

Dated 12th November

2009

- (1) CHESHIRE WEST AND CHESTER COUNCIL
- (2) QUINN GLASS LIMITED

DEED

under s.106 of the Town and Country Planning Act 1990
relating to land at Elton Cheshire

CMS Cameron McKenna LLP

Mitre House

160 Aldersgate Street

London EC1A 4DD

T +44(0)20 7367 3000

F +44(0)20 7367 2000

Ref: ABK/111878.00014

C/M/S' Cameron McKenna

DEVELOPMENT CONTROL		
FILE NO	11 NOV 2009	ACB
		ANS
APPLICANT		FILE



THIS DEED is made the TWELFTH

day of NOVEMBER

2009

BETWEEN:

- (1) **CHESHIRE WEST AND CHESTER COUNCIL** of County Hall, Chester, Cheshire CH1 1SF (the "Council") and
- (2) **QUINN GLASS LIMITED** of Derrylin, County Fermanagh, Northern Ireland BT92 9AU (a company incorporated in Northern Ireland under Company Registration Number NI 030990) (the "Owner")

WHEREAS:

- (A) By virtue of the Order the former Chester City Council and Ellesmere Port and Neston Borough Council were replaced by the Council on 1 April 2009.
- (B) The Council is the local planning authority for the purposes of the Act for the administrative area which includes the Site
- (C) The Owner is the freehold owner of the Site
- (D) The Owner has submitted the Applications for the Development to Chester City Council and to Ellesmere Port and Neston Borough Council
- (E) The Council considers it expedient in the interests of proper planning of its area and having regard to the provisions of its development plan that provision should be made for regulating or facilitating the Development of the Site as set out in this Deed

THIS DEED WITNESSES as follows:

1. Definitions

- 1.1 The following expressions shall unless the context otherwise requires have the following meanings:

"2010 Primary Travel Plan Target": the objective of achieving a maximum of 50% (fifty per cent) of single occupancy car trips as set out in Table 6 of the Travel Plan and Freight Management Plan

"2015 Primary Travel Plan Target": the objective of achieving a maximum of 40% (forty per cent) of single occupancy car trips as set out in Table 7 of the Travel Plan and Freight Management Plan

"Act": the Town and Country Planning Act 1990 as amended

"Agreed Routes":

- (i) all vehicles accessing the Site from, or leaving the Site in, the direction of Junction 10 on the M53 will only use the A5117, Ince Lane and Ash Road;
- (ii) all vehicles accessing the Site from, or leaving the Site in, the direction of Junction 14 on the M56 will only use the A5117, Ince Land and Ash Road

"Anniversary": the date 12 months from the date of the Planning Permission

“Annual Travel Plan Surveys”: the surveys identified in section 4.2 of the Travel Plan and Freight Management Plan

“Applications”: the application for planning permission lodged with Chester City Council by the Owner under reference number 08/00200/FUL and the application for planning permission lodged with Ellesmere Port and Neston Borough Council under reference number P/2008/101/ST/75

“Approved Supplies”: supplies of electricity which are exempt from the Climate Change Levy in accordance with paragraph 19(1) of Schedule 6 to the Finance Act 2000

“Car Parking and Traffic Surveys”: the surveys identified in section 4.3 of the Travel Plan and Freight Management Plan

“Car Parking Spaces”: the car parking spaces approved as part of the Planning Permission

“Climate Change Levy”: the tax on energy delivered to non-domestic users in the United Kingdom under the Finance Act 2000

“Development”: the construction and operation of a glass container manufacturing, filling and distribution facility including associated plant, an intermodal facility and infrastructure works

“Dispute Resolution Procedure”: the procedure set out in clause 6 of this Deed

“Exceptional Circumstances”: the temporary obstruction of two way traffic on Ash Road or the A5117 by repair or maintenance works to the carriageway, an accident or the inability of abnormal loads to access the Site or at the direction of a police officer

“Freight Transport Manager”: the person appointed by the Owner who will be responsible for the implementation of the Freight Management Plan in accordance with section 6.1 of the Travel Plan and Freight Management Plan, including the day-to-day management of the actions identified in the Freight Management Plan to secure the Rail Freight Targets and who will liaise with the Council and report to the Travel Plan Coordinator

“Further Anniversary”: the date which is four years from the Anniversary

“Heavy Commercial Vehicle”: a heavy commercial vehicle as defined by Section 138 of the Road Traffic Regulation Act 1984 as amended

“Intermodal Facility Phase I”: the rail spur goods yard and ancillary facilities shown on drawing number 3P7079/PL/1000 rev.3 annexed to this Deed at Appendix 3

“Liaison Committee”: the committee comprising two representatives from each of the Owner, the Council, and one representative from each of Elton Parish Council, Ince Parish Council, Alvanley Parish Council and Helsby Parish Council

“NMS Certificate”: a certificate to be given by the Council confirming that the Noise Mitigation Scheme has been carried out to its satisfaction and in accordance with details and drawings approved as part of the Planning Permission

“Noise Mitigation Bond”: a bond given by a financial institution approved in advance by the Council in favour of the Council for a sum equal to the capital cost of constructing the works comprised in the approved Noise Mitigation Scheme and with the condition that it will be released on the date on which the NMS Completion Certificate is issued by the Council

“Noise Mitigation Scheme”: a scheme for providing the works to mitigate the noise impacts of the development approved as part of the Development and shown on drawing nos. 20306-S124, 20306-S125, 20306-S126, 20306-S127, 20306-S128, 20306-S129a, 20306-S130 and 20306-S131 attached to this Deed as Appendix 1 or in accordance with such details (if different) as may be approved by the Council pursuant to Condition 29 of the Planning Permission together with a working method statement and timescale (including for planting) subject to such minor amendments as may be agreed between the Council and the Owner

“Order”: the Cheshire (Structural Changes) Order 2008

“Ownership Plans”: the plans annexed at Schedule 1 and so marked identifying in red the Owner's freehold interest in the Site

“Parking Management Plan”: a plan setting out arrangements for the way in which the Car Parking Spaces will be managed during the occupation of the Development

“Photo Bioreactor”: the photo bioreactor shown on drawings ref 07012SK027 comprised in the Applications and annexed to this Deed at Appendix 2

“Plan 1”: the plan annexed at Schedule 1 so marked

“Planning Permission”: the planning permission granted pursuant to the Applications

“Site”: the freehold land at the former Ince B power station Ash Road Elton in the County of Cheshire forming part of Title Nos. CH514869 and CH105313 shown edged red for identification purposes only but excluding the land edged blue on the Site Plan

“Site Plan”: the plan annexed at Schedule 1 and so marked

“Start Date”: the date when the Intermodal Facility Phase I becomes operational in accordance with paragraph 14.1 of Schedule 2

“Travel Plan Actions”: the actions described in Section 4 and Section 6 of the Travel Plan and Freight Management Plan attached as Schedule 3, or as may be varied from time to time under paragraph 4 of Schedule 2

“Travel Plan and Freight Management Plan”: the document set out in Schedule 3 and as may be modified from time to time by agreement between the Owner and the Council

“Travel Plan Co-ordinator”: the person appointed by the Owner who will be responsible for the implementation of the Travel Plan in accordance with section 5.1 of the Travel Plan and Freight Management Plan, including the day-to-day management of the actions identified in the Travel Plan to be taken to secure the Travel Targets and who will liaise with the Council

“Target Reduction Date”: three years from the date of the Planning Permission

“Travel Targets”: the targets described as Travel Targets in Sections 5 and 6 of the Travel Plan and Freight Management Plan

“Unilateral Undertaking”: the Unilateral Undertaking by Quinn Glass Limited under section 106 of the Act dated 28 April 2005

“2003 Agreements”: the agreement dated 1 October 2003 made under Section 106 of the Act between Chester City Council, Quinn Glass Limited, Powergen UK Plc and Iveco Ford Truck

Limited and the agreement dated 1 October 2003 made under Section 106 of the Act between Ellesmere Port and Neston Borough Council, Quinn Glass Limited and Powergen UK Plc

- 1.2 In this Deed unless the context otherwise requires any word importing an individual includes a company and vice versa
- 1.3 The expressions 'the Council' and the 'Owner' shall include their respective successors in title and assigns except where otherwise specified
- 1.4 The headings in this Deed are for convenience only and shall not be taken into account in the construction and interpretation of this Deed
- 1.5 Any undertaking by the Owner not to do any act or thing shall be deemed to include an obligation not to permit or suffer such act or thing to be done by another person where knowledge of the actions of the other person is reasonably to be inferred
- 1.6 Any references to any particular statute include any statutory extension modification amendment or re-enactment of such statute and also include any statutory instruments regulations or orders made in pursuance of it
- 1.7 Where reference is made to a Clause Plan or Schedule such reference (unless the context requires otherwise) is a reference to a clause plan or schedule of or to (or in the case of a plan attached to) this Deed

2. Statutory Powers

- 2.1 This Deed is made pursuant to Section 106 of the Act with the intention that the obligations on the part of the Owner shall bind its freehold interest in the Site and are planning obligations for the purposes of the Act and are enforceable as such by the Council as local planning authority against the Owner and any person corporate or otherwise claiming through or under the Owner an interest in the Site or any parts thereof as if that person had also been a party to this Deed in respect of the interest or estate for the time being held by it
- 2.2 Nothing herein contained or implied shall prejudice or affect the rights discretions powers duties and obligations of the Council under statutes byelaws statutory instruments orders and regulations in the exercise of their functions as a local planning authority

3. Conditions Precedent

Except for clause 9 and paragraph 18.1 of Schedule 2 the obligations in this Deed will not have effect unless and until Planning Permission for the Development is granted

4. The Obligations

- 4.1 The Owner hereby agrees with the Council to perform and observe the obligations set out in Schedule 2
- 4.2 The Council hereby agrees with the Owner that from the date on which the Planning Permission is granted it will no longer enforce the terms of the Unilateral Undertaking and the 2003 Agreements

5. Release of Liability

No person shall be liable for any breach of the obligations contained in this Deed after he has disposed of his interest in the Site or the relevant part of it but without prejudice to any liability for any breach subsisting prior to the disposal of such interest

6. Disputes

6.1 In the event of any dispute or difference or failure to agree arising between the parties hereto touching or concerning any matter or thing arising out of this Deed (other than a dispute or difference touching or concerning the meaning or construction of this Deed) such dispute or difference shall be referred to some independent and fit person holding appropriate professional qualifications to be appointed (in the absence of agreement) by the President (or equivalent person) for the time being of the professional body chiefly relevant in England to such qualifications and such person shall act as an expert and his decision shall be final and binding on the parties to the dispute or difference and his costs shall be payable by the parties to the dispute in such proportion as he shall determine and failing such determination shall be borne by the parties to the dispute or difference in equal shares

6.2 In the absence of agreement between the parties to the dispute or difference as to the professional qualifications of the person to be appointed pursuant to clause 6.1 or as to the appropriate professional body within fourteen days after any party has given to the other parties to the dispute or difference a written request to concur in the professional qualifications of the person to be appointed pursuant to clause 6.1 hereof then the question of the appropriate qualifications or professional body shall be referred to a solicitor to be appointed by the President for the time being of the Law Society of England and Wales on the application of any party to the dispute or difference and such solicitor shall act as an expert and his decision as to the professional qualifications of such person or as to the appropriate professional body shall be final and binding on the parties to the dispute or difference and his costs shall be payable by the parties to the dispute in such proportion as he shall determine and failing such determination shall be borne by the parties to the dispute or difference in equal shares

7. Contracts (Rights of Third Parties) Act 1999

This Deed shall not be enforceable by any person who is not a party to it

8. Local Land Charge

This Deed shall be registered as a local land charge

9. Costs

The Owner undertakes to pay the proper and reasonable legal costs of the Council in connection with the preparation and registration of this Deed to be assessed prior to completion of this Deed

10. Notice

Any document or notice required to be served by this Deed shall be validly served if sent by recorded delivery post and addressed to:

For the Council - The Director of Environment, Cheshire West and Chester Council, County Hall, Chester, Cheshire CH1 1SF

For the Owner - The Company Secretary, Derrylin, County Fermanagh, Northern Ireland BT92 9AU

11. Declarations

For the avoidance of doubt it is hereby declared that in the event of the Planning Permission being quashed then this Deed (save for clause 9) shall absolutely determine and become null and void but without prejudice to the rights of any party against the other

12. Monitoring

The Owner covenants with the Council that it will pay to the Council within 20 working days of receiving a written request any sums reasonably incurred by the Council in:

- (i) investigating any alleged breach of the terms of this Deed (including, without limitation, making its own investigations into any matters in respect of which the Owner is obliged to provide information); and
- (ii) taking any reasonable steps to enforce any breach of the terms of this Deed

IN WITNESS whereof these presents have been duly executed as a Deed by the parties hereto the day and year first before written

THE COMMON SEAL of **CHESHIRE WEST**)
AND CHESTER COUNCIL was affixed to this)
deed in the presence of:)

Authorised Signatory

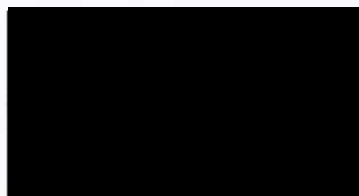


EXECUTED as a deed by **QUINN GLASS**)
LIMITED acting by a director and secretary of the)
Company or two directors)

Director



Director/Secretary





Schedule 1

Site Plan, Ownership Plan and Plan 1



SITE PLAN

Based upon Ordnance Survey mapping with the permission of Her Majesty's Stationery Office.
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- Schedule of Accommodation key:**
- | | |
|---|---|
| Existing Buildings | New Plant Structures |
| 1A. Existing (Office / Control) Buildings | 28. Diesel Tanks (Service Yard) |
| 1B. Existing Gatehouse | 29. Diesel Tank (Utilities Building) |
| 1C. BKI Building | 30. Dump Tank |
| 1D. MANWEB Building | 31. Electrostatic Precipitator |
| | 32. SCR |
| Primary New Buildings | 33. Gas Bottle Store |
| 2. Despatch Building | 34. Liquid Receiver |
| 3A. Filling Hall | 35. LPG Tanks |
| 3B. Administration Building | 36. LPG Tanks SE Prod Building |
| 4. Production Building | 37. LPG Tanks |
| 5. Warehouse Building | 38. LPG Tanker Drench Structure |
| 6. Batch Plant | 39. Product Tanker Drench Structure |
| | 40. Raw Water Tanks |
| Secondary New Buildings | 41. Salt Saturator |
| 7. Cooling Water Pump House | 42. Separators |
| 8. Cullet Lagoon Pump House | 43. Sprinkler Storage Tanks |
| 9. Photo bio reactor | 44. Stack (Filling Hall) |
| 10. Deluge Pump House | 45. Stack (Production Building) |
| 11. Diesel Pump House | 46. 33 KV Transformer Compounds |
| 12. Electrostatic Precipitator Building | 47. VRF Condensers |
| 13. Sub-Station | 48. Waste Compactors |
| 14. Gas Meter Governor Building | 49. Raw Materials Storage Bays |
| 15. Gas Pressure Reducing Station | |
| 16. Gatehouse | 50. Lorry Park |
| 17. Sprinkler Pump House Building | 51. Lorry Unloading |
| 18. 33 KV Switch Building | 52. PowerGen Substation |
| 19. Utilities Building | 53. Land in ownership of Applicant |
| New Plant Structures | 54. Attenuation Pond |
| 20. Ambient vaporizers | 55. Reed Bed |
| 21. Bulk Gas Tanks | 56. Intermodal Handling Area |
| 22. Bulk Chemical Tanks | 57. Intermodal Stacking Area |
| 23. Cooling Towers (General) | 58. Mitigation Bund |
| 24. Cooling Towers (Cullet) | |
| 25. Condensers | 60. Road Access |
| 26. Deluge Tanks | 61. Mersey Forest |
| | 62. Proposed Rainwater Harvesting Tanks |
| | 63. Car Park |
| | 64. Bike Shed |

BOUNDARY KEY
 — OTHER LAND IN THE APPLICANT'S CONTROL
 — PLANNING APPLICATION BOUNDARY



FOR INTERMODAL AREA
 REFER TO DRAWING
 07012/PAL/043

A0 © copyright GRIMSHAW



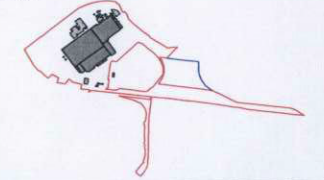
Do not scale
 All dimensions to be checked on site

Energy, County Farnborough, Southern Island, BT10 5AJ
 Tel: 023 6774 6666
 Fax: 023 6774 6197
 www.grimshaw.com

Revisions	

QUINN GLASS
 Quinn Business Park, Ash Road, Eilton, Chester

Client: Quinn Glass
 Planning Consultant: Nathaniel Lichfield & Partners
 Environmental Assessment: Entec UK
 Transport: MDS Transmodal / Denis Wilson Partnership

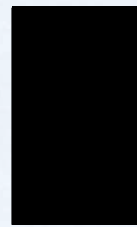


GRIMSHAW
 57 Clerkenwell Road
 London EC1M 5NG
 T +44 (0)20 7291 4141
 F +44 (0)20 7291 4194
 www.grimshaw-architects.com

Date: 25/01/2008
 Scale: 1:1,250 @ A0

FOR PLANNING
07012PAL041

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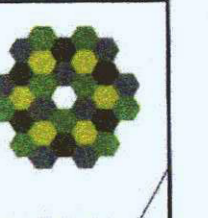


415



Land Registry
Official copy of
title plan

Title number CH514889
Ordnance Survey map reference S346785W
Scale 1:2500
Administrative area Cheshire West and Chester

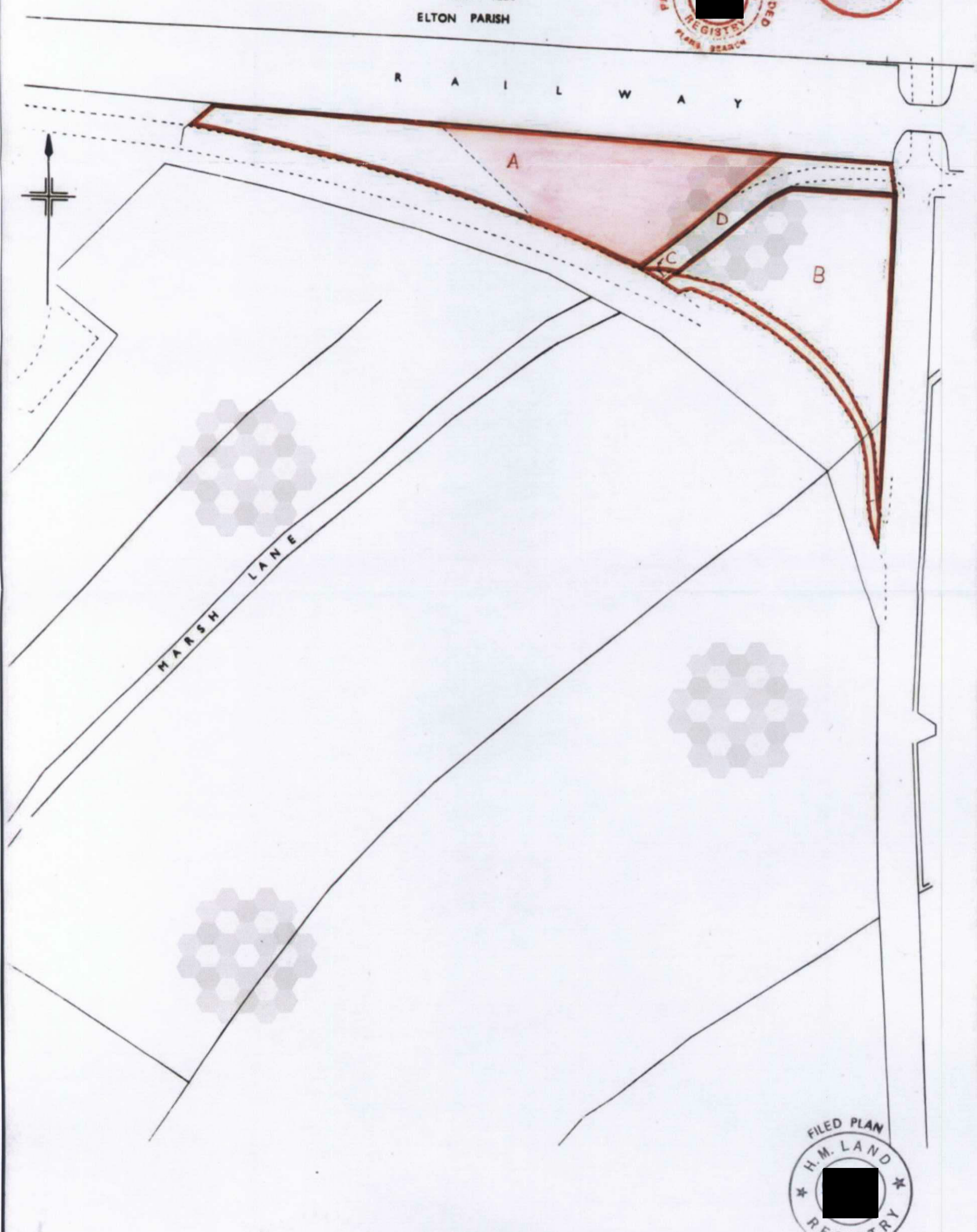


This official copy issued on 14 May 2009 shows the state of this title plan on 14 May 2009 at 16:08:21. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 10 - Title Plans and Boundaries.
This title is dealt with by Land Registry, Birkenhead (Rosebrae) Office.

OWNERSHIP PLAN 2

H.M. LAND REGISTRY

NATIONAL GRID PLAN SJ4675
CHESHIRE CHESTER DISTRICT
Scale 1:1250
ELTON PARISH



TITLE No. CH105313


This official copy is incomplete without the preceding notes page.

PLAN 1

NOTES

This data is based upon the Quinn Glass Proposed Master Plan produced by Grimshaw Architects and O.S. map with the permission of Her Majesty's Stationary Office, © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence Number AL100017728

This plan illustrates the areas which would be covered by traffic management orders if the Council decides they are required under paragraph 8 of Schedule 2 of the S106 agreement.

