

**FINAL**

**Framework Travel Plan**

for

**Proposed Waste  
Treatment Plant,  
Griffiths Road,  
Lostock Gralam**

on behalf of

**Viridor**

BD/M/209224  
September 2009



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## **EXECUTIVE SUMMARY**

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This Travel Plan has been produced in relation to the proposed development of a waste management facility, located in Lostock Gralam, Cheshire.

It is proposed that the site be redeveloped to provide a Waste Treatment Plant (WTP), an education centre and associated offices.

The WTP will have an overall capacity of 220,000 to 250,000 tonnes per annum and will employ approximately 45 members of staff.

This Travel Plan addresses means of managing the trips generated by the staff of the development by introducing measures aimed at reducing reliance on the private car and encouraging sustainable forms of travel.

These measures are accompanied by associated targets.

A Travel Plan Coordinator will be appointed by the operator to co-ordinate the Travel Plan and help influence travel patterns.

This Travel Plan has been designed as a 'living document'. The document will be reviewed and updated as part of the on-going discussions with the Local Authority during the life of the development.

## 1. INTRODUCTION

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- 1.1 This Travel Plan has been produced by Waterman Boreham (WB) in conjunction with Viridor. It accompanies a Transport Assessment addressing the development of a waste management facility, located in Lostock Gralam, Cheshire.
- 1.2 The application site is a former ICI chemical works which produced chlorine until its closure in 2001. It is currently owned by Ineos Chlor and is occupied by derelict buildings and numerous tanks and plant associated with its former use.
- 1.3 The site is located off Griffiths Road in Lostock Gralam, approximately 2 kilometres (km) east of Northwich town centre. The site is shown from a regional perspective in Plan 1 and a local perspective in Plan 2.

### **Proposed Development**

- 1.4 It is proposed that the site be developed to provide a Waste Treatment Plant (WTP), an education centre and associated offices.
- 1.5 The site will provide a Waste Transfer Station (WTS) for the local area. Waste delivered to the site will either be locally collected from Household Waste Recycling Centres (HWRC) or kerbside collections. In addition, waste collected at other WTSs in Macclesfield, Crewe and Ellesmere Port will be transported to Lostock Gralam for processing.
- 1.6 The WTP will also incorporate a Mechanical Biological Treatment (MBT) plant with mechanical waste separation at the front end followed by a biodrying process to produce various recyclates and a solid recovered fuel (SRF). The SRF will be transported for use in Runcorn, with the byproduct recyclates transported for use by an appropriate end user. The WTP will have an overall capacity of 220 000 to 250 000 tonnes per annum.
- 1.7 Access to the site will be taken from the existing industrial estate road. This is considered to be acceptable as the industrial estate road has been designed to accommodate the types and sizes of vehicles that will visit the site.
- 1.8 It is anticipated that 45 members of staff will be employed on site.
- 1.9 As part of Cheshire Waste's commitment to educate residents about the waste and recycling industry, the construction of an education centre also forms part of the development proposals.

1.10 Travel Plans are an important element of the Government's integrated transport strategy. They are a means of managing the transport generated by a development and of implementing initiatives to mitigate the trips generated by the development.

1.11 The main focus of this Travel Plan will be on influencing staff travel behaviour, as the nature of the development precludes access by the public.

### **Travel Plan Structure**

1.12 Section 2 of this report discusses local and national planning policy and guidance in relation to Travel Plans.

1.13 Section 3 focuses on the aims and objectives of this Travel Plan, while Section 4 provides a description of the site's location along with local existing conditions.

1.14 Section 5 identifies measures and initiatives that can be implemented in order to encourage the use of sustainable transport modes.

1.15 Section 6 discusses the management and coordination of this Travel Plan, while Section 7 details the Plan's targets and how these will be monitored.

## 2. NATIONAL POLICY AND GUIDANCE

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2.1 A Travel Plan is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The ethos of encouraging sustainable modes of travel is clear within both national and local planning policy and guidance.

2.2 The impact of road traffic has led to policy changes in the last iteration of Planning Policy Guidance (PPG) Note 13 – Transport (2001). It recommends that Travel Plans be prepared for certain types of development to manage the transport generated by a development and encourage sustainable forms of travel.

