and amended. (See Section 2.6)</li> </ul>
		<ul style="list-style-type: none"> <li>• 5.1 - Include reference to liaison with the</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed. An amendment has</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
		<p>Highways Agency where there are implications of a development on the trunk road or motorway network. Perhaps an appropriate place would be at the end of the sentence which ends, "...other third parties", where the words, "... for example with the Highways Agency where development traffic will affect the trunk road network." could be added.</p>	<p>been made to highlight the need to speak to other third parties including the Highways Agency. (See Section 5.1)</p>
		<ul style="list-style-type: none"> <li>Table 5.1 - should include "...and other parties such as the Highways Agency.</li> </ul>	<ul style="list-style-type: none"> <li>We do not believe it is necessary to amend this table and that the mention of other third parties including the Highways Agency in the preceding text is sufficient.</li> </ul>
		<ul style="list-style-type: none"> <li>5.7 - Recommend that monitoring should be more frequent in the first year - as soon as possible after occupation then every 6 months before yearly.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed and amended accordingly. The introduction of iTRACE Travel Plan management software should facilitate this) (See Section 5.7)</li> </ul>
		<ul style="list-style-type: none"> <li>6.1 - Further explanation of the elements within picture 6.1 the Travel Plan Pyramid and relevant examples</li> </ul>	<ul style="list-style-type: none"> <li>The pyramid is intended to easily illustrate the types of issues and measures a Travel Plan may consider. It is not intended to be the main point of the section. We believe that the previous paragraph is enough to give a broad description of the approach.</li> </ul>
		<ul style="list-style-type: none"> <li>6.2 - Examples of what developers are expected to provide</li> </ul>	<ul style="list-style-type: none"> <li>We believe that the table does not need any further amendments as it covers the</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
			relevant points.
		<ul style="list-style-type: none"> <li>6.3 - Include paragraph numbers the text is referring to</li> </ul>	<ul style="list-style-type: none"> <li>We believe that the document is clear in this respect.</li> </ul>
		<ul style="list-style-type: none"> <li>6.13 - Include guidance suggesting that adequate time is allowed for at the initiation of a Travel Plan, given the data required at this stage. The time required for ongoing production and monitoring can then be reviewed over time.</li> </ul>	<ul style="list-style-type: none"> <li>We believe that the time frames we have indicated for the production of a Travel Plan are sufficient and allow for enough flexibility as is required.</li> </ul>
		<ul style="list-style-type: none"> <li>7.2 - Incorrect title should be "Workplace Travel Plans"</li> </ul>	<ul style="list-style-type: none"> <li>Noted and amended.</li> </ul>
		<ul style="list-style-type: none"> <li>7.2 - There seems to be an inconsistency here where 'Carrots' are described as "incentives to use non-car alternatives". In para 6.8 they are referred to as "alternatives to single car occupancy". The definition in para 6.8 is probably more accurate as car sharing is one of the options listed later on.</li> </ul>	<ul style="list-style-type: none"> <li>Noted and we have amended for consistency.</li> </ul>
		<ul style="list-style-type: none"> <li>Include contact details for the Highways Agency.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed and added into the appendices. (See Appendix C)</li> </ul>
TP12	Peter Sargeant	<ul style="list-style-type: none"> <li>Use of "Council" and "council"</li> </ul>	<ul style="list-style-type: none"> <li>Noted and amended for consistency</li> </ul>
		<ul style="list-style-type: none"> <li>Unnumbered bullet points throughout document</li> </ul>	<ul style="list-style-type: none"> <li>We believe that the use of bullet points numbered or otherwise is appropriate in this document</li> </ul>
		<ul style="list-style-type: none"> <li>Connection between Travel Plans and road safety highlighted in the Sustainability Appraisal</li> </ul>	<ul style="list-style-type: none"> <li>There is a clear connection between encouraging people to walk, cycle and use public transport, as well as</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
			<p>educating drivers about alternative travel and road safety education. Therefore, we believe that it is right to highlight in the Sustainability Appraisal the fact that Travel Plans can have an effect on road safety.</p>
		<ul style="list-style-type: none"> <li>Issue of speed signs on Heath Lane and in Lowton</li> </ul>	<ul style="list-style-type: none"> <li>This is not a matter for the SUPPLEMENTARY PLANNING DOCUMENT but rather a traffic management issue. We have passed on the specific issue to colleagues in the Traffic Section. (Refer to Traffic Section, Environmental Services)</li> </ul>
		<ul style="list-style-type: none"> <li>"Setting out" of the document including use of columns, subtitling of tables and the continuation of pages.</li> </ul>	<ul style="list-style-type: none"> <li>All of these issues are related to the design software used for all Supplementary Planning Documents and as such as beyond the scope of this particular document. However, the issue has been raised as a result.</li> </ul>
		<ul style="list-style-type: none"> <li>Comments relating to presentation, grammar, spelling and use of language in paragraphs: 3.1, 5.1, 5.11, 6.4, 6.8, 6.14, 7.2, 7.10, 7.13, 8.2, 9.2, and 9.3</li> </ul>	<ul style="list-style-type: none"> <li>Some of these issues have been addressed where we feel the respondent has a valid query. Namely: 3.1, 5.1, 5.11, 7.2, 7.10, 7.13.</li> <li>With regards to the other suggested changes, we feel</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
			that the document is good as it stands.