KEY:
 Defined Areas for Traffic Management Orders within the Adopted Public Highway.

Orchard Park Lane, extending from the junction with Ince Lane to a point 120m from the junction with Ash Road;

Cherry Tree Close, extending the full length from the junction with Orchard Park Lane;

Orchard Park, extending the full length from the junction with Orchard Park Lane;

The Aspens, The Maples and The Pine, extending the full length of each from their respective junctions with Orchard Park;

Coppice Green, extending the full length from the junction with Orchard Park Lane;

Station Road, Ince Orchards, Highfield and Mount Pleasant, Parklands Drive & Firbank and Pinewood Close, extending the full length of each from their respective junctions with Ince Lane;

Parts of Ince Lane and Station Road, extending from the junction of Ince Lane with Marsh Lane towards the west over a distance of approximately 650m;

The full length of Ash Road from Ince Lane to the Site;

Redwood Drive & Holme Drive, extending the full length of each from their respective junctions with Ash Road;

Mimosa Close, Dove Close and Birchwood Close, extending the full length of each from their respective junctions with Redwood Drive; and

Mulberry Close, Oyster Close, Acacia Close, Sorbus Close and Manna Drive, extending the full length of each from their respective junctions with Holme Drive.

C	Areas Extended (Council request)	CY	MB	DB	21.7.09
B	Areas Extended (Council request)	CY	MB	DB	17.7.09
A	First Issue	CY	MB	DB	08.7.09
Rev	Amendment	Drawn	Chk'd	Apr'd	Date

HASKONING UK LTD.
DENIS WILSON BUSINESS GROUP
 Transport Planning and Highways

ROYAL HASKONING

8th Floor, Portland Tower,
 Portland Street, Manchester, M1 3LF
 +44(0)161 236 1018
 +44(0)161 236 1041
 manchester@deniswilson.co.uk
 www.deniswilson.co.uk
 www.royalhaskoning.com

Telephone
 Fax
 Email
 Internet

Quinn Glass Ltd
 Elton, Cheshire

S106 Agreement
Schedule 2 Part A: Travel Plan
Traffic Management Order
Defined Areas

Drawn	CY	Checked	MB	Approved	DB
Date	21.07.09	Date	21.07.09	Date	21.07.09

Scale	4000 @A3	Status	DRAFT	Rev	
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Dwg No	2007-079/SK040		C
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Dwg No.
 DWG-NO1

CAD-NO

Schedule 2

Owner's Obligations

Part A: Travel Plan

Travel Targets

The Owner agrees with the Council:

1. to implement the Travel Plan within the timetable set out in the Travel Plan and Freight Management Plan
2. (without prejudice to paragraph 1) to achieve:
 - (i) the 2010 Primary Travel Plan Target by the Anniversary; and
 - (ii) the 2015 Primary Travel Plan Target by the Further Anniversary
3. to monitor and review the operation of the Travel Plan and Freight Management Plan and the success in achieving the Travel Targets and submit a report to the Council recording such monitoring and review and the success in achieving Travel Targets:
 - (i) no later than 25 working days after the date which is 24 months after the Anniversary; and
 - (ii) every 12 months (or such other period as may otherwise be agreed in writing in advance by the Council) after that

and make such alterations to the Travel Plan and Freight Management Plan as the Owner and the Council may agree are necessary for the achievement of the Travel Targets in accordance with Section 5 of the Travel Plan and Freight Management Plan (and if the Owner and the Council are unable to agree what alterations are to be made the determination of what alterations are to be made will be effected through the Dispute Resolution Procedure)
4. on not less than 28 days' notice in writing to the Council and not sooner than the expiration of 12 months of commencement of a Travel Plan Action the Owner may discontinue a Travel Plan Action provided:
 - 4.1 the Owner and the Council agree that it is demonstrably ineffective in contributing to achievement of the Travel Targets and
 - 4.2 an alternative action is substituted or an existing action is supplemented which will demonstrably contribute to the achievement of the Travel Targets

whereupon such alternative or supplemental action shall become a Travel Plan Action
5. that if:
 - 5.1 the 2010 Primary Travel Plan Target is not achieved by the Anniversary the Owner will implement Remedial Measure 1 (as set out at paragraph 5.5.2 of the Travel Plan and Freight Management Plan) no later than the date which is 12 months from the Anniversary;
 - 5.2 the 2010 Primary Travel Plan Target has still not been achieved by the date which is 12 months after the Anniversary notwithstanding the implementation of Remedial Measure 1 the Owner

will implement Remedial Measure 2a and/or 2b (under which the total number of car parking spaces available on the development site will be reduced) no later than the date which is 24 months after the Anniversary; and

5.3 the 2010 Primary Travel Plan Target has not been achieved by the date which is 24 months after the Anniversary notwithstanding the implementation of Remedial Measures 1 and 2a the Owner will implement Remedial Measure 3 no later than the date which is 30 months from the Anniversary

6. that if:

6.1 the 2015 Primary Travel Plan Target is not achieved by the Further Anniversary the Owner will implement Remedial Measure 1 (as set out at paragraph 5.5.2 of the Travel Plan and Freight Management Plan) no later than the date which is 12 months from the Further Anniversary;

6.2 the 2015 Primary Travel Plan Target has still not been achieved by the date which is 12 months after the Further Anniversary notwithstanding the implementation of Remedial Measure 1 the Owner will implement Remedial Measure 2a and/or 2b (under which the total number of car parking spaces available on the development site will be reduced) no later than the date which is 24 months after the Further Anniversary; and

6.3 the 2015 Primary Travel Plan Target has not been achieved by the date which is 24 months after the Further Anniversary notwithstanding the implementation of Remedial Measures 1 and 2a the Owner will implement Remedial Measure 3 no later than the date which is 30 months from the Further Anniversary

and it is agreed for the avoidance of doubt that the fact that Remedial Measures 1, 2a, 2b or 3 have been implemented pursuant to paragraph 5 will not prevent those measures (or similar) being implemented for the purposes of this paragraph 6

7. to appoint:

- (i) the Travel Plan Co-ordinator; and
- (ii) the Freight Transport Manager

within 4 weeks of the grant of Planning Permission and to maintain (by the provision of proper resources and support) the role of each thereafter unless otherwise agreed with the Council

8. to carry out as soon as is practicable and in any event no later than 3 months after the grant of Planning Permission and annually thereafter the Annual Travel Plan Surveys, as provided in section 4.2 of the Travel Plan and Freight Management Plan. The Annual Travel Plan Surveys will be undertaken to a specification to be agreed in writing in advance with the Council and the Travel Plan Co-ordinator will serve a copy of the same upon the Director of Environment as soon as possible and in any event no later than three months after the date on which the Annual Travel Plan Surveys were completed

9. to carry out as soon as is practicable and in any event no later than 3 months after the grant of Planning Permission and annually thereafter the Car Parking and Traffic Surveys, as provided in section 4.3 of the Travel Plan and Freight Management Plan. The Car Parking and Traffic Surveys will be undertaken to a specification to be agreed in writing in advance with the Council and the Travel Plan Co-ordinator will serve a copy of the same upon the Director of Environment as soon as possible and in any event no later than three months after the date on which the Car Parking and Traffic Surveys were completed

10. as soon as is practicable and in any event no later than 2 months after the grant of Planning Permission to submit to the Council for approval a Parking Management Plan and thereafter to use the Development in accordance with the approved Parking Management Plan and to ensure during the use of the Development in accordance with the Planning Permission (including any revisions to the approved Parking Management Plan as may be agreed in writing between the Developer and the Council from time to time by reference to the results of the Car Parking and Traffic Surveys and the Annual Travel Surveys)
11. no later than 3 months after the date of the Planning Permission to submit for approval a system to monitor vehicle trips to and from the Site together with such additional information or resubmission as the Council may reasonably require to enable it to consider the system. The details to be submitted will include:
 - (i) how the system will be maintained;
 - (ii) the length of the monitoring period, which will be not less than 5 years from the date of the Planning Permission;
 - (iii) details of any monitoring equipment to be installed;
 - (iv) how the system will distinguish between Heavy Commercial Vehicles and other vehicles;
 - (v) how the data will be collected; and
 - (vi) the manner and frequency in which results will be reported to the Council

The system will record the time and date of vehicles entering and leaving the Site and will provide for the inspection of the recorded information on the Site and for the ongoing submission of information to the Council; thereafter unless variations are agreed in writing by the Council the Development shall be operated in accordance with the system as approved

12. to provide the Council with such assistance as they may reasonably require to ascertain whether there is substantial and persistent on-street parking in Elton and/or Ince by the Owner's employees
13. (without prejudice to the ability of the Council to decide whether or not to make a traffic order or the form of any such traffic order) on not less than three months' notice in writing to pay to the Council the administrative costs of making a traffic management order to prevent parking in the area defined on Plan 1 Elton and/or Ince by the Owner's employees where there is evidence of substantial and persistent on-street parking in Elton and/or Ince by the Owner's employees during the preceding three months

Part B: Rail Freight Targets

14. The Owner agrees with the Council:
 - 14.1 to transport by rail or such alternative sustainable modes of freight transport as may be agreed by the Council in writing the following percentages of the total annual freight cargo imported to and exported from the Development by the specified target dates calculated from the Start Date as follows:
 - (i) 8% of the total annual freight cargo transported to and from the Development in the twelve months ending with the date three years from the Start Date and in the following twelve month period;

- (ii) 10% of the total annual freight cargo transported to and from the Development in the twelve months ending with the date five years from the Start Date and in each of the four subsequent twelve month periods; and
- (iii) 12% of the total annual freight cargo transported to and from the Development in the twelve months ending with the date ten years from the Start Date and in every subsequent twelve month period

with the aim of reducing the number of Heavy Commercial Vehicle movements from the highway network equivalent to 2 Heavy Commercial Vehicle movements arriving and departing per 28 tonnes of freight cargo transported by rail or other sustainable modes of freight transport

- 14.2 in paragraph 14.1 "sustainable modes of freight transport" includes transportation by water and/or a combination of rail and water and/or non-road methods of transportation and the use of such sustainable modes shall be included in the calculation of the percentage of total annual freight cargo in the relevant twelve month period
- 14.3 to provide to the Council on the first and every successive 12 month anniversary of the Start Date (or such other period as may otherwise be agreed in writing in advance by the Council) a report identifying:
 - (a) the total gross tonnage of freight cargo transported to and from the Site in the preceding 12 months; and
 - (b) the total gross tonnage of freight cargo transported to and from the Site in the preceding 12 months by rail freight or other sustainable modes of freight transport agreed by the Council in accordance with paragraph 14.1

Joint Working with Neighbours

- 15. The Owner agrees with the Council:
 - 15.1 to work jointly with adjoining landowners and occupiers, including Kemira Growhow and Peel Holdings Limited, to develop opportunities for coordinated use of rail freight at Elton
 - 15.2 to work jointly with Peel Holdings Limited to develop opportunities for using the Manchester Ship Canal to reduce the Owner's Heavy Commercial Vehicle movements; and
 - 15.3 to provide to the Council no later than 20 working days after a written request details of the progress which the Owner has made in compliance with paragraphs 15.1 and 15.2

Part C: Other obligations

Liaison Committee

- 16. The Owner agrees with the Council:
 - 16.1 to make all necessary arrangements for and to facilitate the operation of the Liaison Committee
 - 16.2 that the terms of reference of the Liaison Committee shall include all those matters contained in the Travel Plan and Freight Management Plan document, Site development and construction, health and safety, planned shutdowns, traffic and highways issues and other matters of an operational nature

- 16.3 that the Liaison Committee shall meet at least quarterly or as and when requested by any of the members of the Liaison Committee (the date and time of each meeting being fixed in consultation with all members of the Liaison Committee)
- 16.4 that the meetings shall, except where information relating to the financial or business affairs of the Owner will arise for discussion, be open to the public although the public may not verbally address the meetings
- 16.5 that the Owner shall use reasonable endeavours to adjust its operational and other arrangements practices and procedures to comply with any recommendation of the Liaison Committee and (without prejudice to the general obligation) will use all reasonable endeavours to implement any recommendation of the Liaison Committee which will assist in achieving the targets in the Travel Plan and Freight Management Plan but the Owner will not be required to do anything which would put in breach of any obligation in this Deed; and
- 16.6 to provide to the Council no later than 20 working days after a written request details of the conduct and meetings of the Liaison Committee and of any recommendation made by the Liaison Committee and its progress in implementing any such recommendation

Vehicle Routes

- 17. The Owner agrees with the Council to implement all of the following measures to control vehicle routing:
 - 17.1 no later than 2 months from the date of the Planning Permission, to appoint a Freight Transport Manager with responsibility for the routing of commercial and employee vehicles to and from the Site
 - 17.2 to provide the Council with the name and contact details of the Freight Transport Manager as soon as he/she is appointed
 - 17.3 to make the Freight Transport Manager the sole point of contact for commercial vehicle driver employees of the Owner regarding the routing of the Owner's own vehicles for access to and egress from the Site
 - 17.4 to instruct all commercial vehicle drivers employees of the Owner to adhere to the agreed Routes for access to and egress from the Site
 - 17.5 to make the Freight Transport Manager the sole point of contact for the Owner's contracted suppliers and hauliers and the Owner's customers regarding the routing of their vehicles for access to and egress from the Site
 - 17.6 to use reasonable endeavours to include as a term of the Owner's contracts with suppliers and hauliers a requirement that the suppliers and hauliers will adhere to the Agreed Routes for access to and egress from the Site unless there are Exceptional Circumstances which prevent them from doing so
 - 17.7 to instruct all employees of the Owner that travel to work using private vehicles and who do not live in Ince or Elton to adhere to the Agreed Routes for access to and egress from the Site unless there are Exceptional Circumstances which prevent them from doing so; and
 - 17.8 to assist the Council in monitoring compliance with the obligations in this paragraph 17 by providing such written material as the Council acting reasonably and having given no less than 15 working days' notice may require as to:

- (a) general or specific instructions given to employees regarding the use of Agreed Routes; and
- (b) the existence on any occasion of any Exceptional Circumstances

Noise Mitigation Scheme

- 18. The Owner agrees with the Council:
 - 18.1 to deliver the Noise Mitigation Bond on the Council no later than ten working days after the date on which the Council approves the details of the Noise Mitigation Scheme pursuant to Condition 29 of the Planning Permission
 - 18.2 following completion of the works comprised in the Noise Mitigation Scheme to apply to the Council for (and pay the Council's costs of producing) the NMS Certificate;
 - 18.3 Upon the date the Planning Permission is granted to pay to the Council the sum of £143,652 (One hundred and forty three thousand six hundred and fifty two pounds) to be held in an interest-bearing account and to be used for the maintenance of the Noise Mitigation Scheme; and
 - 18.4 on the date which is 20 (twenty) years from the date of the NMS Certificate, to replace the fence provided as part of the Noise Mitigation Scheme to a specification previously approved by the Council.

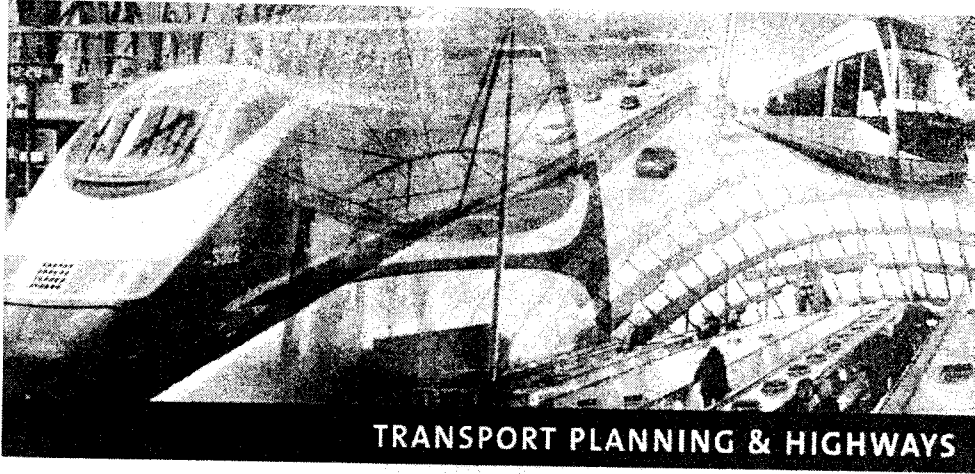
Sustainable/renewable energy

- 19. The Owner agrees with the Council pursuant to Policy EM 18 of the North West of England Regional Spatial Strategy to 2021 (the "RSS"):
 - 19.1 to bring the Photo Bioreactor into full operation no later than the date which is two years from the Anniversary or such longer period as the Council may agree having regard to the information provided under paragraph 19.3;
 - 19.2 until the date on which the Photo Bioreactor is brought into full operation to ensure that not less than 10% of the total energy consumption of the Site is derived from Approved Supplies;
 - 19.3 from the date of the Planning Permission and on every successive 12 month anniversary to provide an annual statement of the total energy consumption of the Site and the amount and source of energy derived from renewable/low carbon sources distinguishing between on-site and off-site sources;
 - 19.4 from the date which is three years from the Anniversary, and in each subsequent year, if the amount of energy derived from on-site renewable and/or low carbon sources falls below 10% then the Owner will ensure that all electricity used on site in the following year will be derived from Approved Supplies

Schedule 3

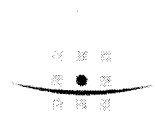
Travel Plan and Freight Management Plan





Denis Wilson

Principal
1000-1010 10th Street S.W.
Vancouver, BC V6H 2G6



ROYAL HASKONING

Quinn Glass

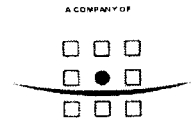
Travel Plan and Freight Management Plan

Quinn Glass

17 December 2008

Final

3P7079



ROYAL HASKONING

**HASKONING UK LTD.
DENIS WILSON BUSINESS GROUP**

8th Floor, Portland Tower
Portland Street
Manchester
M1 3LF
United Kingdom

+44 (0)161 236 1018 Telephone

+44 (0)161 236 1041 Fax

manchester@deniswilson.co.uk E-mail

www.deniswilson.co.uk Internet

www.royalhaskoning.com

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1 INTRODUCTION

1.1 Scope of Appointment

- 1.1.1 This proposed Travel Plan and Freight Management Plan has been prepared by the Denis Wilson Business Group of Haskoning UK Ltd (Denis Wilson) on behalf of Quinn Glass to promote and achieve sustainable travel patterns in relation to the operation of a glass container manufacturing, filling and distribution facility at Ash Road, Elton, Cheshire. This Travel Plan relates to both staff and freight travel.
- 1.1.2 The scope of Denis Wilson's appointment also includes the preparation of a Transport Assessment report to accompany a planning application for the Quinn Glass facility. Additionally, Denis Wilson has provided input into the Environmental Statement prepared by Entec UK Ltd and a Masterplan being prepared by Grimshaw Architect's for the future development of the site.
- 1.1.3 The Travel Plan and Freight Management Plan should therefore be read in conjunction with the above documents, along with the Travel Plan Scoping Report submitted to Cheshire County Council and the Local Planning Authorities and agreed in November 2007.
- 1.1.4 Subsequent to the commencement and initial preparation of this document, Cheshire County Council was involved in a Public Inquiry in relation to an application to develop a site on Ince Marshes for a Resource Recovery Park. The Ince RRP Inquiry heard evidence in relation to traffic, transportation and Travel Planning for that adjacent site.
- 1.1.5 Cheshire County Council has subsequently requested that Denis Wilson revised the agreed scope of this Travel Plan to reflect discussions, targets and methodologies promoted at that Inquiry.
- 1.1.6 Denis Wilson consider that the Travel Plan and Freight Management Plan promoted for the Ince RRP site should not be adopted as a bench mark against which this Travel Plan should be considered. The reasons for this are that the Ince RRP proposals are for a different site with different transport characteristics and demands.
- 1.1.7 Nevertheless Denis Wilson have revised the scope of this Travel Plan, such that this Travel Plan is at least as good as that for the IRRP at achieving sustainable travel and arguably better, as the improvements have been guided by and bench marked against current best practice and guidance published by the Department for Transport since the January 2008 Quinn Glass planning application was submitted.
- 1.1.8 This document has been revised in line with the final Cheshire County Council consultation response received on Monday 15/12/2008. This Travel Plan therefore exceeds the originally agreed scope and requirements of Cheshire County Council.

1.2 Status of the Development

- 1.2.1 Somewhat unusually, the Quinn Glass facility is already constructed and is operational, having been previously applied for by Quinn Glass Limited to the relevant local planning authorities, Chester City Council (CCC) and Ellesmere Port and Neston Borough Council (EPNBC). However, the existing facility does not currently have planning consent. A summary of the planning history that has resulted in the current status is presented in the Transport Assessment report and the Planning Statement produced by Nathaniel Lichfield & Partners.

- 1.2.2 This creates the potential for confusion when both writing and reading this document, as although the facility currently exists, the site is also the subject of a current planning application for revised and improved proposals.
- 1.2.3 Nevertheless, the fact that the Quinn Glass facility is already operational is of significant benefit to the preparation of the Travel Plan. Rather than presenting a purely theoretical forecast of the potential to influence staff travel patterns, the operational site with an operational Travel Plan has afforded the opportunity for the Travel Plan to be proposed with far more certainty than could usually be achieved by a planning application proposal. The resulting Travel Plan has been developed through the study of an active land use and consideration of actual existing travel patterns.
- 1.2.4 It should not be overlooked that the site upon which the glass factory is located is allocated for development in the Chester City and Ellesmere Port & Neston local development plans. Moreover, it should not be overlooked that the development of a typical B2 or B8 use on the site would generate significantly more traffic than the relatively low intensity traffic generator, which is the Quinn Glass facility.
- 1.2.5 Whilst this document sets a strategy to reduce travel by single occupancy private car and road freight tips, it should be noted that the highway capacity is not a constrain to development in the area and the Quinn Glass facility itself generates a fraction of what must have been anticipated by the Local Authority when allocating the site for B2 or B8 uses. In other words, the Quinn Glass facility could itself be seen as an effective initiative for significantly reducing anticipated traffic.