2.3 Section 87 of PPG13 states:

*“The relevance of Travel Plans to planning lies in the delivery of sustainable transport objectives, including:*

- *Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;*
- *Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and*
- *More environmentally friendly delivery and freight movements, including home delivery services.”*

2.4 Section 90 of PPG13 goes on to state:

2.5 *“Where Travel Plans are to be submitted alongside a planning application, they should be worked up in consultation with the local authority and local transport providers”*

2.6 It is acknowledged within PPG13 that the car will continue to have an important part to play and for some will remain the only real option for travel.

### **Planning Policy Statement 10: Planning for Sustainable Waste Management**

2.7 Planning Policy Statement 10 (PPS10) suggests that planning authorities should be able to demonstrate future capacity of existing and potential transport infrastructure to support the sustainable movement of waste.

2.8 The document goes on to state that sites where practical and beneficial should seek to move waste by modes other than road transport.

## Cheshire Local Transport Plan 2006 - 2011

2.9 Key elements of the Transport Plan include the following over arching objectives:

- The promotion of sustainable accessibility;
- The improvement of travel safety and security; and
- The promotion and integration of all forms of transport;

2.10 Further objectives with specific relevance to travel plans and sustainable travel planning are listed to help fulfil the main aims of the LTP.

2.11 These include objectives to:

- Make the best use of the existing network;
- Incorporate innovation technology;
- Promote travel choice;
- Develop bus services to meet travel needs;
- Rail Improvements;
- Quality infrastructure information; and
- Promote walking and cycling.

2.12 Of particular importance to this document are the objectives relating to Promoting Travel Choice. As such one objective states:

*“Promote the efficient use of the transport network through encouraging the development of workplace and school travel plans and the development of personalised journey planning initiatives.”*

2.13 In conclusion all relevant policies and guidance (both national and local) have been reviewed and considered in the production of this Travel Plan. Key elements reflected in the aims, objectives and targets of this Travel Plan are detailed throughout the remainder of this report.

### 3. AIMS AND OBJECTIVES

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#### **Benefits of a Travel Plan**

3.1 Before the aims and objectives of this Travel Plan are outlined it is important to understand the broader range of more intangible benefits that can occur from the implementation of travel plan initiatives. These benefits include:

- Increased productivity, a healthier workforce with higher morale can increase productivity;
- Improved quality of life through time savings achieved as a result of less congestion and reduced stress;
- Cost savings to staff and the organisation as travel becomes more efficient;
- Energy savings through reduced fossil fuel use;
- Reduced on-site congestion;
- Improved use of public transport through Travel Plan initiatives; and
- Improved corporate image.

#### **The Aims of the Travel Plan**

3.2 Following the identification of the benefits of a Travel Plan, as well as highlighting the policies and guidance from both local and central government the aims of this Travel Plan have been listed below:

- Reducing the need to travel;
- Discouraging the use of unsustainable modes of transport and enable staff to make travel choices that benefit themselves and their community; and to
- Raise the awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

## 4. SITE ACCESSIBILITY APPRASIAL

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### Introduction

- 4.1 A key element of national, regional and local policy is to ensure new waste developments are located in industrial areas close to the original source of waste. However, it is also important to ensure that employment developments are not isolated. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.2 The accessibility of the proposed development on the site is considered in this context for the following modes of travel:
- Walking;
  - Cycling; and
  - Public transport.

### Pedestrian Accessibility

- 4.3 While pedestrian facilities are not ideal along Griffiths Road they are considered to be acceptable, with a footway on one side for much of its length.
- 4.4 The A559 Manchester Road has wide footways and appropriate lighting, connecting both Northwich and Lostock Gralam, with the site. The A530 Middlewich Road again has wide footways and appropriate street lighting. This provides a route for pedestrians accessing the site from Rudheath to the south.
- 4.5 PPG13 states that walking is the 'most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly under 2 kilometres'.
- 4.6 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Institution for Highways and Transportation (IHT) document entitled 'Providing for Journeys on Foot' details suggested walking distances which are relevant to this planning application. These are shown in Table 4.1.