		<ul style="list-style-type: none"> <li>Not stating what "TRICS" stands for.</li> </ul>	<ul style="list-style-type: none"> <li>TRICS is a brand name and as such is not an acronym. It is recognised by relevant users in the public and private sector.</li> </ul>
		<ul style="list-style-type: none"> <li>The table used in 3.1 for thresholds could be rationalised for instance through grouping those developments which have the same threshold.</li> </ul>	<ul style="list-style-type: none"> <li>This table is now an example whilst the main threshold table, as taken from the Department for Transport's Guidance on Transport Assessment, is contained in the appendices. The example table is to help developers of the most common forms of development see clearly the thresholds that would trigger a Travel Plan. (See Table 3.1 and Appendix B)</li> </ul>
		<ul style="list-style-type: none"> <li>References to the Protected Species Supplementary Planning Document are obscure, forced and self-justificatory</li> </ul>	<ul style="list-style-type: none"> <li>We do not feel that this is the case. We believe that developments which consider their impact on the natural environment will have an effect on the desire of their users to walk or cycle on site. The bullet points have been amended to strengthen this link as well as highlight the need to encourage development in line with the</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
			Access for All Supplementary Planning Document. (See Section 7)
		<ul style="list-style-type: none"> <li>7.5 should encourage the return of on-site canteens.</li> </ul>	<ul style="list-style-type: none"> <li>We agree that developments which are away from other services such as food, crèches and banking can encourage car use and the measures do highlight the need for on-site services. The suggested measures section now makes this quite clear. (See Section 7.2)</li> </ul>
		<ul style="list-style-type: none"> <li>Why should car parking not be "annualised"</li> </ul>	<ul style="list-style-type: none"> <li>By tying people into an annual arrangement for car parking charges, an organisation can effectively tie people into one type of behaviour for a longer period. That is something we do not want to see encouraged as part of a Travel Plan.</li> </ul>
		<ul style="list-style-type: none"> <li>7.17 does not explain the role of home delivery enough and further thought needs to be given to the use of refrigerated drop-off points as they can only favour those with cars.</li> </ul>	<ul style="list-style-type: none"> <li>This is one suggestion on a list of suggested measures. As such it is not intended to be explained in depth. The use of refrigerated drop-off points to facilitate home delivery is an innovative solution suggested by the Department for Transport and is intended to reduce the need</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
		<ul style="list-style-type: none"> <li>7.8 does not address the issue of displaced parking on neighbouring streets</li> </ul>	<p>to travel for food shopping.</p> <ul style="list-style-type: none"> <li>This may be a result of implementing a particular car parking management plan but that is dealt with using other highway authority powers. We also believe that implementing other measures would help mitigate any adverse impacts.</li> </ul>
		<ul style="list-style-type: none"> <li>Standard charge for supervision is a tax on Travel Plans; will discourage development and can be delivered by outside bodies.</li> </ul>	<ul style="list-style-type: none"> <li>This is not the case and an explanation for the charge is contained in the document. (See Section 8.5 to 8.7) So far, we have had no concerns raised by developers who have been consulted and, indeed, this is becoming standard practice across the country. There is no indication that such charges discourage development, especially considering its relatively small size.</li> <li>The ongoing assessment is delivered by an appropriate outside body, namely TRICS, whilst we believe that the ongoing supervision using iTRACE Travel Plan management software is the best solution to allow proper monitoring by the Council. We</li> </ul>

	Respondent	Summary of Main Comments	Wigan Council's response
			<p>do not believe that developers will wish to invest substantially more money into developing their own supervision system. If we were to direct them to do so, that may indeed discourage development. In addition, as this relates to planning applications, and with the need for the Council to monitor effectively should there be a need for enforcement, to not provide a supervision facility would render the planning process redundant. Developers simply want clarification brought to the issue of planning applications and we believe that the sum highlighted, along with the rest of the document, delivers this.</p>
		<ul style="list-style-type: none"> <li>• Travel Plans should not become a burden which people resent and/or a perceived extension of unproductive public sector bureaucracy.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel Plans are being developed by some of the UK's major companies and are also finding favour in other parts of the world where congestion, staff retention and travel costs are an issue. We do not believe that Travel Plans are a burden on</li> </ul>

	<b>Respondent</b>	<b>Summary of Main Comments</b>	<b>Wigan Council's response</b>
			business and evidence shows those organisations that are successfully developing them do not either. The aim of a Travel Plan is not burden organisations but to help them address their own travel issues which can also have an effect on the rest of the borough.
TP13	Cycle Liaison Group - Trevor Boardman	<ul style="list-style-type: none"> <li>Issue of the bridge across the canal near to the JJB stadium preventing access to the health centre on Frog Lane for cyclists, wheelchair users, electric scooters and prams.</li> </ul>	<ul style="list-style-type: none"> <li>This document cannot address particular issues such as that raised. This issue should be dealt with through the Local Transport Plan and other avenues. However, we are aware of this particular problem and work is ongoing with the Primary Care Trust to improve patient access to the new health centre.</li> <li>We do highlight, however, the need for developers to consider the surrounding infrastructure (See Section 6).</li> </ul>