1.3 Travel Plan Background

- 1.3.1 The following definitions of Travel Planning are considered to be relevant to the scope of the Quinn Glass Travel Plan:
- 1.3.2 *"A Travel Plan is a set of measures that can help promote sustainable transport within an organisation, with the main aim of reducing travel by single occupancy vehicles. Travel Plans are site specific, and dependant on the size, type and location of the organisation."* 'Steps to Success' - Cheshire County Council (2006).
- 1.3.3 *"A company travel plan is...a strategy for managing the travel generated by your organisation, with the aim of reducing its environmental impact. Travel plans typically combine measures to support walking, cycling, public transport and car sharing. These are reinforced with promotion and incentives and by the management of workplace parking. Travel plans also include action to reduce the need to travel, such as telecommuting. They can focus on both commuter and business travel."* 'The Essential Guide to Travel Planning' – the Department for Transport (2008).
- 1.3.4 Quinn Glass previously produced a Travel Plan for submission to an earlier Planning Inquiry. The Inquiry Inspector and indeed the Secretary of State doubted the effectiveness of that initial Travel Plan. Notwithstanding the Inspector's comments, Quinn Glass implemented that initial Travel Plan and that initial Travel Plan has evolved and encouraged sustainable travel and meet the travel needs of the facility. Despite the Inspector's reservations, the initial Travel Plan has proven to be successful in encouraging sustainable travel and has even won a regional award from the Institution of Highways and Transportation.
- 1.3.5 Although the Quinn Glass facility is operational, planning approval is now being sought for the revised proposals and as part of that process this new Travel Plan has been submitted to support the application.

- 1.3.6 This new Travel Plan replaces that initial Travel Plan strategy, but incorporates all of the original and subsequent measures that have been found to be effective. It also aims to be at least as effective as the Travel Plan submitted by WSP for the proposed Ince Resource Recovery Park (IRRP) site owned by Peel Environmental Ltd.
- 1.3.7 Additionally, this Travel Plan and Freight Management Plan provides updated modal split targets along with a revised mechanism by which the sustainable travel benefits gained to date can be secured through the planning process, along with any future potential additional benefits that may arise through the ongoing improvements

1.4 Components of the Travel Plan

- 1.4.1 There are a number of key components within an effective Travel Plan which will address issues that are unique to the site. The key components which will ensure that an effective and successful strategy is implemented include:

- **Background Information** – details of the organisation's site(s) and the context into which the Travel Plan must fit, e.g. site location, numbers of people, development etc; GIS maps showing the home locations of staff are also very useful;
- **Objectives** – identify what the Travel Plan should achieve;
- **Targets** – identify targets to determine whether the objectives are being achieved;
- **Scope of the Plan** – identify the travel elements of the organisation's business activities that the plan is addressing;
- **Actions** – identify the proposed actions/measures for achieving the stated objectives;
- **Ownership and Delivery** - Quinn Glass will take responsibility for the successful implementation of the Travel Plan. To do this they will appoint a Travel Plan Coordinator, who will receive the full support of key managers;
- **Liaison** - The Travel Plan Coordinator will liaise with the Local Highway Authority, with staff and with key travel representatives from neighbouring sites. This liaison will not only appraise these parties of the travel patterns and the success of sustainable travel initiatives, but will also work to identify further travel saving initiatives, perhaps in partnership other nearby sites;
- **Evolution of the Travel Plan** - Annual surveys will be undertaken to identify, not just sustainable travel patterns but also the sustainable travel initiatives, which are achieving the most success. Data so collected will be used to refocus the efforts of the Travel Plan Coordinator and funds towards the more effective Travel Plan initiatives. In this way the Travel Plan will evolve and new initiatives can be introduced;
- **Marketing** – identify how the Travel Plan will be marketed;
- **Monitoring and Reviewing** – identify how the effectiveness of the Travel Plan will be monitored and who will be responsible for monitoring;
- **Dissemination** – identify the people who will want to share in the success of the Plan and will want to know what the results are.

- 1.4.2 Each of the above items has been addressed in this Travel Plan. The Travel Plan will evolve over time to re-focus upon achieving modal split targets in the light of additional information becoming available and to address the changing travel habits of visitors and staff.

2 OBJECTIVES AND SCOPE

2.1 Objectives

- 2.1.1 National Government guidance (set out in Planning Policy Guidance Note 13: Transport) considers that travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for all major developments comprising jobs.
- 2.1.2 In line with the guidance of PPG13 [paragraph 88], the overall objectives of this Travel Plan are to reduce reliance on and usage of private cars, particularly for single occupancy cars (SOC) journeys and increase the use of the walking, cycling and public transport.
- 2.1.3 PPG13 guides that developments should offer people a choice in their mode of travel.

2.2 Review of the Scope

Background

- 2.2.1 At an earlier Planning Inquiry the Inspector doubted the effectiveness of an initial Travel Plan, offered by Quinn Glass at the time of their previous Planning Application. That initial Travel Plan has in fact been implemented as part of the existing facility and has evolved over the few years since its implementation.
- 2.2.2 Traffic surveys undertaken as part of that Travel Plan have shown that it is actually effective in reducing reliance on the private car, as required by PPG13.
- 2.2.3 At the request of the local planning authorities and Cheshire County Council, a review of best practice in Travel Plan preparation was undertaken in 2007. This process benchmarked the scope of the Quinn Glass Travel Plan against the sustainable travel targets set by other Travel Plans that have been secured and implemented through the planning process for other comparable facilities and developments in the area. The proposed Travel Plan is considered by Denis Wilson to be better than the examples of best practice that have been identified.
- 2.2.4 This revised Quinn Glass Travel Plan builds upon that existing successful Travel Plan and in addition, sets sustainable travel targets for freight movements and staff travel. The latest revised Travel Plan is based upon a scope agreed with Cheshire County Council in 2007 and then more recently updated through further discussions with Cheshire County Council.
- 2.2.5 In the later September 2008 post-application consultation discussions, Cheshire County Council related their input to the recent Ince Resource Recovery Park Public Inquiry (IRRP) and requested that similar targets and methodologies be followed for the Quinn Glass planning application.
- 2.2.6 Denis Wilson do not accept that the IRRP should be used as a bench mark against which the Quinn Glass Travel Plan should be gauged (on the basis that it is a different site with different planning characteristics and different commercial realities). Furthermore, the IRRP scheme and its associated Travel Plan have not yet been secured or implemented through the planning process, with the Planning Inspectorate's report and planning decision yet to be confirmed. The IRRP Travel Plan is therefore not considered to be a valid benchmark or basis for comparison.
- 2.2.7 Furthermore, the IRRP Travel Plan is an initial document, based only on estimated travel demand and is subject to further review once baseline data is available.

- 2.2.8 The Quinn Glass Travel Plan on the other hand is already in operation, informed by baseline data obtained from primary sources and is proven to work in reducing reliance on the private car. This achievement is the core requirement of all transport related planning policies in this regard, none of which specify precise targets to be achieved.
- 2.2.9 In developing their glass manufacturer and filling facility, Quinn Glass have created a facility which generates significantly less traffic than one would expect from a typical employment land use of the same size and which generates less transport demand and traffic than is committed through the allocation of the site for employment land uses.
- 2.2.10 The Quinn Glass Travel Plan seeks to build upon its existing track record and will achieve significant reductions in staff and rail freight travel by non-sustainable modes. This document has been revised over an extended period of consultation with Cheshire County Council up to December 2008.

Planning History

- 2.2.11 The Secretary of States Decision Letter dated 22 January 2007 for the Quinn Glass Inquiry (Planning Inspectorate reference: APP/X0605/V/05/1176656) provided the following guidance on the Travel Plan:

Travel to Work and Travel Plan

31. *The Secretary of State agrees with the Inspector's reasoning and conclusions on matters relating to travel to work and the draft travel plan as set out in IR 9.52-9.60 and 9.202-9.206. Accordingly, she agrees that the development does not accord with PPG13 and the Development Plan policies in respect of travel to work trips (IR 9.60).*
32. *The Secretary of State agrees that the final travel plan proposed as part of the Section 106 agreement is inadequate. She also agrees that though the final travel plan moves somewhat towards the SDB targets, more could be done to plan and secure alternative forms of travel to and from the site for employees and both raw materials in and finished product out (IR 9.206).*
- 2.2.12 It is considered the actions required of Quinn Glass in addressing the Inspector's concerns as outlined in paragraph 9.52 to 9.60 inclusive of the Inspector's report, as referred to by the Secretary of State, have now been addressed.
- 2.2.13 The Inspector noted in paragraph 9.57 that Cheshire CC recognise that the desired targets for modal split could only be attained in the cumulative development scenario, i.e. where the entire EMP7 Ince Power Station site (20 ha), EC 8 Site of Former Ince A and B Power Stations (60.0 ha) and EMP4 Ince Marshes site (148 ha) have all been developed. This would also require the Kemira GrowHow site has also been incorporated into a coordinated Travel Plan approach to achieve the critical mass required for mass transit systems to be successful.
- 2.2.14 Applying this logic to the current position confirms that the travel plan targets requested should only be required if the development of the Ince Marshes and Ince Power Stations A & B sites all receive full planning approval.
- 2.2.15 Given the current position it is therefore considered that the Quinn Glass planning application now accords with the letter and the spirit of PPG13 and the Development Plan policies in respect of travel to work trips. Furthermore, the Quinn Glass Travel Plan is no longer a remote aspiration, but is now a proven fact.

2.2.16 With respect to the conclusions set out in IR 9.202 to 9.206, as referred to by the Secretary of State, the essential requirement is to consider the proposed Quinn Glass Travel Plan against the 1999 Strategic Development Brief (SDB) and the Secretary of States direction that although the Travel Plan considered at the Quinn Glass Inquiry *“moves somewhat towards the SDB targets, more could be done to plan and secure alternative forms of travel to and from the site for employees and both raw materials in and finished product out.”*

2.2.17 The Secretary of State considered that the final travel plan proposed as part of the Section 106 Agreement considered at the Inquiry was inadequate.

Progress Since the Previously Proposed S106 Agreement

2.2.18 The S106 Agreement dated 28 March 2006, as considered at the Quinn Glass Inquiry, established the following targets for travel to work trips:

- To reduce the number of single occupancy trips from 69% to 59% (a reduction of 14.5% over three years, with a further reduction to 50% over five years (a reduction of 28%).
- To increase the levels of car sharing by 7.5%
- To increase the levels of sustainable travel by 2.5%
- To reduce car parking spaces to 467 by the end of Year 1 and to 412 by the end of year 5
- To increase the number of car share spaces from 4 to 70 immediately.

2.2.19 The actual Travel Plan achievements in relation to the above targets are as follows:

- A reduction in the number of single occupancy trips from 73% to 43% (i.e. a reduction of 59%).
- An increase in the levels of car sharing from 26% to 50% (i.e. an increase of 92%).
- An increase in the percentage using public transport, walking or cycling from 2% to 6% (i.e. an increase of 200%).
- A reduction in the number of standard parking spaces from the original 515 to 193 is now proposed for staffing levels of 620 employees in total (up to circa 351 employees are estimated to be on site at once during the daytime and up to 155 over night).
- An increase in the proposed number of car share spaces from 4 to 82.

2.2.20 The Quinn Glass Travel Plan has to date done more move towards the 1999 SDB targets, with the latest commitments going beyond the scope of the Travel Plan that has achieved the outcomes described above.

2.2.21 Similarly, the Travel Plan now incorporates the rail freight infrastructure necessary to enable the movements of raw materials in and finished product out by rail, along with a Freight Management Plan and firm commitments to Rail Freight targets.

2.3 Guidance

Chronology of Guidance

- 2.3.1 The following guidance documents were previously considered at the Quinn Glass Inquiry and hence subsequently by Atkins in their review of the Quinn Glass Travel Plan, as that review is based solely on the Inspector's report and Secretary of State's Decision Letter:
- The Cheshire Sustainable Transport Strategy, Cheshire CC (July 1996)
 - Ince Marshes – Strategic Development Brief, Cheshire CC (Oct 1999)
- 2.3.2 The targets referred to by these documents, apart from being very out-dated, are not based on information that has been collected through surveys and other means that enable a judgement to be made about the opportunities for change.
- 2.3.3 Since those documents were published, additional guidance has been published that build upon tried and tested experience. These guidance documents inform the preparation of any Travel Plan for a proposed development in Cheshire, as follows:
- 'Using the planning process to secure Travel Plans' DfT, London (2002);
 - 'Making Travel Plans work - Lessons from UK case studies, DfT, London (November 2002);
 - 'The Travel Plan Resources Pack for Employers' (updated), DfT, London (last updated 2002);
 - 'Smarter Choices - Changing the way we travel,' Department for Transport (DfT), London (July 2004)
 - 'Transport Energy, Best Practice' - A guide on Travel Plans for developers, The Energy Saving Trust, London (March 2005);
 - 'Travel Plans in Cheshire' - Using the planning process to secure workplace Travel Plans in Cheshire, Cheshire County Council (updated September 2005);
 - 'Steps to Success', The guide for preparing, Travel Plans in Cheshire, Cheshire County Council (2006);
- 2.3.4 It is considered that the requirements of all of the above guidance documents have been met by the Quinn Glass Travel Plan, as these formed the basis of the original Travel Plan scoping agreement in November 2007.
- 2.3.5 Additionally, since the submission of the planning application for the Quinn Glass facility in January 2008, the following Department for Transport Guidance has been published:
- 'The Essential Guide to Travel Planning' the Department for Transport, published in March 2008.
- 2.3.6 This new guidance now provides a material consideration in the preparation of Travel Plans for employment land uses to be considered through the planning process.

PPG13 Transport

- 2.3.7 PPG13 requires that Travel Plans should be submitted alongside major planning applications with significant transport implications. It goes on to state that Travel Plans should have measurable outputs, which might relate to targets in the local transport plan, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for remedial measures that are to be implemented in the event that agreed objectives are not achieved.
- 2.3.8 PPG13 states that Travel Plans may be designed for the applicant only, or be part of a wider initiative, possibly organised by the local authority, involving other developments in the area with the following core objectives:
1. reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
 2. reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
 3. more environmentally friendly delivery and freight movements.
- 2.3.9 The issue of traffic speeds, road safety and personal security for pedestrians and cyclists is dealt with in the physical form of the proposed development and is to be considered in detail by the Transport Assessment and described by the Design and Access Statement.
- 2.3.10 It is therefore considered that the requirements of PPG13 have been satisfied by the Quinn Glass Travel Plan.

Using the Planning Process to Secure Travel Plans

- 2.3.11 Appropriate target levels, in terms of the modal shift achieved, are also established in the publication 'Using the Planning Process to Secure Travel Plans, Best Practice Guidance' (DfT, 2002). This guidance states, in paragraph 9.16, that: "*Modal split or modal shift targets provide a basis for measuring the effectiveness of a Travel Plan in terms of its impact on the level of actual travel modes used in accessing a development site.*" The guidance goes on to state that:
- 2.3.12 "*Agreement of modal split or modal shift targets are often one of the most difficult areas of the Travel Plan negotiation on the planning process. The owner of the site is being asked to commit to achieving outcomes over which s/he does not have total control (in the sense that the actual choice of travel mode is made by employees or visitors). Furthermore, the owner may be faced with sanctions/payments if the modal split or modal shift targets are not achieved within the specified timescale. If the planning process is to be effective, the setting of modal split or modal shift targets must be transparent, realistic and justified.*" [Paragraph 9.20].
- 2.3.13 "*Where a traffic reduction target has been set out in policy plans for a large geographic area (e.g. county) the same target should not automatically be used in respect of a single development as local transport characteristics may indicate that this target is under-ambitious, unrealistic and/or unachievable.*
- 2.3.14 The guidance goes on to identify a modal shift target of 10%-20% in employee car use of three years as being reasonable." [Paragraph 9.16].

Steps to Success

- 2.3.15 'Steps to Success' (Cheshire County Council, 2006) establishes that "*an overall reduction in the number of single occupancy trips to a particular site is usually the most important target.*" The likely targets that may be achieved are described within this document and 'Travel Plans in Cheshire' (Cheshire CC, 2005), as follows:
- *"A plan containing only marketing and promotion is unlikely to achieve any modal shift.*
 - *A plan with the above, plus car sharing and cycle measures may achieve a 3-5% reduction in drive alone commuting.*
 - *A plan with the above measures, plus large (30%+) discounts on public transport plus works buses/additional public transport links will achieve around a 10% reduction.*
 - *The combination of all of the above measures, plus disincentives to car use can achieve a larger (15-30%) reduction in drive alone commuting. Only in very exceptional cases will the reduction be greater than this."*
- 2.3.16 These targets take a number of years to achieve. They are not prescriptive, but are intended as a guide only.

The Essential Guide to Travel Planning

- 2.3.17 The current DfT best practice guidance document on Travel Plan was published in March 2008, i.e. after the Quinn Glass application was submitted in January 2008. It is considered that the Quinn Glass Travel Plan should be assessed in context with this guidance document. Cheshire County Council have stated that they are preparing a guidance document that is based on this national guidance, but the Cheshire document has not yet been finalised and published.
- 2.3.18 It is considered that the Quinn Glass Travel Plan should be amended to reflect the guidance in the Essential Guide to Travel Planning.
- 2.3.19 It is considered that the revised Quinn Glass Travel Plan now satisfies the requirements set out in the Essential Guide to Travel Planning and hence, Denis Wilson consider the proposals to be appropriate in this regard.

2.4 Best Practice Travel Plan 'Benchmarking'

- 2.4.1 The aims and objectives set out by this Travel Plan and Freight Management Plan have been prepared in line with the guidance identified as being the most appropriate in consultation with Cheshire County Council and the Local Planning Authorities. Additionally, the Travel Plan and Freight Management Plan both aim to at least match and if practicable, better the aims, objectives and targets that have been secured through the planning process in for Travel Plans operated by other major businesses in Cheshire.
- 2.4.2 That includes the as yet unapproved Ince Resource Recovery Site (IRRP) which is in close proximity to the Quinn Glass Elton site. Discussions with Cheshire County Council have led to them requesting that the proposed Travel Plan should follow the scope of the IRRP Travel Plan. Therefore the aim is that this proposed Travel Plan will be at least as effective as the proposed IRRP Travel Plan, thereby achieving the integration suggested by PPG13, so far as it is within a reasonable requirement of Quinn Glass to do so.

2.5 Final Scope

- 2.5.1 Denis Wilson has followed advice from the Department for Transport's guidance on travel plans, 'The Essential Guide to Travel Planning', published in March 2008. The foreword by Jim Fitzpatrick, the Parliamentary Under Secretary of State for Transport, introduces the guidance as follows:

"new guide on developing and implementing travel plans draws together the tried and tested experience of those already in operation, offering a lively and informative overview of what you need to prepare a travel plan and get it up and running" (page 5).

- 2.5.2 The final scope of the Quinn Glass Travel Plan and Freight Management Plan has been based on the key recommendation of the latest guidance provided by the Essential Guide to Travel Planning. The guidance various alternative modes of travelling and ways to implement them in a travel plan, including car sharing. In addition, the guidance states that travel plans mostly concentrate on *"improving existing travel choices whilst giving incentives to use more sustainable travel and disincentives to solo car use" (page 6)*. It is clear that car sharing is viewed as a sustainable way of travelling which should be encouraged and implemented in a travel plan and hence, car sharing should not be included within a maximum limit.
- 2.5.3 The Essential Guide to Travel Planning begins its introduction by asking the question *"How can travel plans help?"* This is then answered with the statement that *"A travel plan sets out to combat over-dependency on cars by boosting all the possible alternatives to single occupancy car use" (page 6)*. As it states that all the possible alternatives to single occupancy car use should be boosted one of these, i.e. car sharing, should not be placed under a maximum limit.
- 2.5.4 As mentioned above, reducing single occupancy car use is a key aim of travel plans and the guidance states that *"Measures to reduce excessive vehicle use are vital for any business that seeks to make its operations more sustainable" (page 6)*. The key word within this quote is 'excessive' in terms of vehicle use. Car sharing would not be seen as an excessive use and hence a maximum limit should not be placed on car sharing trips.
- 2.5.5 When discussing car use, the guidance recognises the problem that *"people are very attached to their cars!" (page 7)* and *"cars are more than a means of transport" (page 7)*. It is therefore important that travel plans *"take care to respect emotions generated by car ownership: cars are still allowed!" (page 7)*. It goes on to note that *"the point is to cut their unnecessary use where alternatives are easily available" (page 7)*.
- 2.5.6 Chapter 5 in the guidance is concerned with setting targets for the travel plan. It begins by stating that *"The information that you have collected through surveys and other means will enable you to make a judgement about the opportunities for change. To arrive at targets, you need to assess these opportunities against the effort and money that your company can commit to them" (page 19)*. This process has been applied in preparing the Quinn Glass Travel Plan.
- 2.5.7 The Essential Guide to Travel Planning also states that *"the overall target should be expressed in terms of reducing car driver trips to site, which can usefully be expressed as the number of commuter cars arriving per 100 employees... You may also find it helpful to set sub-targets to show the increases you aim to achieve in other ways of travelling to your site, such as walking or public transport, and a target for reducing the proportion of business travel made by car." (page 19)*.
- 2.5.8 This document has been revised in consultation with Cheshire County Council over the period up to December 2008, which has taken into account all of the above issues.