**Table 4.1 Suggested Acceptable Walking Distances**

	Town Centres (m)	Commuting/School/Sight seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: 'Providing for Journeys on Foot', IHT

- 4.7 To assist in summarising the accessibility of the site on foot, a pedestrian catchment plan has been included as Plan 3. This shows distances appropriate for accessing employment: catchments of 500m, 1000m and 2000m. These distances represent approximate walking times of 6, 12 and 24 minutes respectively when walking at a leisurely 5 kilometres per hour. These distances are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the IHT for accessing employment, education and tourist sites.
- 4.8 Plan 3 shows that there are a number of residential areas within the preferred maximum walking distance. This preferred maximum is also the distance stated in PPG13. The majority of these areas are to the south of the site in the Rudheath area.
- 4.9 Due to the nature of the proposals and considering that demand to access the site by walking will be limited, it is considered that accessibility for pedestrians is appropriate.

### **Cycle Accessibility**

- 4.10 The site is accessible via both on-road advisory cycle routes and off-road cycle tracks. A cycle route/towpath passes directly to the east of the site on the Trent and Mersey canal. This links Runcorn to Sandbach, providing local accessibility to Northwich, Marston and Rudheath.
- 4.11 PPG13 guidelines state that cycling has the "potential to replace short car journeys, particularly those under 5 kilometres". To assist in assessing the accessibility of the site by cycle, Plan 4 presents a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at a leisurely speed of 12 kilometres per hour.
- 4.12 The catchment area covers much of Northwich, Wincham and Lostock Gralam.
- 4.13 In conclusion, it is considered that accessibility for cyclists is an appropriate standard.

### Bus Accessibility

- 4.14 The nearest bus stops to the development are located on Manchester Road approximately 1.6km to the north of the site and on Middlewich Road and approximately 1.4km to the south. These are outside the walk distance recommended by the Institution of Highways and Transportation (IHT) in its document 'Guidelines for Planning for Public Transport in Development'. However the 400m is the distance that would encourage bus use, not the maximum an employee would walk. Plan 5 shows local bus routes and service numbers stopping close to the site that some employees may choose to use.
- 4.15 The Middlewich Road stops are utilised by service 1/1E which links Weaverham, Rudheath and Gadbrook Park. The Manchester Road stops are utilised by service 45 which links Wincham with Warrington and service 289 which links Altrincham and Knutsford. These services link the site to significant residential areas although the distances from the stops to the site are greater than the acceptable distances indicated in the guidance. Frequencies are summarised in Table 4.2.

**Table 4.2 Bus Services available**

Bus Service	Journey	Frequency (Per Hour)		
		Mon – Sat (Day)	Mon – Sat (Eve)	Sunday
<b>Middlewich Road Stops</b>				
1/1E	Weaverham - Rudheath	4	4	1
<b>Manchester Road Stops</b>				
45	Crewe – Nantwich	1	1	-
289	Northwich - Altrincham	Every 2 Hours	Every 2 Hours	-

Source: Cheshire West and Chester

- 4.16 Whilst bus provision is less than ideal some staff members may choose to use bus as part of a multi modal journey.

### Rail Accessibility

- 4.17 Lostock Gralam rail station is located approximately 2.3km travel distance to the east of the site. Whilst this may be a significant walking distance for some people, it would be easily achievable on a bicycle.
- 4.18 Lostock Gralam rail station is on the Mid-Cheshire Line from Manchester Piccadilly to Chester. Access is provided to a range of local destinations including Manchester, Liverpool and Warrington.
- 4.19 Table 4.3 summarises the destinations and frequencies.

**Table 4.3: Local Train Destinations from Lostock Gralam**

Destination	Frequency (trains/hour)		
	8-9 AM	12-1 PM	5-6 PM
Chester	1	1	3
Manchester	2	1	1
Altrincham	2	1	1
Northwich	1	1	3

Source: National Rail website

- 4.20 Given the range of rail services available and the proximity of the rail station, it is considered that the proposed development is accessible by rail as part of a multi modal journey.

## 5. POTENTIAL INITIATIVES

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- 5.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented and encouraged at the site.