3 SITE LOCATION AND DESCRIPTION

3.1 Site Location

- 3.1.1 The site is located at Ash Road, just north of Elton in Cheshire, as illustrated on Plan 1.
- 3.1.2 The site is in close proximity to the M56 motorway and approximately 3km to the east of the M53 motorway. It is adjacent to Ince & Elton rail station.
- 3.1.3 The immediate site surroundings comprise Ince Marshes, which is used as industrial and farm land, along with the residential area of Elton village to the south. The Ellesmere Port to Helsby railway line lies to the south of the site, with the rear gardens of dwellings fronting Ince Orchards and Station Road are located to the south-west. The Ince Marshes are located to the north and beyond is the Manchester Ship Canal. Ince village lies to the north-west approximately 80 metres from the site.
- 3.1.4 In the wider context, the site is located to the east of Ellesmere Post, which is situated approximately 3.5 miles away; to the north-east of Chester, which is approximately 7 miles away; and to the south-west of Runcorn which is approximately 5 miles away. Additionally, the residential areas of Helsby and Frodsham are located between the site and Runcorn and are accessed via the A5117.

3.2 Site Description

- 3.2.1 The Quinn Glass facility comprises a glass container manufacturing, filling and distribution facility with associated works, including raw materials storage areas, office accommodation, car parking, freight loading and parking areas and staff car parking. Also there is an area identified for a planned inter-modal rail freight facility. The development is on the site of the former Ince B power station.
- 3.2.2 The total Gross Floor Area (GFA) of the buildings being applied for is around 181,000sqm, i.e. approximately 30% of the total site area of around 60 hectares.
- 3.2.3 The Quinn Glass facility is now fully operational and currently employs over 600 members of staff across four main sectors: Administration, Production, Warehousing and Filling. The typical number of staff working on site at one time is circa 350 during the day and 155 overnight.
- 3.2.4 The Quinn Glass facility actively encourages parking provision restraints, with 419 car parking spaces currently available for 600+ employees, which is 80 spaces less than were present on site in 2005 (i.e. 499 parking provision with 250 employees). 59 of the 419 spaces are designated for car sharers, an increase in comparison with 2005.
- 3.2.5 Table 1 presents a breakdown of the parking facilities available on site in October 2007, i.e. at the time of the car park surveys. The figures exclude the 96 spaces that have already been taken out of use by Quinn Glass as part of their existing package of Travel Plan measures.

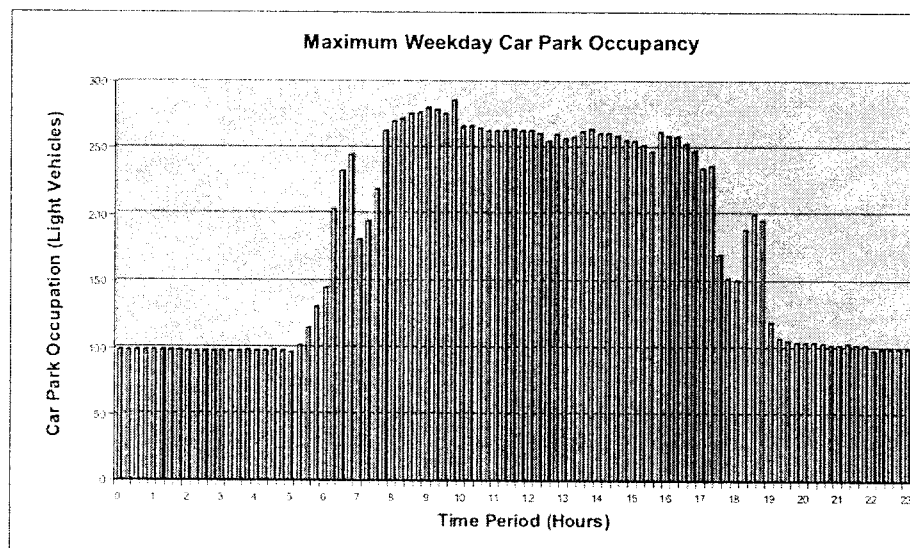
Table 1. Summary of Available Car Parking Space (October 2007)

Location	Standard	Car Share	Disabled	Visitor	Totals
Production CP1	92	34	8	0	134
Main Office CP2	14	25	3	15	57
Filling Hall CP3	50	0	2	0	52
Day Staff CP4	163	0	0	0	163
Car Park CP5	13	0	0	0	13
Totals	332	59	13	15	419

3.2.6 Regular car park occupancy and traffic counts have been used to determine the typical peak level of parking accumulation on the site. This information is used by the Travel Plan Coordinator to efficiently manage the allocation of parking spaces on site.

3.2.7 The observed weekday car park occupancy profile is illustrated in Figure 1.

Figure 1 Typical Weekday Parking Occupancy Profile



3.2.8 Figure 1 clearly illustrates the temporary increase in parking demand that occurs immediately prior to the 07:00hrs and 19:00hrs shift changes, when both the day and night production shifts are on site at the same time. However, these periods do not represent the periods of overall maximum parking demand, which occurs between 0800 to 1700 with the arrival of office staff and visitors. The car park provision that is available on site is able to accommodate the shift change patterns in an efficient manner.

3.2.9 The proposed parking provision, which is summarised in Table 2, increases the number of spaces to be 'closed' or put out of use, from 96 up to 204 and increases the provision of car share spaces, designated disabled spaces, visitor spaces and bicycle/motorcycle/scooter spaces. The proposals provide 295 useable car parking spaces in total to serve the staff and visitors with an additional allowance of 14 designated disabled parking bays close to the entrances of buildings.

3.2.10 This proposed parking provision has been benchmarked against the proposed parking provision of the adjacent IRRP scheme and found to be comparable, irrespective of the fact that this is not a material planning consideration due to the significant differences between the two schemes.

Table 2. Proposed 2008 Parking Provision

Location	1	2	3	4	5	Total
Description	Main Office	Filling Hall	Rear Car Park	Day Staff Car Park	Production Building	
Standard Car Parking Spaces	0	52	0	55	86	193
Car Share Parking Spaces	32	0	10	0	40	82
Disabled Parking Spaces	4	0	2	0	8	14
Visitor Parking Spaces	20	0	0	0	0	20
<i>Total Car Spaces 'Closed'</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>204</i>	<i>0</i>	<i>204</i>
Total Car Spaces on Site	56	52	12	259	134	513
+Bicycle/Motorcycle/Scooter	20	10	10	0	20	60

3.2.11 Additionally, a further increase in the secure cycle parking provision for bicycles/powered two-wheelers is proposed on the site, bringing the total up from 30 to 60 secure spaces.

3.3 Accessibility on Foot and by Cycle

3.3.1 PPG 13 states at paragraph 75 and 78 that walking offers the greatest potential to replace short car trips, particularly under 2 kilometres, and cycling also has potential to substitute for short car trips, particularly those under 5 kilometres. Irrespective of this, through the review of best practice approaches to Travel Planning described in section 2, it has been concluded that considering walking and cycling catchments of 2 miles and 7 miles respectively represents a reasonable basis on which to identify which members of staff may be able to practicably travel on foot or by bicycle to work. These members of staff will be supported and encouraged to do so.

3.3.2 Plan 2 illustrates the areas within 2 miles walk catchment and 7 miles cycle catchment of the site along with the home postcode distribution of employees.

3.3.3 The catchments described above cover the whole of the Elton residential area, including the local shops, services and the local primary school, which may all provide opportunities to reduce the need to travel by car for staff working at the facility.

3.4 Accessibility by Bus and Rail

3.4.1 The site is accessible by the 36, C76 and 80 bus services. The number 36 service is operated by GHA Coaches with hourly service frequency from Ellesmere Port to Runcorn via Elton, and operates in both directions. This service operates from approximately 7am until 7pm. The number C76 service is only available on Thursday with 1 journey. The 80 bus service operates only 2 journeys per day.

3.4.2 The existing bus and rail routes that could be used by the staff who work at the site are illustrated on Plan 3, which also illustrates the location of the rail station, the nearest bus stops and connections into the site itself.

3.4.3 Both bus and rail public transport infrastructures are located within a relatively short, direct and convenient walking distance of the site.

4 ACTIONS

4.1 Introduction

4.1.1 The following sections outline the actions to be promoted by the Travel Plan. All actions are set out under the following general headings:

- Travel Plan Management, information gathering and communication;
- Measures to Reduce Car Travel;
- Measures to Promote Sustainable Freight Travel
- Measures to Promote and Facilitate Powered Two-Wheel Vehicles;
- Measures to Promote and Facilitate Walking;
- Measures to Promote and Facilitate Cycling;
- Working Practice;
- Measures to Promote and Facilitate Public Transport Usage;
- Financial Commitments;
- Provision of Travel Information.

4.1.2 A summary of the Travel Plan and Freight Management Plan actions are presented as Appendix A to this report.

4.2 Management, Information Gathering and Communication

Travel Plan Co-ordinator (TPC)

4.2.1 Management of the Travel Plan process will be achieved through the actions of the TPC already employed on site. The TPC acts as the fulcrum for the implementation of the Travel Plan measures and the day-to-day operation of the Plan. The TPC acts as the main contact for the Travel Plan and is responsible for implementing Travel Plan measures, involving new staff, maintaining a database and monitoring the effectiveness of implementation.

Establish a Travel Plan Local Liaison Group

4.2.2 A Travel Plan Local Liaison Group will be set up to act as a forum to oversee the successful implementation of the Travel Plan. The Travel Plan Local Liaison Group will consist of the company's TPC, a Travel Plan Champion from senior management, a community representative, transport operators and Local Authority representatives.

4.2.3 The group will also liaise with the Travel Plan Coordinators from other nearby industries and developments. Some of those posts already exist and some will be created with the future development of the surrounding adjacent areas.



4.2.4 The role of the Group would be to:

- Provide the management support required to take ideas forward and make strategic company decisions e.g. to agree revisions to company policy;
- Steer the Travel Plan and address any operational issues that may arise;
- Set priorities and programmes for the TPC and provide or secure assistance as necessary;
- Agree the expenditure of agreed funding in taking the Travel Plan forward;
- Survey, monitor and review progress and identify realistic targets for taking the Travel Plan forward;
- Keep key people informed of progress and effectiveness of the Travel Plan; and
- Ensure that the implementation of the Travel Plan is coordinated with other activities of the organisation.

Quinn Glass Travel Plan Working Group

4.2.5 It is important to ensure that staff are involved throughout the development and implementation of the Travel Plan. A Travel Plan Working Group will be set up to act as an internal forum to oversee and contribute to the successful implementation of the Travel Plan.

4.2.6 The Group should be made up of the company's TPC, a Travel Plan Champion from senior management, and any appropriate Union representative along with the respective line manager of each department within the company. They will meet at six monthly intervals, or more frequently if necessary, to discuss the issues relating to the implementation of the Travel Plan.

4.2.7 The TPC will chair the group and will minute the meetings to enable reporting to the Travel Plan Local Liaison Group where necessary.

Notice Boards and an Intranet Website

4.2.8 The TPC will utilise an Intranet website and Notice Boards in reception areas and canteens etc, to make staff and freight operators aware of the existence of the Travel Plan and their obligations in respect of the Travel Plan.

4.2.9 Up-to-date information about the Travel Plan, its initiatives and its effectiveness, along with useful links and contact details will be provided on Notice Boards and the Quinn Glass Intranet Website.

Travel Plan Brochure & Newsletters

4.2.10 The TPC will make the staff aware of the existence of the Travel Plan by producing a Travel Plan Brochure & quarterly Newsletters. The staff of Quinn Glass will be informed of their obligations in respect of the Travel Plan through the circulation of the brochure and newsletters.

Annual Travel Plan Surveys for Staff

- 4.2.11 Travel pattern data will be obtained by undertaking a survey of the ongoing travel patterns of all staff on an annual basis. The TPC will prepare and distribute a questionnaire based on the example provided in Appendix B to all staff.
- 4.2.12 The questionnaire in Appendix B or an alternative form agreed with the Cheshire County Council Travel Co-ordinator will be used for each future survey. The company TPC will be informed of new employees, as well as those leaving the company, so that the staff travel database may be kept up-to-date. The travel questionnaire is included in the employee induction pack, such that details for new staff will be available from the outset.
- 4.2.13 All data collected in connection with the Travel Plan will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone has access to the database and is responsible for the release of information. Information contained within the database will be released to the Planning Authority on request. In the interests of personal data security, it is likely that only postcode details can be supplied.
- 4.2.14 Since the Quinn Glass development is now operational, the baseline modal split of staff travel patterns has already been established from two Staff Travel Plan survey questionnaires (undertaken in 2005 and 2007). The results are summarised in Table 3 and show the actual percentage modal split determined from each survey. From that data an extrapolation of the results has been undertaken to reflect the travel patterns of all staff working at the site at the times of the survey.

Table 3. Baseline Staff Travel Patterns (without Travel Plan measures)

Baseline Mode of Travel (modal splits revealed by travel surveys applied to all staff working at the site)	Staff Travel Survey			
	2005		2007	
	Staff No.	Modal Split	Staff No.	Modal Split
<i>Response Rate to Questionnaire Survey</i>	73 from 259 (28%)		377 from 593 (64%)	
1. Car, as a single occupant car (SOC) journey	179	69%	451	76%
2. Car, as driver with passenger(s) to Quinn Glass	67	26%	77	13%
1. Car, as driver with passenger(s) to elsewhere			6	1%
2. Car, as passenger			36	6%
3. Scooter/Moped/Motorbike	8	3%	12	2%
4. Bus	0	0%	0	0%
5. Bicycle	8	3%	6	1%
6. Walk	0	0%	0	0%
7. Train	0	0%	0	0%
8. Other	0	0%	0	0%
Total	259	100%	593	100%

- 4.2.15 The results indicate that approximately 69% to 76% (i.e. an averaged result of 73% of staff) would travel by single occupancy car (SOC) in the absence of an effective operational Travel Plan.
- 4.2.16 The data obtained from each survey has been incorporated into a database, which will be maintained and updated on an annual basis. The survey results will be reported to the Local Authority upon request. The TPC will discuss the need for further initiatives with the Local Authority, to achieve prescribed targets over the following 12 months, and will identify appropriate measures to be implemented with the aim of meeting those prescribed targets. From this, the TPC will produce and update the staff travel database.



- 4.2.17 A summary report of the most recent staff travel survey results is attached as Appendix C. The staff travel database will be updated frequently and no less than annually. All new staff details will be entered into the database immediately on receipt of their completed questionnaire survey. The Annual Travel Plan Survey results will be published on internal notice boards around the site.

Monitoring Freight Transport

- 4.2.18 The Quinn Glass Freight Transport Manager will compile the incoming and outgoing delivery records for all freight transport. The Travel Plan sets targets for the proportion of freight to be transported by sustainable modes e.g. by rail or by water.
- 4.2.19 The Freight Transport Manager will monitor the freight transport records to establish that the targets are being met. The results of this monitoring process will be communicated to the Local Planning Authority, by the TPC, as part of the reporting process.

Ongoing Best-Practice Approach

- 4.2.20 Quinn Glass will undertake ongoing contact with other organisations with similar Travel Plan requirements on a regular basis and review the Quinn Glass Travel Plan against those run by other comparable operators. The other organisations will also be invited to attend the Travel Plan Local Liaison Group, not only for the purpose of learning from each other, but also to establish whether any combined initiatives might be workable on the basis of achieving a "critical mass" of staff or freight.
- 4.2.21 The Freight Transport Manager will also keep up-to-date with emerging best practice and will refocus the Freight Management Plan where necessary to accord with future, as yet unknown, best practice.

4.3 Measures to Reduce Car Travel

- 4.3.1 Whilst this section of the Travel Plan focuses upon the management of car usage, it should also be noted that practically the entire Travel Plan and its initiatives such as encouraging cycling, encouraging walking, encouraging participation with neighbouring companies etc, are all effectively measures to reduce car travel.
- 4.3.2 Specific measures targeting car users are set out in the following paragraphs.

Implement a 'Liftshare' Car Sharing Scheme

- 4.3.3 The TPC will promote a 'Liftshare' Car Sharing Scheme to staff. Prominent display areas will be provided within the development infrastructure to allow potential car sharers to register an interest, displaying their contact phone number and approximate area of residence.
- 4.3.4 Plan 4 illustrates the distribution of staff home post codes in relation to the site and the transport infrastructure that serves the facility. This demonstrates that the majority of Quinn Glass staff reside in the nearby populated centres of Ellesmere Port, Elton, Helsby and Chester areas.
- 4.3.5 This shows great potential for promoting an effective Car Sharing Scheme. This potential will be increased further through the promotion of the Liftshare scheme to staff at other adjacent sites, which include the Kemira Grow How facility and Shell Stanlow sites, as well as the potential future development of the 'Ince Marshes' and 'Ince A' sites for significant employment land uses.

- 4.3.6 Applications to join the car share scheme will be circulated to staff in a number of ways, including:
- Through the regular staff travel surveys;
 - With pay slips;
 - Through performance appraisal and internal team meetings;
 - Via a staff newsletter;
 - Via Company Intranet or e-mail;
 - Details provided in staff induction material; or
 - Promotional literature placed in communal areas, on notice boards and on the windscreens of cars in the staff car park.
- 4.3.7 All registered car share members will be given preferential treatment for parking with designated 'car-share only' parking bays provided in proportion to the 'Driving with Passenger' Travel Plan Targets.
- 4.3.8 Additional financial incentives will be given to staff to encourage active participation of the Car Share Scheme.
- 4.3.9 The sample car share registration form provided in Appendix D, or a similar form as approved by Cheshire County Council's Travel Coordinator, will be used for internal car share registration purposes. The TPC will liaise with staff that may be able to share their journeys to and from work.
- 4.3.10 The potential to use external car share databases such as the national 'Liftshare' network (www.liftshare.org) will also be promoted by the TPC.
- 4.3.11 Computers with access to intranet or internet for car share registration have been set up at a prominent location near the staff canteen, for the convenience of all employees.

Guaranteed Lift Home in an Emergency

- 4.3.12 A free lift home will be provided in an emergency for any employee participating in the Car Share Scheme as a passenger or travelling to and from work by public transport if, for any unforeseen reason whether work related or personal, they are left without a lift or access to transport home. If the reason is related to an unforeseen need to vary their own hours of work, such reasons would have to be considered valid under the employment policy of the employer.
- 4.3.13 A schedule of such valid reasons will be produced by Quinn Glass and managed by their human resources in coordination with the Travel Plan Coordinator. An employee with a valid claim would contact the Travel Plan Coordinator in the first instance, who would then either arrange an alternative lift from another member of staff, or arrange for a free taxi journey to be provided to transport the employee home.

Car Park Management Scheme

- 4.3.14 A benefit of a lower car parking provision on site is that it can help encourage lower levels of car use by providing a disincentive to having a car, i.e. having nowhere to park.
- 4.3.15 PPG13 states at paragraph 49 that:
- 4.3.16 *"The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Car parking also takes up a large amount of space in new development, is costly to business and reduces densities.*
- 4.3.17 *"Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use."*
- 4.3.18 Both the existing and proposed Car Park Management Scheme include:
- Designated parking spaces will be assigned to the car-sharers;
 - Parking provision will be reduced progressively to capture any retain any further reduction in single occupancy car use by staff working at the facility. As a result, standard staff car parking provision on site will be reduced in line with the Primary Travel Plan Targets for 2010 and 2015, as agreed with Cheshire County Council.
- The appropriately located remaining spaces will be managed as 'disabled', 'standard' and 'car share' spaces. The TPC will promote a progressive annual reduction in available parking on the basis of the number of car sharers and the Travel Plan performance in relation to each year's target for modal split, combined with an annual survey of the level of usage of the car parking spaces.
- Addressing any displaced staff parking or inappropriate use of designated car parking spaces by taking the issue up directly with staff who are known to be contravening the car park management.
- 4.3.19 To ensure that no overspill parking occurs, staff parking will be managed through a parking permit system. This will be backed up by a Controlled Parking Zone to prevent overspill parking onto the surrounding local roads through funding of necessary traffic regulation orders and management of its operation by a S106 obligation. In this way, the targets to reduce car travel to the site will be self-enforcing due to parking restraint.
- 4.3.20 Details of the current car parking provision observed usage and proposed reduction to car parking is attached as Appendix E and illustrated on Plan 5. This information can be updated over time through the annual surveys as the Travel Plan evolves, to ensure that the sustainable travel pattern gains made to date can be 'captured' and retained in the future by providing car parking such that single occupancy car use is restrained in line with the Primary Travel Plan Targets for 2010 and 2015.

Monitoring of Car Movements and Car Parking Demand Generated by the Site

- 4.3.21 If required, the car movements and parking generated by the site will be surveyed and analysed on a regular basis. The results will be reported to the Planning Authority for the purpose of monitoring the Travel Plan performance.

4.4 Measures to Promote Sustainable Freight Travel

- 4.4.1 Quinn Glass proposes a significant investment to construct an inter-modal freight terminal. That facility will be constructed and will be operational within two years of the granted planning approval and will enable the transport of freight by rail.
- 4.4.2 Later sections within this report identify specific targets for freight travel by sustainable modes and the Freight Transport Manager will monitor freight transport to ensure that these targets are being met.
- 4.4.3 Although no real potential exists at present for transport by water, the Freight Transport Manager will also seek future opportunities to achieve sustainable freight travel by that mode. This may come to the fore if other developments in the area enhance wharf facilities to enable such freight transfer to occur.
- 4.4.4 Whether by water or by rail, the Freight Transport Manager will aim to achieve the sustainable freight targets set out later in this report.

4.5 Measures to Facilitate Powered Two-Wheel Vehicles

- 4.5.1 Motorcycles, scooters and mopeds can offer a more environmentally friendly alternative to travel by private car. The site includes an appropriate provision of on-site secure parking facilities to encourage those modes of travel.
- 4.5.2 The TPC will investigate the potential to provide shared use scooters, which could be used by staff working on the 12 hour shift rota.

Participate in the Mersey/Dee 'Scooter Commuter' Scheme

- 4.5.3 The Quinn Glass employees residing within a number of wards throughout Chester, Ellesmere Port and Wirral are all eligible to benefit from 'Workwise' schemes established by the Mersey/Dee Alliance. These schemes aim to encourage commuters to change from private car travel to the use of smaller more efficient two-wheeled vehicles that have much lower fuel consumption and create less traffic congestion.
- 4.5.4 The 'Scooter Commuter' Scheme is one of the most popular projects of the 'Workwise' scheme, offering a six months loan of a 50cc scooter to people who would find it impossible to reach their place of employment or training by public transport due to location or timing, for example with shift work.
- 4.5.5 Where available, the 'Scooter Commuter' Scheme will be publicised to all employees and the TPC will establish a contact with the Scheme and will negotiate for discounts for staff wishing to purchase a scooter on completion of the six month trial with the Mersey Dee Alliance.

4.6 Measures to Promote and Facilitate Walking

Physical Measures

- 4.6.1 Physical on-site measures have been implemented to improve lighting, personal security and the provision of direct routes. An example of this is the designated pedestrian and cycle link from the Orchard Park Lane site entrance through to the facility and office buildings.

Measures to Promote the Benefits of Walking

- 4.6.2 The TPC will promote the financial and health benefits of walking to staff living within walking distance of work. For the purposes of maximising the potential benefit this will be taken to be a distance of 2 miles from the site.
- 4.6.3 Maps illustrating local walking routes will be provided on the intranet and prominent positions within the site, (e.g. notice boards, the staff canteen, reception area etc). The company will also promote a 'walk to work' day at least once a year to raise staff awareness of their travel choices. A pedestrian group will also be set up to act as a forum through which staff can arrange to walk together, to minimise disincentives to walking associated with a fear of walking alone, to the railway station for instance.

4.7 Measures to Promote and Facilitate Cycling

Physical Measures

- 4.7.1 The physical measures installed on site include safe routes, secure sheltered cycle storage, storage lockers and changing & shower facilities for staff.

Promotion of 'Cycle to Work' / 'Cyclescheme' / 'Workwise Wheels' Schemes

- 4.7.2 The TPC will promote a 'walk/cycle to work' day at least once a year to raise staff awareness of their travel choices.
- 4.7.3 "Workwise Wheels" is a bicycle loan scheme developed to help Ellesmere Port residents to get to work by a more sustainable mode than private car. The TPC will publicise this Scheme to all employees.
- 4.7.4 "Cyclescheme" is working with a network of independent bike shops to supply the nation with quality tax free bikes and cycling equipment for work, and will be publicised and promoted to all employees. The Quinn Glass facility will reimburse any employee taking part in the 'Cyclescheme' who utilises their bicycle to travel to work over 180 days during the schemes 12 months hire period (for day staff employees) and over 165 days for employees working shifts. Employees can purchase a bicycle and safety equipment up to the value of £1,000.
- 4.7.5 Quinn Glass will provide pool bicycles for use by staff travelling to nearby destinations, such as Ince and Elton during lunch breaks etc.

'Bicycle User Group'

- 4.7.6 The TPC will investigate the potential to set up a Bicycle User Group (BUG) which is a group of people who want to improve facilities for cyclists and encourage others to cycle. A BUG can help raise awareness of the need for better facilities for cyclists at work. BUGs are one of the best ways to support cycle commuting and thus promote cycling as a transport alternative.



Promote the Benefits of Cycling

- 4.7.7 The benefits of cycling will be promoted to staff living within cycling distance of work, which is taken as a distance of 7 miles from the site for the purposes of the Travel Plan. In addition, up-to-date maps illustrating local cycling routes will be provided on the intranet website and prominent positions within the site (e.g. notice boards, the staff canteen and reception area).

4.8 Working Practices

Flexible Working Practices

- 4.8.1 The Quinn Glass facility will enable flexible working practices for staff where practicable within the business, especially for administrative, clerical and management staff. These flexible working practices may involve:

- Remote working by (non production) employees (otherwise known as tele-working);
- Collaborative working with partners, contractors and suppliers over electronic networks;
- The use of video-conferencing facilities installed at the site, both for internal communication within the Quinn Group organisation and with external parties where practicable.

Introduce Additional Facilities to Reduce Travel Need

- 4.8.2 As well as developing initiatives to encourage staff to utilise more sustainable travel modes for commuting, the TPC will undertake an ongoing review of the on-site facilities to identify any additional measures that would reduce the need to travel.

4.9 Measures to Promote and Facilitate Public Transport Usage

- 4.9.1 Quinn Glass will continue to negotiate with the local bus and rail operator for improvement of the local bus and rail services. The TPC will negotiate for interest free or preferential loan rates for employees to purchase public transport season tickets.
- 4.9.2 In addition, it will be the responsibility of the TPC to ensure that employees are provided with information to allow ease of use of the public transport network. Poor or lack of information can be a major barrier to public transport use. Making people aware of travel alternatives and ease of access to information will form a key element to encourage access to the development by bus and other non car modes.
- 4.9.3 The company will periodically review the potential for a viable and effective funded shuttle bus service, serving key areas of population. In the event that any current or future development proposals in the neighbouring area gain approval then the TPC will liaise with those businesses and future developers to seek a combined benefit as their participation could assist in providing the critical mass required to deliver a more viable or better shuttle bus service or public transport service level improvements.
- 4.9.4 The Travel Plan now incorporates a guaranteed ride home scheme; Quinn Glass will provide free transport for any employee participating in one of the Travel Plan schemes in the case of a domestic emergency or unforeseen work commitments. This scheme has been highly promoted during the re-launch of the Travel Plan.

4.10 Financial Incentives

4.10.1 The company will provide financial incentives to staff travelling by alternatives to single occupancy car, in order to promote the targeted sustainable travel patterns for the development and to encourage staff to maintain their commitment to sustainable travel. The financial incentives will be widely publicised to all employees. The financial incentives that Quinn Glass will provide include:

- An award points scheme: Points will be awarded for using alternatives to the single occupancy car to complete a round trip to work; The points accrued to a certain amount can be cashed;
- Monthly prize draw scheme exclusively for the Travel Plan participants;
- Reimbursing any employee taking part in the 'CycleScheme' who utilises their bicycle to travel to work over 180 days for day staff and 165 days for shift employees during the schemes 12 months hire period. Employees can purchase a bicycle and safety equipment up to the value of £1,000.

4.10.2 Through assessing the 2006 travel patterns, it was understood that a large percentage of employees were still unaware of the incentives on offer though the initial Travel Plan. These incentives have been highly publicised during the 2007 re-launch of that Travel Plan and additional incentives were incorporated under the advice of Cheshire County Council to help boost the Plan's image and take up rate. Table 4 presents the primary incentives outlined in the revised initial Travel Plan that remain available to staff, both today and in this proposed Travel Plan.

Table 4. Travel Plan Financial Incentives Scheme

Mode of Transport	Points per 2 Way Journey	Incentive	Maximum Annual Points Total	Potential Cost per year per person
Car Share	1	100 points = £50	238	£100
Motorbike	1	100 points = £50	238	£100
Bicycle	2	100 points = £50	476	£200
Walking	2	100 points = £50	476	£200
Public Transport	2	100 points = £50	476	£200

4.10.3 The current and future Travel Plan incorporate a series of additional monthly prize draws to help to publicise the Travel Plan and promote more sustainable travel patterns. To be entered into the additional monthly prize draws highlighted in Table 5, employees must have accrued 20 points during the month through travelling to work via one of the sustainable modes specified by the Travel Plan.

Table 5. Travel Plan Monthly Prize Draw Scheme

Mode of Transport	Monthly Prize Draw	Yearly Cost
Car Share	£50 Shopping Vouchers	£600
Bicycle	£100 Shopping Vouchers	£1,200
Walking	£100 Shopping Vouchers	£1,200
Public Transport	£100 Shopping Vouchers	£1,200
Motorbike	£50 Shopping Vouchers	£600

4.11 Secondary Financial Benefits

- 4.11.1 Additionally, for some staff, the Travel Plan may reduce their reliance upon their car to such an extent that they no longer need a second car within the household. The indirect financial benefits of this reduced reliance can be substantial.
- 4.11.2 For instance, the typical annual standing charges (i.e. road tax, insurance, cost of capital, depreciation & breakdown cover) associated with car ownership range between £2,000 and £3,500 for most family cars.
- 4.11.3 Additional annual running costs (i.e. petrol, tyres, service labour costs, replacement parts, parking and tolls) amount to between £1,000 and £2,000 per annum. Reducing the need for a second or third car within the household could therefore equate to annual savings of £3,000 to £5,000 (source: <http://www.theaa.com>).
- 4.11.4 Savings of this magnitude are the equivalent of around £4,500 to £7,500 of an individual's gross salary, once taxation etc is taken into account. A reduction in the need for multiple car ownership could represent a significant potential saving for many households and staff will be encouraged to review their personal finances in this regard.

4.12 Provision of Travel Information

Website Travel Information

- 4.12.1 Basic multi-modal travel information, including a link to www.transportdirect.info, will be provided on the existing Quinn Glass website, accessible via <http://www.quinn-glass.com>.

Personalised Journey Planning

- 4.12.2 Personalised journey planning services will be offered to all employees, through the activities of the TPC appointed by the Company. This service will provide links to the existing infrastructure provided by the Traveline website (www.traveline.org.uk) and the government's Transport Direct website (www.transportdirect.info).

4.13 Summary

- 4.13.1 This section sets out the actions which will be undertaken in seeking to meet the targets of the Travel Plan and Freight Management Plan.
- 4.13.2 These targets are described in the following sections of this report.



5 STAFF TRAVEL PLAN ADMINISTRATION AND TARGETS

5.1 Travel Plan Coordinator

- 5.1.1 The administration of the Travel Plan will be the overall responsibility of Quinn Glass. The company have established the post of Travel Plan Coordinator to undertake the day-to-day management of the Travel Plan. The Travel Plan Coordinator currently implements the existing Travel Plan and will provide a key role in successfully delivering this revised Travel Plan. Essentially, the Travel Plan Coordinator will implement the new Travel Plan, monitor the plan's effectiveness and provide a liaison with the Local Authority.
- 5.1.2 The Travel Plan Coordinator will maintain contact with the Local Planning Authority and Local Highway Authority. Similarly, the Travel Plan Coordinator will also maintain appropriate contact with key personnel at neighbouring organisations. Their contact details will be recorded on a 'Contact Personnel' form, based on the example provided in Appendix F, to provide easy reference when dealing with Travel Plan matters.
- 5.1.3 The Travel Plan Coordinator is the first point of contact for staff and other outside organisations in all matters regarding travel. The Travel Plan Coordinator maintains an up-to-date file containing all correspondence to and from staff relating to the Travel Plan. The Travel Plan Coordinator will also liaise with key production staff to monitor and coordinate freight travel.
- 5.1.4 If required, the Travel Plan Coordinator will nominate employees to whom Travel Plan duties can be delegated; however, the designated Travel Plan Coordinator will retain day-to-day responsibility for all matters pertaining to the Travel Plan. The Travel Plan Coordinator will record details of nominated employees along with their delegated duties within the Travel Plan file, if necessary.
- 5.1.5 The responsibilities of the Travel Plan Coordinator to include:
- Overseeing the implementation and evolution of the Travel Plan;
 - Obtaining and maintaining commitment and support from senior managers, staff, union representatives etc;
 - Designing and implementing effective marketing and awareness raising campaigns to promote the Travel Plan;
 - Setting up, coordinating and attending the Travel Plan Local Liaison Group, Working Group etc;
 - Coordinating the necessary data collection exercises required to develop the Travel Plan;
 - Acting as a point of contact for all staff requiring information;
 - Liaising with different sectors or departments e.g. Administration, Production, Warehousing, Filling and external organizations e.g. local authorities, neighbouring developments, transport operators, to identify travel saving opportunities;
 - Coordinating the monitoring programme for the Travel Plan, including target setting;

5.1.6 In undertaking this role, the Travel Plan Coordinator will need to have skills and abilities such as those outlined below. The following list is not exhaustive, but is intended to represent a few of the key attributes that will be required by the Travel Plan Coordinator.

- The Travel Plan Coordinator is required to try to persuade staff to change their travel habits - marketing skills are therefore useful;
- The Travel Plan Coordinator should be capable of dealing with all types of people within the company and with external organisations;
- The role of the Travel Plan Coordinator requires computer literacy, including experience in use of spreadsheets, survey analysis and commercial communication systems such as Intranets etc;
- The Travel Plan Coordinator should understand the challenges faced by freight transport and by staff in changing their travel behaviour and needs to adopt a practical and realistic approach, with a balanced perspective on travel issues; and
- The Travel Plan Coordinator should be a believer in the cause of helping the environment, whilst having a good awareness of the associated commercial implications.

5.2 Marketing

5.2.1 The employees of the Company will be made aware of the existence of the Travel Plan and their obligations in respect of the Travel Plan. Prospective employees will also be made aware of the Travel Plan obligations prior to taking up an offer of employment.

5.2.2 The Travel Plan sets out how an employer can encourage staff to travel by more sustainable modes. The Travel Plan Coordinator will make the employer and staff aware of the overall aims of the Travel Plan, including targets for achieving a reduction in single-occupancy, sole-purpose car journeys and promoting more sustainable modes of transport. The following marketing strategies will be implemented by the Travel Plan Coordinator.

Notice Boards, Intranet Site, Travel Plan Brochure and Newsletters

5.2.3 The following measures will be implemented to ensure that the aims, objectives and initiatives outlined by the Travel Plan are effectively communicated to staff working at the development:

- Produce and distribute a travel information leaflet based on the version attached in Appendix G, to identify sustainable travel options to the site;
- Maintain notice boards in reception areas and canteens etc, dedicated to providing up-to-date public transport information and Travel Plan initiatives;
- Provide up-to-date information on the Quinn Glass Group Intranet Website regarding travel to the site by a variety of modes of transport along with useful links and contact details.
- Produce and distribute the Travel Plan Brochure and Newsletters.

Targeted Marketing of Walking & Cycling to Staff

- 5.2.4 Staff able to walk and cycle to work should be identified and encouraged to do so. Plan 2 illustrates that 6% (35) employees reside within the 2 mile walking catchment and a further 20% (121) employees live within the remainder of the 7 mile cycling catchment. The benefits of walking and cycling to work and corresponding financial incentives should be publicised and promoted to these employees.

5.3 Travel Plan Targets for Staff

- 5.3.1 The modal split targets that the Travel Plan sets need to be clear, understandable, measurable and well defined, as well as being practicable, commercially viable and sustainable.
- 5.3.2 The primary staff target to reduce single occupancy car based staff travel and associated secondary targets set out in Table 6 and 7 for the target years of 2010 and 2015 respectively will be adopted. The resulting modal split to be maintained or bettered throughout the life of the Travel Plan to ensure that sustainable travel patterns become established over the long term.

The Primary Travel Plan Targets for 2010 and 2015 (outlined in bold in Tables 6 and 7) relate to the percentage of staff trips to and from work by Single Occupancy Car (SOC).

Table 6: 2010 Travel to Work Modal Targets

Mode	Employees working standard hours/single shift workers
Single Occupancy Car Trips	50% MAXIMUM
Driving with passenger	20%
Car Passenger	20%
Non-Car	10%
Total	100%

Table 7: 2015 Travel to Work Modal Targets

Mode	Employees working standard hours/single shift workers
Single Occupancy Car Trips	40% MAXIMUM
Driving with passenger	20%
Car Passenger	20%
Non-Car	20%
Total	100%

- 5.3.3 The above targets have been derived with direct reference to current best practice as set out in 'The Essential Guide to Travel Planning' published by the Department for Transport in March 2008. The proposed targets are better than those required by Cheshire County Council and better than the targets recently required for the Ince RRP scheme.

- 5.3.4 These targets are also considered to be more ambitious than the targets secured through the planning process for other comparable Travel Plans, as identified by Cheshire County Council through the 2007 review of best practice.

5.4 Monitoring and Review

- 5.4.1 The Quinn Glass Travel Plan Coordinator will agree and update the Travel Plan targets with the Local Planning Authorities in consultation with Cheshire County Council within three months of completion of each annual staff travel survey analysis.
- 5.4.2 The initial travel survey results for the proportion of staff travelling by single occupancy car should be recorded in a table similar to that contained within Appendix H, along with short term annual targets. The short term annual targets will form the basis of the annual review and monitoring process to gauge the ongoing effectiveness of the Travel Plan.
- 5.4.3 In the event that the measures that are in place do not achieve the short-term annual targets, those measures that are deemed not to be having sufficient influence on staff travel patterns as revealed by the Staff Travel Survey responses shall cease or be modified as appropriate. Additionally, new measures shall be implemented to improve the performance of or replace any measures. The influence on staff travel patterns will be assessed through analysis of the responses to the next Annual Staff Travel Survey.

5.5 Remedial Measures

- 5.5.1 Remedial measures will be implemented by Quinn Glass if the Primary Staff Travel Plan Target is not achieved by the target year, as revealed by the Annual Staff Travel Survey undertaken in the target year.

Remedial Measure 1: Financial Incentives

- 5.5.2 In the first instance, financial incentives available to staff shall be increased annually until the target is achieved. The long-term target shall be maintained thereafter.
- 5.5.3 A further Annual Staff Travel Survey will be undertaken within 12 months of the target year survey to establish if the financial incentives and other Travel Plan measures have been successful. If the survey results reveal that the Primary Staff Travel Plan Target has still not been achieved, then Remedial Measures 2a and if necessary, 2b will be implemented, as described below.

Remedial Measure 2a: Reduced Standard Car Parking Provision for Staff

- 5.5.4 Staff parking will be managed through a parking permit system, which will enable the progressive reduction of parking provision to reflect the Primary Travel Plan Targets agreed with Cheshire County Council. This will further discourage car travel.
- 5.5.5 The appropriate minimum number of cycle, motorcycle and designated car share spaces will be provided to encourage and support staff in travelling by alternative modes of transport to single occupancy private car trips, in line with the Travel Plan targets for other more sustainable modes of travel.
- 5.5.6 This approach to parking restraint should ensure that the Primary Travel Plan Target is self-enforcing, whilst staff survey questionnaires and car park occupancy surveys will enable the Local Highway and Planning Authorities to monitor the performance of the Travel Plan against the agreed targets.

Remedial Measure 2b: Mitigation of Off-Site Over-Spill Staff Car Parking

- 5.5.7 The reduction of standard staff car parking spaces will be backed up if necessary and appropriate by the implementation by the Local Highway Authority of a controlled parking zone on roads adjacent to the site. Funding will be provided by Quinn Glass for the costs of implementation and management of any necessary traffic regulation orders.
- 5.5.8 A further Annual Staff Travel Survey will be undertaken within 12 months of the implementation of Remedial Measure 2a to establish if the Remedial Measures implemented and other Travel Plan measures have been successful.
- 5.5.9 If the survey results reveal that the Primary Staff Travel Plan Target has still not been achieved, then Remedial Measure 3 will be implemented, as described below.

Remedial Measure 3: Provision of a Staff Shuttle Bus Service

- 5.5.10 The Essential Guide to Travel Planning establishes that multiple sites close together entailing large staff movements may merit a shuttle bus. These conditions would be created by the delivery of the combined development of the Ince Marshes site, along with the Ince A and Ince B sites.
- 5.5.11 As there is currently a low frequency of bus services operating near to the Quinn Glass facility, the implementation of a shuttle bus service would improve accessibility to the site by non-car modes in the event that the Primary Travel Plan Target is not being achieved.
- 5.5.12 An initial Shuttle Bus Service scheme will therefore be implemented in consultation with the Local Highway Authority if the Primary Travel Plan Target is not achieved according to the results obtained from the annual Staff Travel Surveys in the conditions described above. If the consultation with the Local Highway Authority establishes that the Shuttle Bus Service scheme is required it will be implemented within 6 months of receiving notice from the Local Highway Authority and maintained for a period of not less than 12 months from the date of implementation.
- 5.5.13 The performance of the initial Shuttle Bus Service scheme will be reviewed after 12 months of operation. This review will establish whether the service has been effective in contributing towards the Travel Plan targets and if any amendments or improvements are required to further improve the effectiveness of the scheme. The Shuttle Bus Service scheme, or a suitable amended scheme, will be maintained thereafter unless agreed otherwise with the Local Highway Authority, for instance, if it can be demonstrated that the scheme is ineffective, or unnecessary in achieving the agreed Primary Travel Plan Target.
- 5.5.14 Route management of the Shuttle Bus Service would be required to transport staff to and from the site, considering their home location and their shift working pattern, to ensure the most sustainable route is taken. Should this remedial measure be required, the Travel Plan Coordinator will also investigate the potential to share the shuttle bus service with nearby businesses.

5.6 Dissemination

- 5.6.1 In addition to the Quinn Glass management and staff working at the site, Cheshire County Council, Chester City Council and Ellesmere Port and Neston Borough Council will be kept informed of the results of the Annual Travel Plan Survey and actions undertaken and progress against targets.



Denis Wilson



6 FREIGHT MANAGEMENT PLAN ADMINISTRATION AND TARGETS

6.1 Freight Transport Manager

6.1.1 The administration of the Freight Management Plan will be the overall responsibility of Quinn Glass. The company have established the post of Freight Transport Manager to undertake the day-to-day management of the Freight Management Plan. The Freight Management Plan is aimed at reducing road based freight trips and road freight mileage and thereby providing for more sustainable the freight movements to and from the Quinn Glass site at Elton.

6.1.2 The designated Freight Transport Manager will retain day-to-day responsibility for all matters pertaining to the Freight Management Plan and will report to the Travel Plan Coordinator, who will undertake liaison with the Local Authority.

6.2 Background

6.2.1 As the nature of freight movements and the travel planning requirements are materially different to staff travel issues, Cheshire County Council and Chester City Council initially requested that freight management should be addressed by a separate document, as was submitted along with the Quinn Glass planning application in the form of the MDS Transmodal Ltd document titled 'Rail and Water Freight Opportunities' dated 31st January 2008.

6.2.2 Cheshire County Council subsequently confirmed on the 30 September 2008 that they now require the Freight Management Plan and the associated targets to be reflected a combined Travel Plan and Freight Management Plan.

6.2.3 The previous Freight Management Plan in the form of the Rail and Water Freight Opportunities document prepared by MDS Transmodal, was reviewed by Atkins on behalf of Cheshire County Council. As Denis Wilson have now been commissioned to include the Freight Management Plan targets in the Travel Plan, the comments made by Atkins in their review have been taken into consideration in the preparation of the Freight Management Plan.