### **Measures to Provide Travel Plan Information**

- 5.2 Information relating to potential means of sustainable travel to the Waste Management Facility will be publicised on notice-boards within the site buildings. A copy of this Travel Plan will be made available on the staff notice board and a letter will be circulated to staff via their pay packet following commencement of the Plan. The letter will announce the launch of the Travel Plan, the location of the notice board and the name of the Travel Plan Co-ordinator, (appointed by the operator).
- 5.3 The following section of this Travel Plan describes the measures that will be implemented to promote walking, cycling and public transport use. Each measure has been classified as a short, medium or long term measure.
- 5.4 The timescales identified below will be specific to the measures listed under each travel mode, and the responsibility to meet the identified timescales will lie with the full Travel Plan.

### **Measures to Promote Walking**

- 5.5 Increasing the viability of accessing the development on foot will be based on the provision of several facilities and benefits.
- Secure lockers for staff, (short term measure);
  - Washing and changing facilities, (short term measure);
  - Information on the 'on and off highway' pedestrian network routes to employees to be produced by Viridor and made available through the travel plan notice board at the site, (short term measure);
  - Promotion of a 'walking buddy' scheme for staff, (medium term measure);
  - Provide personal safety alarms to enhance safety, (short term measure);
  - Provide a pool of umbrellas for wet weather, (short term measure);
  - Offer a free ride home for staff walkers in the event of an emergency; and
  - Use travel plan material to raise awareness of the health benefits of walking, (short term measure).

### **Measures to Promote Cycling**

5.6 Measures aimed at increasing the viability of accessing the site by cycling will also be based on the provision of facilities and benefits at the development. These will include:

- Changing and showering facilities for staff, (short term measure);
- The provision of secure cycle storage, (short term measure);
- Information on the local cycle routes for staff and visitors to be produced by Viridor and made available through the travel plan notice boards, (short term measure);
- Promote events such as “National bike week” , (medium term measure);
- Arrangement of free transport home for cyclists in the event of an emergency;
- Set up a bicycle user groups (BUG) , (long term measure); and
- Discussions with local bike shops to investigate the possibility of arranging a discount for site employees, (medium term measure);

### **Measures to Promote Public Transport Use**

5.7 Increased accessibility to, and use of, public transport is considered to be a key element of any Travel Plan. The following measures will be implemented to encourage the use of public transport;

- Provide up to date public transport information including timetables and contact information on staff notice boards, (short term measure);
- Organise a free ride home for employees travelling by public transport in the event of an emergency, (short term measure);
- Encourage participation in national events such as “In town without my car day”, (medium term measure); and
- Discussions with local public transport operators to determine if there is any possibility of discounted/subsidised travel, (short term measure).

5.8 Where there is a reasonable request Viridor will be willing to discuss the possibility of loaning an employee the cost of annual travel. This is to ensure maximum savings can be passed onto the employee. This will be looked at by Viridor on an individual case by case basis.

### **Measures to Promote Car Sharing**

5.9 A car sharing scheme will be set up for staff at the site to facilitate those driving to work to offer lifts to colleagues. A guaranteed ride home will be provided for car sharers in the event of emergencies.

- 5.10 Only a small proportion of employees are likely to have access to a networked computer terminal once the site is operational, and hence the use of a central database may not be the most effective means of implementing a car-sharing scheme. Therefore, a scheme using a staff notice board will be adopted in the first instance, the success of which will be reviewed after one year of operation.
- 5.11 Car sharing leaflets are proposed to be made available on staff notice boards detailing proposals and how employees can participate, (short term measure).

### **Staff Shifts**

- 5.12 The site managers will endeavour to ensure that where staff submit a reasonable request for minor amendments to their working hours (for example starting 15 minutes later) to facilitate use of non-car modes of transport, this will be accommodated wherever possible. This will be made known to staff via the proposed transportation notice board.

### **Measures to Minimise the Impact of Operational Vehicles**

- 5.13 As part of a company wide Travel Plan several measures will be introduced aimed at reducing the impact of the HGVs accessing the Lostock Gralam facility and the various other waste facilities in the area. These include:
- Reducing the existing fleet of service vehicles, and using more efficient vehicles where necessary, (long term measure);
  - Environmentally friendly vehicles and fuel types will be sought where practical, (long term measure); and
  - Drivers will be issued with a fuel card, allowing them to refuel without having significant detours or returning to depots simply to fuel up, (medium term measure).