6.3 Objectives

6.3.1 Paragraph 89 of PPG13 sets out that the relevance of Travel Plans to planning lies in the delivery of sustainable transport objectives, including:

- More environmentally friendly delivery and freight movements, including home delivery services.

6.3.2 Therefore in line with the requirements of PPG13 the overall objectives of the Freight Management Plan are to ensure that freight movements are more environmentally friendly and sustainable. The Freight Management Plan focuses on achieving efficient freight movements to and from the site, reducing road freight trips generated by the site, reducing road freight mileage and hence, ensuring that environmental, traffic and amenity impacts of the development are minimised in this regard.

6.4 Scope of the Freight Management Plan

6.4.1 The Freight Management Plan will target the freight movements to and from the site with appropriate targets to be set and aimed to be achieved by carrying out the specified actions.

6.5 Actions

Freight by Rail

- 6.5.1 The main realistic alternative to road freight for the Quinn Glass site is movement by rail. This is due to the close proximity of the Ellesmere Port/Helsby railway line and Ince and Elton train station. The railway line borders the Quinn Glass site to the south.
- 6.5.2 The planning application for the site includes a phased construction of an intermodal rail freight facility consisting of five rail lines set upon a block-paved hard-standing of 60,000 sqm comprising;
- Phase 1 – Construction of 2 rail lines into the site and intermodal rail freight storage/handling area of 20,000 sqm
 - Phase 2 – Construction of a further 3 rail lines into the site and an increase in the intermodal rail freight storage/handling area of a further 30,000 sqm.
- 6.5.3 Quinn Glass are committed to implementing phase 1 of the construction and have set targets for the transportation of raw materials by rail.

Freight by Road

- 6.5.4 Where a modal switch is not a viable option, improvements in road freight efficiency, scheduling and route planning will be implemented by the Freight Transport Manager to assist in reducing fuel usage, time saving and environmental impact.
- 6.5.5 One such available option is a system called back-loading. This is the procedure where vacant space in a lorry after a delivery has been made can be used to remove goods from the site. This eliminates the need for a second vehicle to visit the site and remove the goods.
- 6.5.6 Also route management using computer software will be used to reduce the overall distance travelled and delivery scheduling can avoid undertaking trips at peak times. Vehicles caught in stop-start traffic emit higher levels of emissions and use more fuel than those travelling at a steady constant speed.

6.6 Targets

- 6.6.1 At the time of the submission of the January 2008 planning application, Quinn Glass received their supply of cullet raw material from Southampton, transported by ship to Ellesmere Port and then to the Elton by road freight. The supply of cullet has subsequently changed to being supplied entirely from a source in Ellesmere Port, thereby reducing the overall transport requirement by removing the sea transport leg of the supply chain. This therefore represents a further reduction in the overall freight transport requirements of the Quinn Glass facility.
- 6.6.2 Upon grant of planning approval, (year 0), the percentage of total annual freight transport would be 100% by road. The targets established by the Freight Transport Plan are for the transfer of a proportion of the total annual freight movements generated by the site from road freight to other sustainable modes and specifically by rail freight. The target will be measured as a percentage of total annual tonnes to enable a common unit of measure to be applied to both road and rail transport.
- 6.6.3 The rail freight commitment is to be secured by a planning obligation as summarised by Table 8 (reference should be made to the S106 Agreement for precise wording);

Table 8: Rail Freight Targets

<ul style="list-style-type: none"> 8% of the total annual freight cargo transported to and from the Development by rail or alternative sustainable modes of freight transport in the twelve months ending with the date three years from the Start Date
<ul style="list-style-type: none"> 10% of the total annual freight cargo transported to and from the Development by rail or alternative sustainable modes of freight transport in the twelve months ending with the date five years from the Start Date
<ul style="list-style-type: none"> 12% of the total annual freight cargo transported to and from the Development by rail or alternative sustainable modes of freight transport in the twelve months ending with the date ten years from the Start Date and in every subsequent twelve month period

6.6.4 The other “sustainable modes of freight transport” include transportation by water and/or a combination of rail and water and/or non-road methods of transportation. The use of such sustainable modes shall be included in the calculation of the percentage of total annual freight cargo travelling by sustainable modes in the relevant twelve month period.

6.7 Monitoring and Review

6.7.1 The amount of road freight will also be limited by the condition that a maximum number of HGVs are permitted to import and export material to and from the site daily, as set out Table 9. The HGV limits will reduce over time to reflect the transfer of freight to rail established by the Rail Freight Targets set out in Table 8.

Table 9: HGV Limits

Start Date HGV Thresholds		
Monday to Friday 0700-1900	384	movements total in and out
Monday to Friday 1900-0700	84	movements total in and out
Weekend each Day 0700-1900	110	movements total in and out
Weekend each Night 1900-0700	84	movements total in and out
HGV Thresholds to be applied 3 Years after the Start Date		
Monday to Friday 0700-1900	346	movements total in and out (i.e. -38)
Monday to Friday 1900-0700	84	movements total in and out
Weekend each Day 0700-1900	110	movements total in and out
Weekend each Night 1900-0700	84	movements total in and out
HGV Thresholds to be applied 5 Years after the Start Date		
Monday to Friday 0700-1900	338	movements total in and out (i.e. -46)
Monday to Friday 1900-0700	84	movements total in and out
Weekend each Day 0700-1900	110	movements total in and out
Weekend each Night 1900-0700	84	movements total in and out
HGV Thresholds to be applied 10 Years after the Start Date		
Monday to Friday 0700-1900	338	movements total in and out (i.e. -46)
Monday to Friday 1900-0700	74	movements total in and out (i.e. -10)
Weekend each Day 0700-1900	110	movements total in and out
Weekend each Night 1900-0700	84	movements total in and out



Dennis Wilton



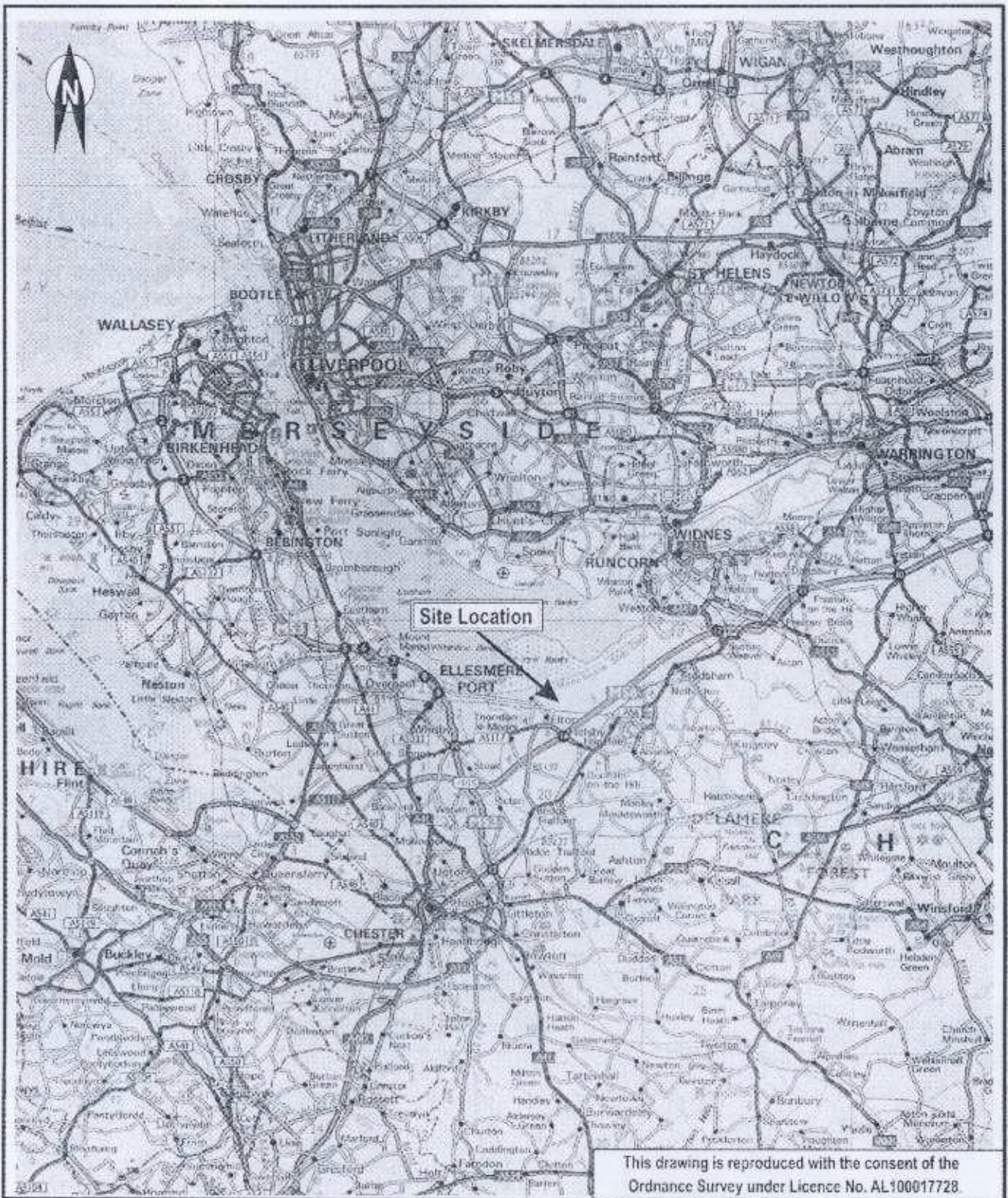
- 6.7.2 It should be noted that whilst the Rail Freight Targets are based on a measure of the actual operational traffic generation of the facility, the HGV Limits acts to restrict the maximum level of operation on any given day and hence, are not a direct measure calculated on the same basis as the Rail Freight Targets.
- 6.7.3 A record of all HGV movements will be kept and updated. The results from these records will be available to the Local Planning Authority upon request.
- 6.7.4 Additionally, Quinn Glass will supply Chester City Council, the Ellesmere Port and Neston Borough Council and Cheshire County Council with an annual report on progress towards achievement of the targets and opportunities for increasing the amount of raw materials and finished product by rail and other sustainable modes. This will enable the Local Authority to monitor compliance with the targets.
- 6.8 Dissemination**
- 6.8.1 In addition to the Quinn Glass management and staff working at the site, Cheshire County Council, Chester City Council and Ellesmere Port and Neston Borough Council will be kept informed of the results of the Annual Travel Plan Survey, actions undertaken and progress against targets.

7 SUMMARY

- 7.1.1 The Travel Plan and the Freight Management Plan are promoted by Quinn Glass and offered in relation to their current application for their existing facility at the former Ince Power Station Site.
- 7.1.2 At an earlier Planning Inquiry the Inspector doubted the effectiveness of an initial Travel Plan, offered by Quinn Glass at the time of their previous Planning Application. That initial Travel Plan has in fact been implemented as part of the existing facility and has evolved over the few years since its implementation.
- 7.1.3 Traffic surveys undertaken as part of that plan have shown that it is actually effective and indeed exceeds the sustainable travel targets set by Travel Plans that have been secured and implemented through the planning process for other comparable facilities and developments in the area.
- 7.1.4 This revised Quinn Glass Travel Plan and Freight Management Plan build upon that existing successful Travel Plan and in addition, sets sustainable travel targets for freight movements and staff travel through the Travel Plan and Freight Management Plan. This document is based upon a scope agreed with Cheshire County Council in 2007 and then more recently updated through further discussions with Cheshire County Council.
- 7.1.5 The resulting measures, modal targets, limits on Single Occupancy Car (SOC) trips and Heavy Goods Vehicle (HGV) trips and remedial measures that are now proposed are considered to be at least as good as and arguably better than the bench marks identified by Cheshire County Council, including those proposed for the adjacent Ince Resource Recovery Park scheme.
- 7.1.6 The Travel Plan and the Freight Management Plan are considered to be entirely in accordance with best practice guidance and transport planning policy.



PLANS



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Quinn Glass, Elton, Cheshire

Plan 1: Site Location

Job No: 3P7079



DENIS WILSON

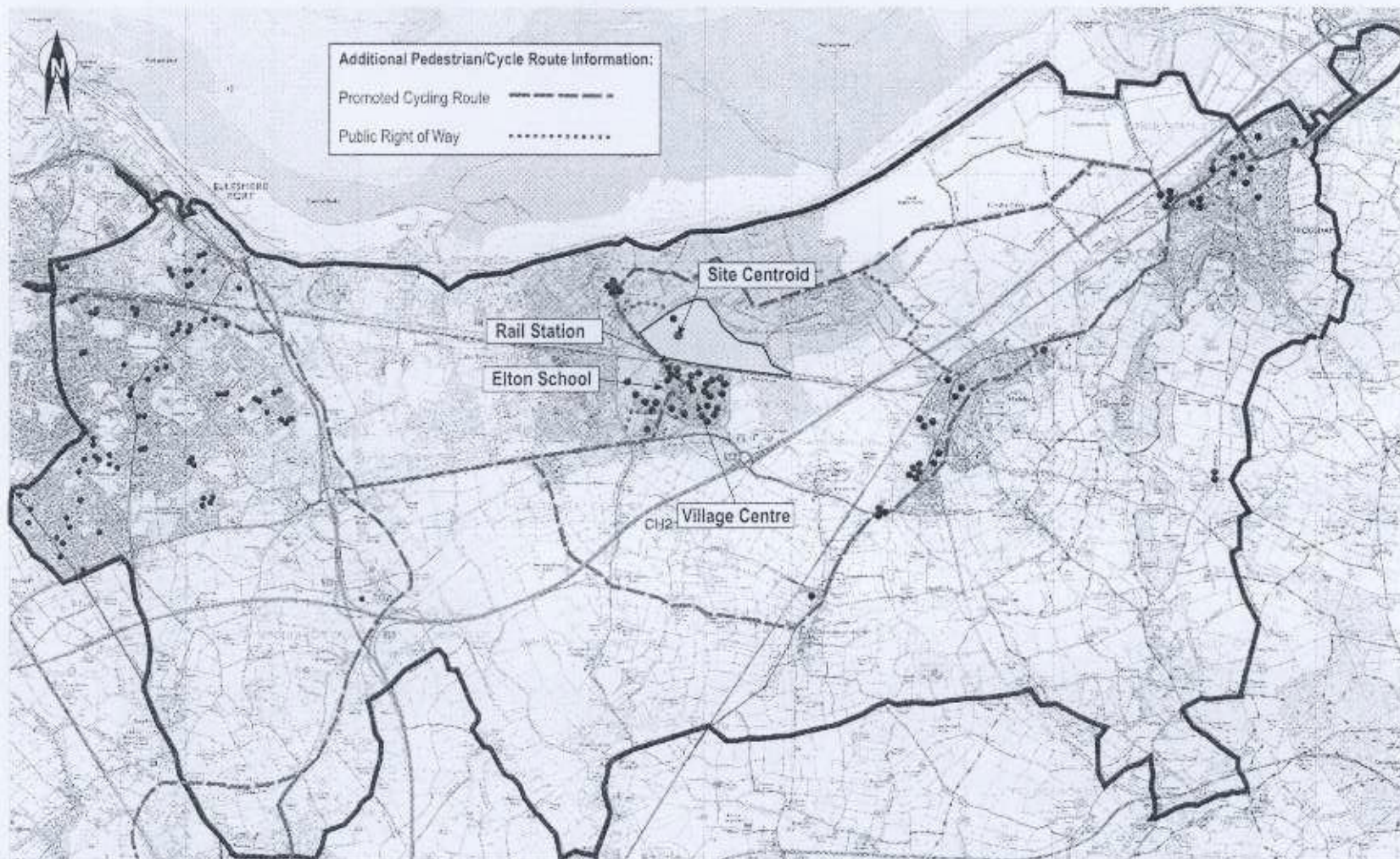
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Quinn Glass, Elton, Cheshire

Plan 2: Walking and Cycling Catchments including Employees' Post-codes.

Job No: 3P7079

KEY:

7m Cycling Catchment 

2m Walking Catchment 

Employee Postcode 

Note: Catchments follow physical means of access rather than public rights of way.

STAFF RESIDENTIAL DISTRIBUTIONS:

Quinn Glass employees within 2m walking distance of the site	6% (35)
Quinn Glass employees within 7m cycling distance of the site	26% (156)
Quinn Glass employees who live more than 7m from the site	68% (402)

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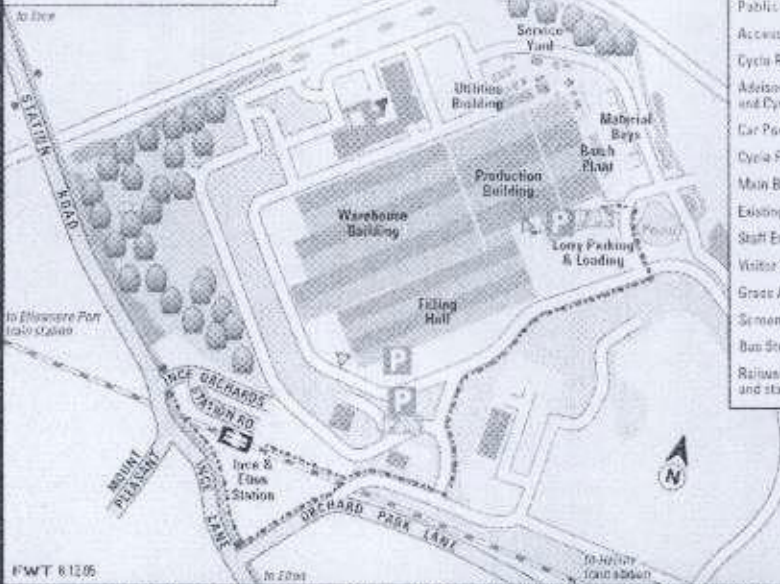


HASCONING UK LTD
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TRANSFORMING PLANNING THROUGH DATA



10/11/2019
10/11/2019
10/11/2019
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Quinn Glass Map



Key

- Public Roads
- Access Roads
- Cycle Route
- Advised Walking and Cycling Route
- Car Park
- Cycle Parking
- Main Buildings
- Existing Buildings
- Staff Entrance
- Visitor Entrance
- Green Areas
- Screen Planting
- Bus Stop
- Railway Line and station

Key

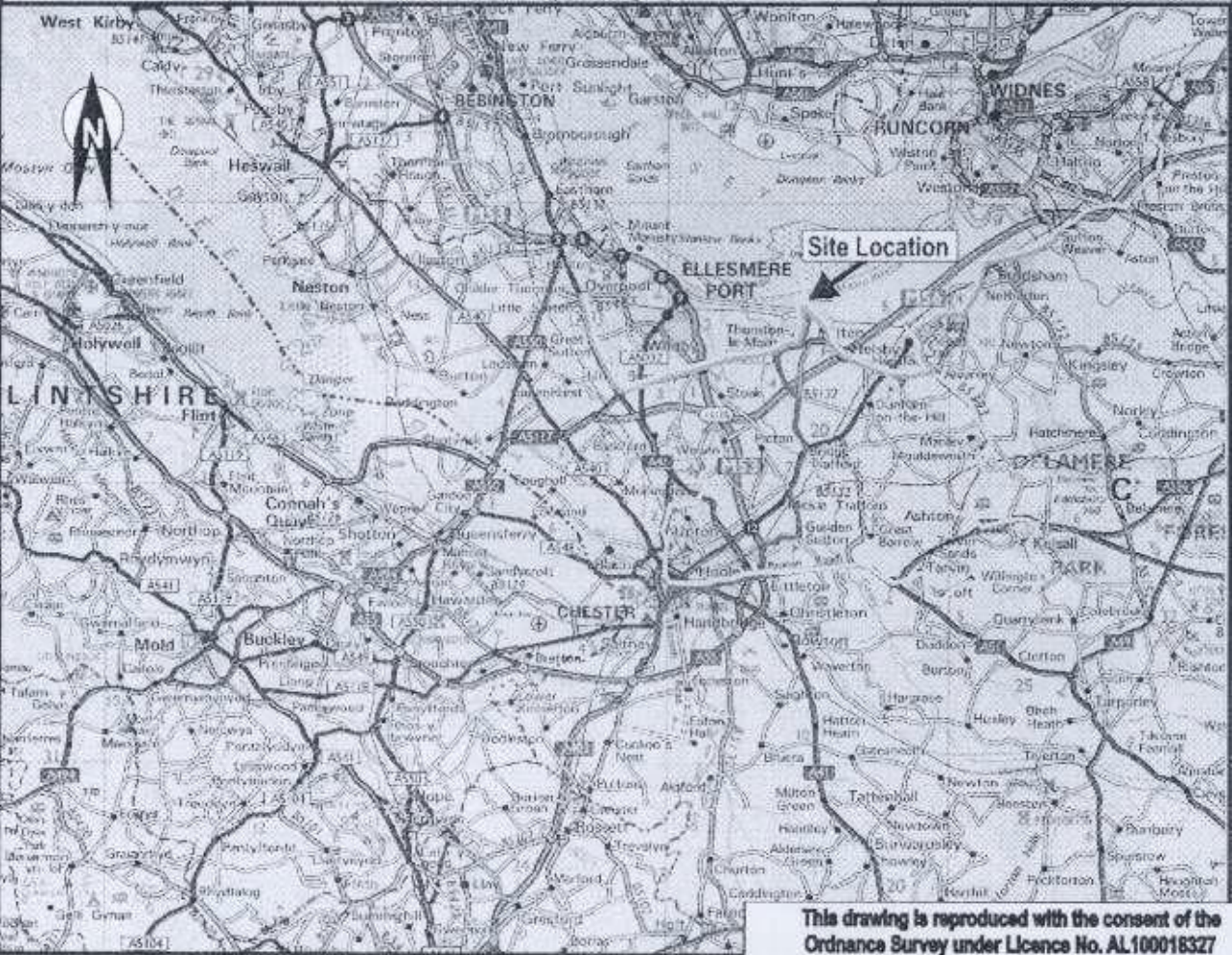
Mondays to Saturdays (except Bank Holidays)