- 5.14 83% of the mileage currently associated with the disposal of waste is travelled to take recycle to end users. The developer is actively seeking additional end users within the Cheshire area to reduce this mileage.

### **Monitoring and Feedback Procedure**

- 5.15 The Travel Plan shall be reviewed annually and a performance report prepared by the Travel Plan Co-ordinators. The performance report will include potential changes for approval by Cheshire West and Chester Council.

### **Travel Surveys**

- 5.16 The key objective of a travel survey is to assess modal split and assign targets for subsequent site Travel Plans. Subsequent surveys will show how successful the Travel Plan has been and help to identify the more successful measures.
- 5.17 Due to there being a new facility existing staff travel surveys could not be undertaken. Surveys of the site are proposed to be undertaken as part of the Travel Plan review process. Surveys will be undertaken annually for the first five years of operation.
- 5.18 The information gained from these surveys will be analysed and used to assist in identification of any changes to measures or incentives as appropriate. It is anticipated that the first travel survey will be commissioned one month after the developed site becomes operational.
- 5.19 If required the modal split targets documented in the following sections will be revised to take account of the travel survey results once the site is operational.
- 5.20 It has been established that the proposed development accords with the aims of national, regional and local transport planning policies and that its accessibility by means other than the private car is reasonable. However, for those trips which will be undertaken by car, this section of the report considers the likely traffic impact of the proposed development.

## 6. MANAGEMENT AND CO-ORDINATION

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6.1 Overall responsibility for the Travel Plan will lie with Viridor. A commitment to the plan will be provided by senior staff.

6.2 Up until the appointment of a Travel Plan Co-ordinator the development and responsibility of this Travel Plan will remain with Waterman Boreham under the guidance of:

- Ben Dawson;  
(Waterman Boreham Ltd;  
Parsonage Court;  
1 North Parade;  
Parsonage Gardens;  
Manchester;  
M3 2NH.  
Telephone: 0161 827 9090).

### **The Travel Plan Co-ordinator**

6.3 Day to day responsibility for the Travel Plan, its publicity and operation will lie with appointed Travel Plan co-ordinators (TPC). This may be a manager, designated member of staff that has volunteered for the role. The TPC will take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.

6.4 The TPC will work in partnership with Cheshire West and Chester Council, the local community and other interested parties. Upon commencement of this Travel Plan the TPC will take on the following roles:

- Provide a point of contact and travel information for staff;
- Promote and encourage the use of travel modes to staff, other than the car;
- Ensure that all relevant information is provided to all new members of staff and that up to date information is clearly displayed on the travel plan notice boards; and
- Provide a point of contact with transport operators and officers of the council and to work with other local businesses to pursue joint plans and initiatives.

- 6.5 Modifications to the Travel Plan shall be as a result of an annual performance report as approved by Cheshire West and Chester Council.

## 7. TARGETS AND MONITORING

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7.1 Travel Plans are still evolving documents that need to remain adaptable to changing working practices and local conditions. The Plan's ambitions are therefore given over three timescales, as follows:

- Short term (within one year of the implementation of the Travel Plan);
- Medium term (within three years of the implementation of the Travel Plan); and
- Long term (within five years of the implementation of the Travel Plan).

7.2 The key targets are based on the aforementioned principle objective of the Travel Plan, as follows:

- Reduce single-occupancy staff commuter travel by 5% within 1 year when compared to a modal split survey, (short term);
- Reduce single-occupancy staff commuter travel by 10% within 3 years when compared to a modal split survey, (medium term); and
- Reduce single occupancy staff commuter travel by 15% within 5 years when compared to a modal split survey, (long term).

7.3 A monitoring framework involving the completion of travel surveys and travel diaries will be agreed. These are envisaged to occur at 6 monthly intervals following full site occupation.

7.4 The surveys would be simple questionnaires. The results of these will enable the modal split to be determined and inform the process of setting targets.

7.5 In addition, cycle parking could be monitored to determine its usage. If there is deemed to be insufficient space then additional spaces may be provided.

7.2 All monitoring will be undertaken and paid for by Viridor. A review of this Travel Plan will take place one year following site occupation and will continue annually for a period of five years. The review will be sent to Cheshire West and Chester Council.