Warrington Bank Quay	1637	1507
Healy	1636	1506
Ince & Elton (for Quinn Glass)	1639	1509
Stanlow & Thornton	1621	1505
Ellesmere Port	1627	1511

Ellesmere Port	1632	1502	1517
Stanlow & Thornton	1626	1506	1521
Ince & Elton (for Quinn Glass)	1639	1509	1524
Healy	1642	1512	1527
Warrington Bank Quay	1647	1522	1537

KEY

- C76 (Thurs only, 1 journey)
- 36 (mon-sat, hourly service)
- 80 (mon-fri, 2 journeys)



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Quinn Glass, Elton, Cheshire
 Plan 3: Bus and Rail Travel to site

DENIS WILSON

HASKONING UK LTD.
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 TRANSPORT PLANNING AND REGISTRY

ROYAL HASKONING

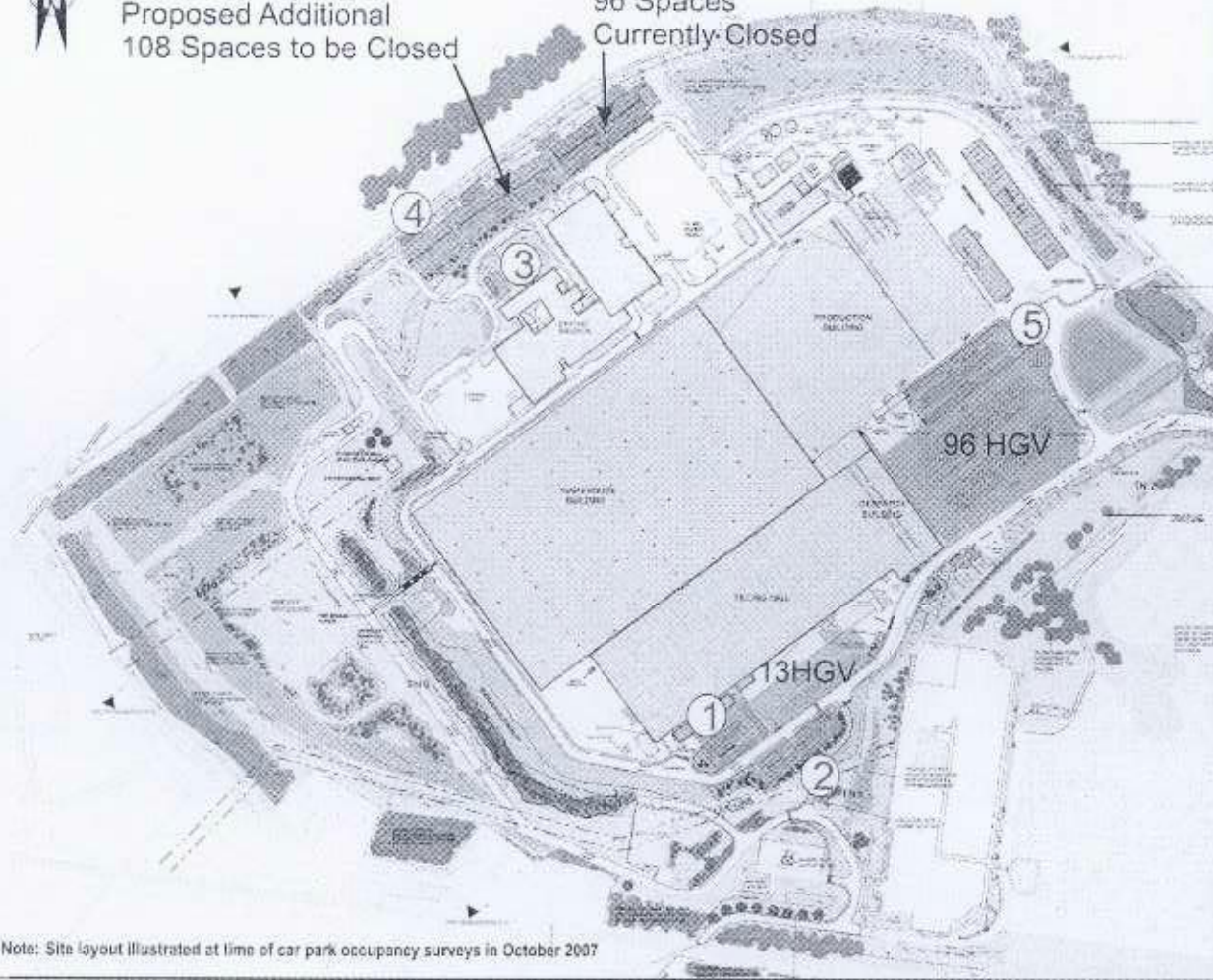
Project Ref: 3P7079
 45, New Street, Liverpool, L1 1JF
 0151 207 1111
 www.haskoning.com

Job No: 3P7079



Proposed Additional
108 Spaces to be Closed

96 Spaces
Currently Closed



Note: Site layout illustrated at time of car park occupancy surveys in October 2007

Table 8. Existing Parking Provision

Location	1	2	3	4	5	Total
Description	Main Office	Filing Hall	Old Reception	Day Staff	Production Building	
Standard Car Parking Spaces	14	30	13	163	32	332
Car Share Parking Spaces	25	0	0	0	24	49
Disabled Parking Spaces	5	2	0	0	8	15
Visitor Parking Spaces	15	0	0	0	0	15
Total Car Spaces Current	0	0	0	267	64	331
Total Car Spaces on Site	57	32	13	259	134	515
+Bicycle/Motorcycle/Scooter	5	5	0	0	5	25

Table 9. Maximum Observed Parking Occupation

Location	1	2	3	4	5	Total
Description	Main Office	Filing Hall	Old Reception	Day Staff	Production Building	
Standard Car Parking Spaces	13	42	15	40	35	235
Car Share Parking Spaces	14	0	0	0	32	46
Disabled Parking Spaces	0	0	0	0	0	0
Visitor Parking Spaces	10	0	0	0	0	10
Total Car Spaces on Site	37	42	15	40	117	279
+Bicycle/Motorcycle/Scooter	2	0	1	1	3	7

Diagram 7. Typical Weekday Parking Occupancy Profile

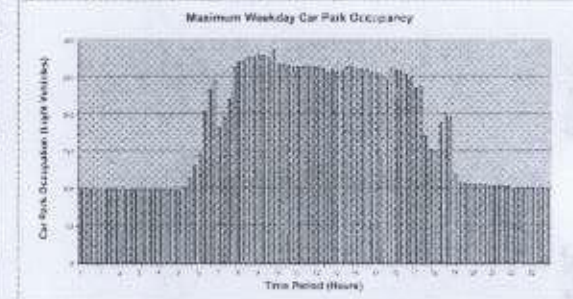


Table 10. Proposed Parking Provision

Location	1	2	3	4	5	Total
Description	Main Office	Filing Hall	Old Reception	Day Staff	Production Building	
Standard Car Parking Spaces	0	52	0	55	86	193
Car Share Parking Spaces	32	0	10	0	40	82
Disabled Parking Spaces	4	0	2	0	8	14
Visitor Parking Spaces	20	0	0	0	0	20
Total Car Spaces Current	0	0	2	204	0	204
Total Car Spaces on Site	56	52	12	208	134	512
+Bicycle/Motorcycle/Scooter	25	10	10	0	20	65

Quinn Glass, Elton
Plan 5: Car Park Management
Job No: 3P7079

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APPENDICES



Appendix A

Travel Plan Action List

Travel Plan Management, Information Gathering and Communication

- Employ a Travel Plan Coordinator.
- Establish a Travel Plan Local Liaison Group.
- Establish a Quinn Glass Travel Plan Working Group.
- Utilise Notice Boards and an Intranet Site to promote the Travel Plan.
- Produce a Travel Plan Brochure and Newsletters and circulate amongst staff.
- Undertake an Annual Travel Plan Survey for staff and publish the results on notice boards.
- Monitor freight transport records to ensure that the target percentage of freight transport by sustainable modes is being met.
- Undertake ongoing contact with other organisations and review of the Quinn Glass Travel Plan against those run by other comparable operators.

Car Travel

- Implement a 'Liftshare' Car Sharing scheme, including the provision of a guaranteed lift home in an emergency.
- Implement a Car Park Management scheme, including dedicated car share spaces, parking provision reduction and addressing any displaced staff parking (contractual obligations can be imposed on staff).
- Implement a car parking permit system.
- Introduce parking control off site if necessary.
- Establish the potential for a 'Pool Car' scheme.
- Monitor car movements generated by the site.

Powered Two-Wheel Vehicles

- Provision of on-site secure parking facilities.
- Participate in the Mersey/Dee 'Scooter Commuter' scheme

Walking

- Implement physical on-site measures to improve lighting, personal security and the provision of direct routes.
- Promote the benefits of walking to staff living within walking distance of work (taken as 2 miles catchment area).



Dennis Wilson



Cycling

- Physical on-site measures, including safe routes, secure sheltered storage, storage lockers and shower facilities.
- Provision of 'ChiTech Industries' Pool Bikes or similar.
- Promotion of 'Cycle 2 Work' / 'Workwise Wheels' / 'Cyclescheme' schemes.
- 'Bicycle User Group' scheme.
- Promote the benefits of cycling to staff living within cycling distance of work (taken as 7 miles catchment area).

Working Practices

- Enable flexible working practices for staff where practicable within the business.
- Review the on-site facilities to identify any additional facilities that would reduce the need to travel.

Passenger Transport

- Establish the potential for financial contributions towards improvement of the local bus services.
- Establish the potential for financial contributions towards improvement of the local rail services.
- Establish the potential for a 'Staff Shuttle Bus' scheme.

Financial Commitments

- Financial Incentive Scheme to reward staff travelling by alternatives to single occupancy car trips.
- Implement all actions within the Travel Plan Action List.
- Deposit a financial contribution to be released to the Local Planning Authority for use in improving the local transport infrastructure serving the site in the event that the Travel Plan Targets are not achieved (refer to the 'Targets' section and Appendix H).



Appendix B

Staff Travel Survey Questionnaire

Quinn Glass Staff Travel Survey

Survey Response Number:

Your usual travel pattern (all respondents to answer)

Q1 Home Postcode..... (this data will be used for travel analysis purposes only)

Q2 What time do you normally arrive and leave work? Arrival..... Departure.....

Q3 What is the duration of your typical journey? To Work.....From Work.....(minutes)

Your usual preferred mode of travel (all respondents to answer)

Q4 Please indicate your usual mode of transport to and from work respectively.

An example is provided in light grey for 5 days per week each way as a single occupancy car driver

Mode of Travel	Enter as days per week per mode	
	Travel To Work	Travel From Work
1. Car, as single occupant for entire journey	5	5
2. Car, as driver with passenger(s) who work at Quinn Glass		
3. Car, as driver with passenger(s) going to other destination(s)		
4. Car, as passenger		
5. Scooter/Moped/Motorbike		
6. Bus		
7. Bicycle		
8. Walk		
9. Train		
10. Other (please specify)		

Your other available choices of travel (all respondents to answer)

Q5 What other transport could you choose to use to travel to and from work (tick any that apply)?

Mode of Travel	Travel To Work	Travel From Work
11. Car, as single occupant for entire journey	<input type="checkbox"/>	<input type="checkbox"/>
12. Car, as driver with passenger(s) who work at Quinn Glass	<input type="checkbox"/>	<input type="checkbox"/>
13. Car, as driver with passenger(s) going to other destination(s)	<input type="checkbox"/>	<input type="checkbox"/>
14. Car, as passenger	<input type="checkbox"/>	<input type="checkbox"/>
15. Scooter/Moped/Motorbike	<input type="checkbox"/>	<input type="checkbox"/>
16. Bus	<input type="checkbox"/>	<input type="checkbox"/>
17. Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
18. Walk	<input type="checkbox"/>	<input type="checkbox"/>
19. Train	<input type="checkbox"/>	<input type="checkbox"/>
20. Other (please specify)	<input type="checkbox"/>	<input type="checkbox"/>

For those that currently travel by car (i.e. those who gave answers 1, 2, 3 or 4 in Q4)

Q6 Do you undertake other activities or visit other destinations on your journey to and from work?

Multiple Purpose Trips (e.g. school run, shopping, gym, visiting relatives etc.)	Enter as days per week	
	Travel To Work	Travel From Work
Other purposes on the way to work		
Other purposes on the way home		

For those currently car-sharing or travelling by non-car modes (i.e. those answered 2 to 10 in Q4)

Q7 Have any of the following schemes resulted in you travelling to work by an alternative mode of travel, when you would have undertaken a single occupancy car trip without the scheme (tick any that apply)?

Scheme Description	Yes – I would travel by single occupancy car otherwise	No – The scheme has had no effect on my travel to work
Car sharing scheme	<input type="checkbox"/>	<input type="checkbox"/>
Cycle scheme	<input type="checkbox"/>	<input type="checkbox"/>
Travel Incentive scheme	<input type="checkbox"/>	<input type="checkbox"/>
Reduction of Car Parking Provision	<input type="checkbox"/>	<input type="checkbox"/>
Any other scheme (please specify)		

For those that currently travel by single occupancy car (i.e. those who gave answer 1 in Q4)

Q8 What would encourage you to change away from undertaking single occupancy car trips in travelling to work? (tick any that apply)

Travel by Bicycle

- Improved facilities on site (secure storage, showers, changing facilities etc)
- Improved cycle routes on roads near the site.....
- Training, advice or guidance on safer cycling.....
- I would not travel by bicycle.....

Travel by Scooter/Moped/Motorbike

- Improved secure parking
- Improved showers / changing / storage facilities at work.....
- Training, advice or guidance on safer motorcycling
- I would not travel by Scooter/Moped/Motorbike

Travel by Car Sharing

- Preferential Parking Allocation.....
- Car Sharing Database
- Guaranteed lift home in an emergency.....
- Company pool cars for use by car sharers.....
- I would not car share.....

Travel by Rail

- Improved rail services that tie in with start and finish times at work.....
- Improved walking route from site to local rail station.....
- I would not travel by rail.....

Travel by Bus

- Improved local bus services that tie in with start and finish times at work.....
- Improved walking route site to local bus stops.....
- Shuttle bus service operating from convenient pick-up & drop-off points.....
- I would not travel by bus.....

Financial Incentives

- Financial rewards for car sharing and non-car travel £ per year
- Financial assistance for buying bus/rail passes or a bicycle/scooter/moped/motorbike

Any Other Suggestions.....? e.g. measures to assist walking to the site, the adoption of flexible working practices etc.

Thank you for completing the survey; please return completed survey to your shift manager.



Appendix C

2007 Staff Travel Survey Summary Report

2007 STAFF TRAVEL SURVEY SUMMARY REPORT

Total Responses: 377 i.e. 64% of 593 Total Staff (at time of survey)

Usual Mode of Travel

Q4 Please indicate your usual mode of transport to and from work respectively.

Q4 Stated Mode of Travel from Survey Respondents	Existing Percentage Modal Split	
	Trips per week	Percentage
1. Car, as single occupant for entire journey	1559	42%
2. Car, as driver with passenger(s) who work at Quinn Glass	1105	30%
3. Car, as driver with passenger(s) to other destination(s)	54	2%
4. Car, as passenger	714	20%
5. Scooter/Moped/Motorbike	133	4%
6. Bus	0	0%
7. Bicycle	53	1%
8. Walk	39	1%
9. Train	0	0%
10. Other (please specify)	0	0%
Total	3657*	100%

*equating to an average of 9.7 total trips (i.e. arrivals and departures) per week per respondent

Other available choices of travel

Q5 What other modes of transport could you choose to use to travel to and from work (tick any that apply)?

Q5 Total staff that could potentially change mode	Staff Members	% of Total
1. Car, as single occupant for entire journey	n/a	n/a
2. Car, as driver with passenger(s) who work at Quinn Glass	15	4%
3. Car, as driver with passenger(s) going to other destination(s)	0	0%
4. Car, as passenger	10	3%
5. Scooter/Moped/Motorbike	13	3%
6. Bus	3	1%
7. Bicycle	6	2%
8. Walk	1	0%
9. Train	1	0%
10. Other (please specify)	0	0%
Total	49	13%

Q5 Cross-Tabulated with Q4 for each car based mode of travel (Modes 1-4)

Q5&4 Cross-Tabulation of Q5 with Q4 for Single Occupancy Car Driver Responses (Mode 1)	Staff Members	% of Total
1. Car, as single occupant for entire journey	n/a	n/a
2. Car, as driver with passenger(s) who work at Quinn Glass	15	4%
3. Car, as driver with passenger(s) going to other destination(s)	0	0%
4. Car, as passenger	4	1%
5. Scooter/Moped/Motorbike	10	3%
6. Bus	0	0%
7. Bicycle	3	1%
8. Walk	0	0%
9. Train	0	0%
10. Other (please specify)	0	0%
Total	32	8%

2007 STAFF TRAVEL SURVEY SUMMARY REPORT

Q5&4 Cross-tabulated with Q4 for car drivers with passengers who work at Quinn Glass (Mode 2)	Staff Members	% of Total
1. Car, as single occupant for entire journey	n/a	n/a
2. Car, as driver with passenger(s) who work at Quinn Glass	n/a	n/a
3. Car, as driver with passenger(s) going to other destination(s)	n/a	n/a
4. Car, as passenger	6	2%
5. Scooter/Moped/Motorbike	1	0%
6. Bus	1	0%
7. Bicycle	1	0%
8. Walk	0	0%
9. Train	0	0%
10. Other (please specify)	0	0%
Total	9	2%

Q5&4 Cross-Tabulated with Q4 for car drivers with Passengers to other Destinations (Mode 3)	Staff Members	% of Total
1. Car, as single occupant for entire journey	n/a	n/a
2. Car, as driver with passenger(s) who work at Quinn Glass	n/a	n/a
3. Car, as driver with passenger(s) going to other destination(s)	n/a	n/a
4. Car, as passenger	n/a	n/a
5. Scooter/Moped/Motorbike	0	0%
6. Bus	0	0%
7. Bicycle	0	0%
8. Walk	0	0%
9. Train	0	0%
10. Other (please specify)	0	0%
Total	0	0%

Q5&4 Cross-Tabulated with Q4 for Car Passengers (Mode 4)	Staff Members	% of Total
1. Car, as single occupant for entire journey	n/a	n/a
2. Car, as driver with passenger(s) who work at Quinn Glass	n/a	n/a
3. Car, as driver with passenger(s) going to other destination(s)	n/a	n/a
4. Car, as passenger	n/a	n/a
5. Scooter/Moped/Motorbike	1	0%
6. Bus	2	1%
7. Bicycle	1	0%
8. Walk	1	0%
9. Train	1	0%
10. Other (please specify)	0	0%
Total	6	2%

2007 STAFF TRAVEL SURVEY SUMMARY REPORT

Potential Future Staff Travel Patterns

Irrespective of the gains made to date, Quinn Glass will continue to improve the Staff Travel Plan through a continuous process of improvement informed by regular annual staff travel surveys and in consultation with the Cheshire County Council Travel Plan Co-ordinator, as set out in the Scoping Report. Significantly, the staff travel surveys indicate that the further potential improvements to future sustainable travel patterns are achievable, as summarised below.

Potential Future Staff Travel Patterns	Travel Survey Responses	Current % Modal Split	Results Extrapolated to all Staff Members	Staff Members able to change	Potential Travel Patters	Potential % Modal Split
1. Car driver as single occupant	174	40%	248	-21*	227	37%
Car driver with passenger(s)...						
2. ...to Quinn Glass	136	31%	194	15* = 4	198	32%
3. ...to elsewhere	9	2%	13	0	13	2%
4. Car passenger	86	20%	122	4*	126	20%
5. Scooter/Moped/Motorbike	20	5%	28	10	38	6%
6. Bus	0	0%	0	0	0	0%
7. Bicycle	6	1%	9	3	12	2%
8. Walk	5	1%	7	0	7	1%
9. Train	0	0%	0	0	0	0%
10. Other	0	0%	0	0	0	0%
Total	436	100%	621	0	621	100%
* The potential for 'Car Drivers with Passengers' (Modes 2 & 3) is limited by the number of willing passengers						

Staff Currently Travelling by Car

Q6 Do you usually undertake other activities or visit other destinations on your journey to and from work? (e.g. school run, shopping, gym, visiting relatives etc.)

Q6 Staff Undertaking Multiple Purpose Trips to Work	Total staff members that occasionally undertake linked trips	
Other purposes on the way to work	44	26%
Other purposes on the way home	97	12%

Q6 Multiple Purpose Trips as Percentage of All Trips	All Staff Trips
Other purposes on the way to work	10%
Other purposes on the way home	20%

Q6 Multiple Purpose Trips	Single Occupancy Car Trips
Other purposes on the way to work	9%
Other purposes on the way home	20%

2007 STAFF TRAVEL SURVEY SUMMARY REPORT

Staff Currently Car-Sharing or Travelling by Non-Car Modes

Q7 Have any of the following schemes resulted in you travelling to work by an alternative mode of travel?

Q7 Scheme Description	Yes – I would travel by single occupancy car otherwise		No / or No Response	
	Count	Percentage	Count	Percentage
Car sharing scheme	92	24%	285	76%
Cycle scheme	9	2%	368	98%
Travel Incentive scheme	12	3%	365	97%
Reduction of Car Parking Provision	4	1%	373	99%
Any other scheme (please specify)	3	1%	374	99%
Combined Total	103	27%	274	73%

Q7 Cross-Tabulated with Q4 to identify the responses from Single Occupancy Car Drivers

Q7&4 Scheme Description	Yes – I would travel by single occupancy car otherwise		Would travel by alternative mode to Mode 1 anyway	
	Count	Percentage	Count	Percentage
Car sharing scheme	77	20%	163	43%
Cycle scheme	8	2%	218	58%
Travel Incentive scheme	10	3%	217	58%
Reduction of Car Parking Provision	4	1%	221	59%
Any other scheme (please specify)	3	1%	n/a	n/a
Combined Total	87	23%	138	37%

Baseline Modal Split

Using the above results gives the following stated the Baseline Modal Split (i.e. with no Travel Plan):

Calculated Baseline Mode of Travel	Existing Percentage Modal Split	
	Staff	Modal Split
1. Car, as single occupant for entire journey	453	77%
2. Car, as driver with passenger(s) who work at Quinn Glass	79	13%
3. Car, as driver with passenger(s) going to other destination(s)	8	1%
4. Car, as passenger	36	6%
5. Scooter/Moped/Motorbike	14	2%
6. Bus	0	0%
7. Bicycle	0	0%
8. Walk	3	1%
9. Train	0	0%
10. Other (please specify)	0	0%
Total	593	100%

2007 STAFF TRAVEL SURVEY SUMMARY REPORT

Potential Effectiveness of Sustainable Travel Measures

Q8 What would encourage you to change away from undertaking single occupancy car trips in travelling to work?

Q8 Alternative Travel / Incentive	Number of People
Travel by Bicycle	
Improved facilities on site	30
Improved cycle routes on roads near the site	26
Training, advice or guidance on safer cycling	5
I would not travel by bicycle	146
Travel by Scooter/Moped/Motorcycle	
Improved secure parking	32
Improved showers/changing/storage facilities at work	27
Training, advice or guidance on safer motorcycling	15
I would not travel by Scooter/Moped/Motorcycle	130
Travel by Car Sharing	
Preferential parking allocation	54
Car sharing database	45
Guaranteed lift home in an emergency	81
Company pool cars for use by car sharers	62
I would not share a car	56
Travel by Rail	
Improved rail services that tie in with start and finish times at work	18
Improved walking route from site to local rail station	17
I would not travel by rail	139
Travel by Bus	
Improved local bus services that tie in with start and finish times at work	25
Improved walking route from site to local bus stops	10
Shuttle bus service operating from convenient pick-up & drop-off points	20
I would not travel by bus	134
Financial Incentives	
Financial assistance for buying bus/rail passes or a bicycle/scooter/moped/motorbike	45

Other Responses:

- Showers and changing facilities for those who travel by bicycle
- Contribution towards fuel if car-sharing
- Package travel tickets – one ticket to use on rail and bus facilities, discounted price.
- Rail and Bus annual / 6 month passes – available only for those who work for the company, discounted price.

Summary

Figure C1 summarises the baseline split between the various modes of travel revealed by the Staff Travel Survey. The modal splits revealed are referred to as 'Stated Modal Splits' as they rely on the staff responses to the survey questionnaire.

Figure C1 Stated Modal Split Prior to Staff Travel Plan

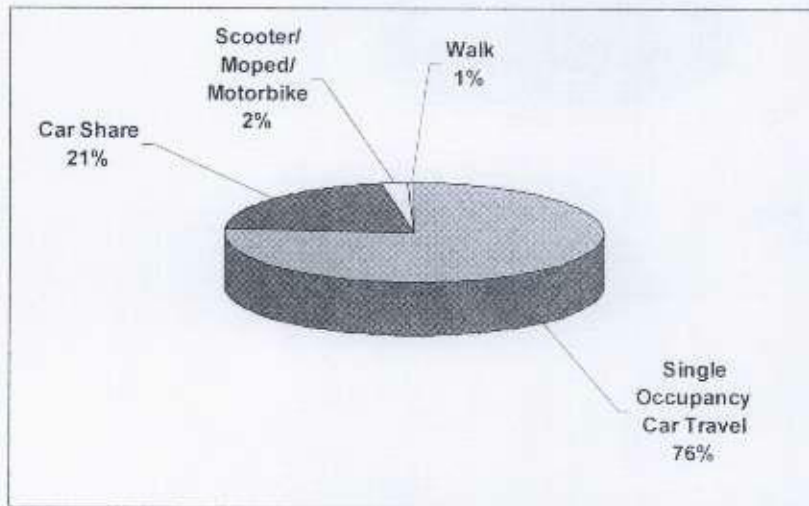
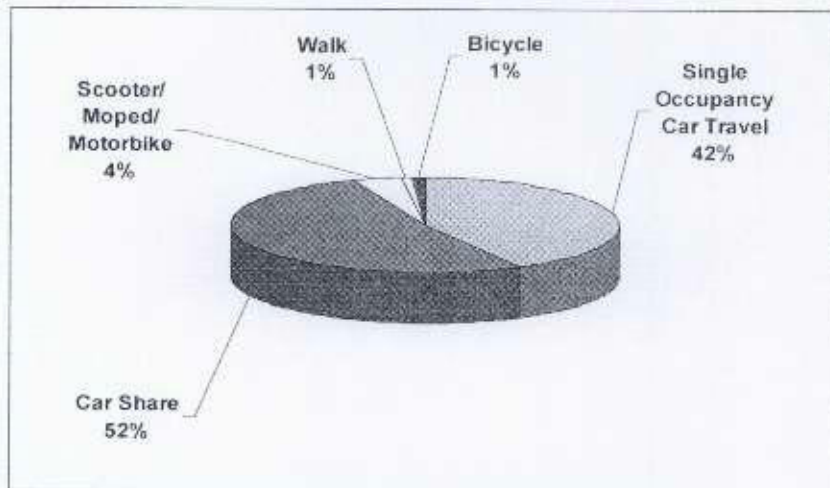


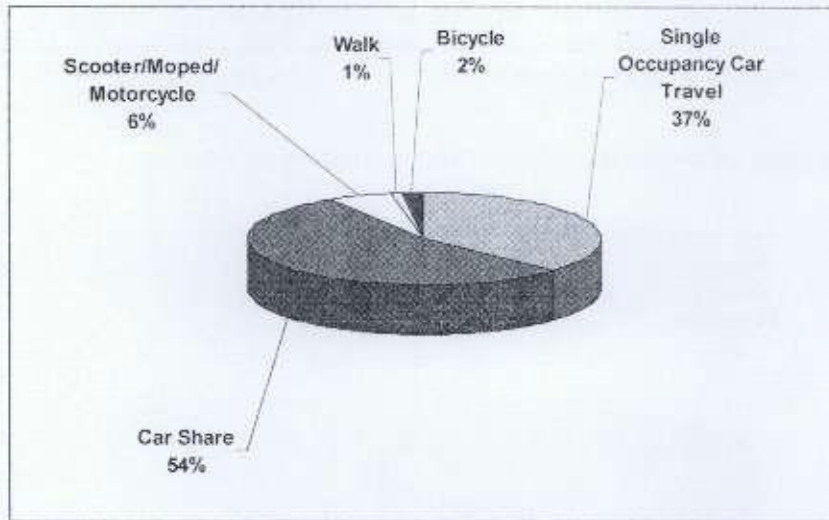
Figure C2 summarises the baseline split between the various modes of travel revealed by the Staff Travel Survey. The results from the Staff Travel Survey indicate that Quinn Glass have already reduced the number of staff bringing their car to work up to around 100 vehicles, although this is split over different shifts rather than representing an absolute reduction in car trips for any given time period.

Figure C2 Stated Existing Modal Split with Staff Travel Plan



2007 STAFF TRAVEL SURVEY SUMMARY REPORT

Figure C3 Stated Potential for Further Modal Shift





De Zoet Wijkend



Appendix D

Car Share Registration Form

There are several ways in which the car share scheme can operate:-

- Informal arrangements can be made with your work colleagues or you may want some help in finding your own car sharing partner.
- If you require help, please fill in the details requested on the right hand side of this form and return it to the TPC. They will input your details into a database and try to match you with a potential car share partner.
- If however a suitable match is not identified, your details will be kept on the database and searched whenever new employees register for the database.

Once the TPC identifies a suitable person to share your journey to work with you will need to proceed carefully. Do not over commit yourself at this stage but rather arrange to share one or two journeys at the most, and then meet to talk it over. If the match does not suit you, it will be easier to stop at this point rather than continue with an arrangement you are unhappy with.

Can I share the costs?

The way in which you share your journey is your decision. You may wish to take turns to use your cars so that the costs will be equally shared. Or you may agree that if you always drive then you are entitled to charge for the journey.

However, the total charge for the journey must not be more than the running cost of car divided equally between the number of people in the car. A guide to the running cost per mile for petrol and diesel cars is provided based on 2007 data from the AA.

Petrol Cars

Cost of car when new	Total cost per mile (pence)				
	Up to 10000	10000 to 13000	13000 to 20000	20000 to 30000	Over 30000
10,000 miles	36.20	43.74	56.53	78.33	112.52
15,000 miles	29.79	35.45	44.91	61.41	86.24

Diesel Cars

Cost of car when new	Total cost per mile (pence)				
	Up to 10000	10000 to 13000	13000 to 20000	20000 to 30000	Over 30000
10,000 miles	35.20	41.06	54.95	72.20	95.75
15,000 miles	28.52	32.72	42.96	55.95	73.50

Will Car Sharing affect my insurance?

Car sharing is unlikely to increase your insurance costs, however, you must be fully insured and you should inform your insurance company that you are car sharing.

Most motor insurance companies will cover you to carry passengers to and from work. However, your insurance may become invalid if you charge your passengers more than their share of the running costs.

Car Sharing Application Form

Title:

First Name(s):

Surname:

Home Details

Street:

Town:

Post Code:

Work Details

Department:

Telephone:

Email:

Work Days (please circle the days you work)

Mon Tues Wed Thur Fri Sat Sun

Work Hours

Start Time:

Finish Time:

Sharing Preferences (please circle)

As a driver

As a passenger

With males only

With females only

With non-smokers only

Route Points (e.g. towns or suburbs passed through, motorways or main roads driven on)

- 1.
- 2.
- 3.
- 4.
- 5.

I consent to the information being made available to other people on the scheme.

Signed:

Date:



Appendix E

Car Parking Provision on Site

Introduction

- 1.1.1 The North West of England Plan Regional Spatial Strategy to 2021 and Chester City Supplementary Planning Guidance 'Parking Provision Within Developments in Chester' both allow a maximum of 1 space per 45sqm gross floor area for B2 land uses, which would equate to 4,024 spaces for the Quinn Glass facility.
- 1.1.2 The actual number of employees working at the site cannot be fixed by the planning process and will vary over time in line with market conditions and the operational requirements of the facility. It is therefore considered to be inappropriate to fix the number of parking spaces to a specific number. The reason for this is that as the number of employees on site varies over time, so would the level of effective parking constraint, by a directly inverse proportion. The provision, designation and management of parking spaces can only therefore be appropriately managed on an ongoing basis through the Travel Plan, in consultation with the local planning authorities.
- 1.1.3 In this regard, the total car travel demand generated by the development is far lower than a typical comparable employment development on the site, as envisaged by the local plan allocations and the 1999 SDB. This fact has been confirmed by the cumulative assessments presented in the Transport Assessment and TA Addendum No.2 submitted with the planning application.
- 1.1.4 The relevant maximum parking standards and baseline position would enable all employees to travel to work by single occupancy car without the operation of the Travel Plan.

Existing Car Park Provision

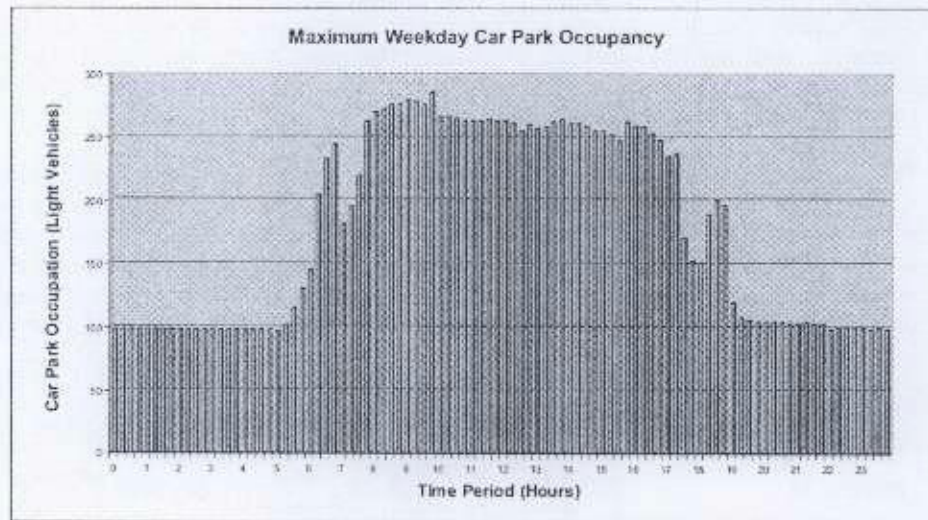
- 1.1.5 The current car parking provision on site is summarised in Table E1. Bicycle/Motorcycle/Scooter parking shelters are a shared facilities (marked*). The spaces that are described as 'Closed' in the table have been blocked-off to prevent access. This is a Travel Plan measure that has been previously agreed by Quinn Glass with Cheshire County Council as part of a parking restraint policy.

Table E1 Existing 2007 Parking Provision

Location	1	2	3	4	5	Total
Description	Main Office	Filling Hall	Old Reception	Day Staff	Production Building	
Standard Car Parking Spaces	14	50	13	163	92	332
Car Share Parking Spaces	25	0	0	0	34	59
Disabled Parking Spaces	3	2	0	0	8	13
Visitor Parking Spaces	15	0	0	0	0	15
Total Car Spaces 'Closed'	0	0	0	96	0	96
Total Car Spaces on Site	57	52	13	259	134	515
+Bicycle/Motorcycle/Scooter*	5	5	0	0	15	25

- 1.1.6 Table E1 illustrates that there are currently 515 car parking spaces on site, although 96 of these have been closed as an existing Travel Plan parking restraint measure, leaving 419 spaces available for use.
- 1.1.7 The 15-minute classified Automatic Traffic Counts (ATC) have been used to identify the car based traffic generated by the development. This data has then been used in combination with daily car park occupation counts taken during the ATC survey period to determine the typical peak level of parking accumulation on the site.
- 1.1.8 This information has been used to check that the allocation of parking spaces on site is adequate to avoid overspill car parking, whilst enabling an appropriate level of parking restraint to be efficiently managed through the Travel Plan. The resulting typical peak car park occupancy profile through the weekday is illustrated in Diagram E1.

Diagram E1 Typical Weekday Parking Occupancy Profile



- 1.1.9 The maximum observed car park occupation actually occurs during the day, rather than at the time of the shift change (i.e. 07:00hrs or 19:00hrs), despite the fact that at these times there are effectively two-shifts on site at once. This is because around 155 production staff members work at the site over night at any one time, with the day-time production and administrative workforce being around 350 staff.
- 1.1.10 Diagram E1 clearly illustrates the temporary increase in parking demand that occurs immediately prior to the 07:00hrs and 19:00hrs shift change, when both the day and night production shifts are on site at once.
- 1.1.11 However, as this does not represent the periods of overall maximum parking demand, the car park provision that is available on site of 515 spaces is fully able to accommodate the shift change patterns in an efficient manner. However, Quinn Glass have already reduced this number through their existing Travel Plan to around 418 spaces, a process which shall continue as described below.
- 1.1.12 The maximum observed usage of the various parking areas is summarised in Table E2, which demonstrates that only 279 of the available 419 spaces have in fact been used.

Table E2 Maximum Observed Parking Occupation (October 2007)

Location	1	2	3	4	5	Total
Description	Main Office	Filling Hall	Old Reception	Day Staff	Production Building	
Standard Car Parking Spaces	13	42	13	42	85	223
Car Share Parking Spaces	14	0	0	0	32	46
Disabled Parking Spaces	0	0	0	0	0	0
Visitor Parking Spaces	10	0	0	0	0	10
Total Car Spaces on Site	37	42	13	42	117	279
+Bicycle/Motorcycle/Scooter	2	0	1	1	3	7

- 1.1.13 The number of surplus or unused car parking spaces is therefore currently around $419 - 279 = 140$ spaces. The existing car parking provision has not therefore resulted in a material car parking restraint. Nevertheless, the Travel Plan has still succeeded in reducing single occupancy car travel down from around 77% to 42% with a corresponding increase in car sharing from 20% to 52%, along with an increase in motorcycle/scooter use from 2% to 4% and an increase in cycling from 0% to 1% of staff trips.



- 1.1.14 It would be unrealistic to reduce the available car parking spaces to such a low level as to exactly match the observed parking occupancy, as this would leave no allowance to cater for temporal and spatial variations in car parking demand resulting in both an inefficient development layout and potential problems with informal parking in unallocated spaces. Similarly, the Travel Plan survey has revealed that there is a potential for further demand for car share parking spaces indicating a requirement for up to 80 car spaces when there are only currently 59 such spaces available.
- 1.1.15 The proposed parking provision is summarised in Table E3, which increases the number of spaces to be 'closed' or put out of use from 96 up to 204 and increases the provision of car share spaces, designated disabled spaces, visitor spaces and bicycle/motorcycle/scooter spaces. The proposals provide 309 useable car parking spaces in total, which leaves an allowance of 30 spaces, or around 10%, to cater for daily variations in the existing levels of parking demand across the site, which are already restrained by the Travel Plan.

Table E3 Proposed 2008 Parking Provision

Location	1	2	3	4	5	Total
Description	Main Office	Filling Hall	Old Reception	Day Staff	Production Building	
Standard Car Parking Spaces	0	52	0	55	86	193
Car Share Parking Spaces	32	0	10	0	40	82
Disabled Parking Spaces	4	0	2	0	8	14
Visitor Parking Spaces	20	0	0	0	0	20
<i>Total Car Spaces 'Closed'</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>204</i>	<i>0</i>	<i>204</i>
Total Car Spaces on Site	56	52	12	259	134	513
+Bicycle/Motorcycle/Scooter	20	10	10	0	20	60

- 1.1.16 It is considered that the proposed parking provision creates an appropriate level of parking restraint by reallocating all of the spaces closest to the various building entrances as either disabled spaces, car share spaces, visitor spaces or bicycle spaces.
- 1.1.17 Additionally, the proposals ensure that the car share and travel behaviour that has been established through the Travel Plan to date will be retained in the future, as the site cannot now revert to the pre-Travel Plan travel patterns. This will assist to maintain the proportion of staff travelling to work by single occupancy private car in accordance with the Travel Plan targets.
- 1.1.18 Table E4 illustrates how the parking provision on site will continue to be managed through the Travel Plan in the future, to reinforce the Travel Plan targets through the appropriate provision and designation of staff parking spaces. Total figures have been provided as some flexibility may need to be retained in the geographic location of the parking provision across the site.

Table E4 Example Staff Parking Provision reduced in line with the Travel Plan Targets

Year	2009		2010		2015	
	Provision	Targets	Provision	Targets	Provision	Targets
Standard Staff Car Parking Spaces (Maximum)	193	50%	175	40%	140	
Total Staff on Site (Daytime estimate)	350		350		350	

- 1.1.19 Table E4 demonstrates the ongoing constraint on single occupancy car travel that will be imposed at the site, resulting in a sustained modal shift to other forms of transport, supported by the Travel Plan measures in place at the facility as set out in this document.

Summary

- 1.1.20 The existing facility has a total of 515 car parking spaces. The proposed facility will initially have 275 car parking spaces available for staff (excluding 14 disabled spaces and 20 visitor spaces). The existing observed level of parking is 269 staff parking on site, leaving just 6 spaces available during the day across the site to accommodate space searching and turnover.
- 1.1.21 The parking provision is spread across 5 car parks across the development, leaving an average of only 1 space available in any individual car park. Night shift workers are restricted to parking within the designated car park, thereby ensuring trip restraint even over night when fewer staff are on site.
- 1.1.22 The proposed parking provision is significantly less than the unrestrained parking demand that would be generated by the site without the operation of an effective Travel Plan. The proposed parking restraint therefore represents a significant 'stick' enforcing a minimum modal shift from the baseline planning position, as fewer parking spaces are proposed than the baseline demand. This is considered to be a very robust and significant measure in relation to the requirements of current planning policy and best practice guidance.



Appendix F

Contact Personnel Form

Contact Personnel Information

Organisation: Cheshire County Council

Name:

Role: Travel Plan Officer

Tel:

Fax:

email:

Address:

Organisation: Cheshire County Council

Name:

Role: Cycling Officer

Tel:

Fax:

email:

Address:

Organisation: Cheshire County Council

Name:

Role: Public Transport

Tel:

Fax:

email:

Address:

Organisation: Cheshire County Council

Name:

Role: Footpath Officer

Tel:

Fax:

email:

Address:

Organisation: Sustrans

Name:

Role: National Cycling Network

Tel:

Fax:

email:

Address:

Organisation:

Name:

Role:

Tel:

Fax:

email:

Address:

Organisation:

Name:

Role:

Tel:

Fax:

email:

Address:

Organisation:

Name:

Role:

Tel:

Fax:

email:

Address:



Appendix G

'How to get to Quinn Glass' Leaflet

Need help with travelling?

If you live in one of the following wards you could be eligible for help with your travel from one of the WorkWise Schemes

CHESTER

• BLACON HALL • BLACON LODGE

ELLESMERE PORT AND NESTON

• CENTRAL • NESTON • RIVACRE
GRANGE • WESTMINISTER • POOLTOWN
STANLOW AND WOLVERHAM

WIRRAL


• BROMBOROUGH • CLAUGHTON • LISCARD
• NEW BRIGHTON • PRENTON • ROCK FERRY
• UPTON • BIDSTON • SEACOMBE • BIRKENHEAD
• TRANMERE • LEASOWE

Scooter Commuter

WorkWise Scooter Commuter enables eligible applicants from the wards listed above the chance to benefit from a 50cc Scooter to travel to and from employment, education or training for 6 months.

The scooter comes complete with fully comprehensive insurance, breakdown cover and personal protective equipment.

For an application form and further information please contact the Scooter Commuter Co-ordinator on (01244) 404905

workwise
scooter commuter

01244 404905

WorkWise Travel pass

workwise
TRAVELCARD

Help with the cost of your first months public transport ticket is available to eligible applicants from the above wards. For further information please contact the WorkWise Officer on 07921 093 053.


workwise

January 2006

How to get to Quinn Glass



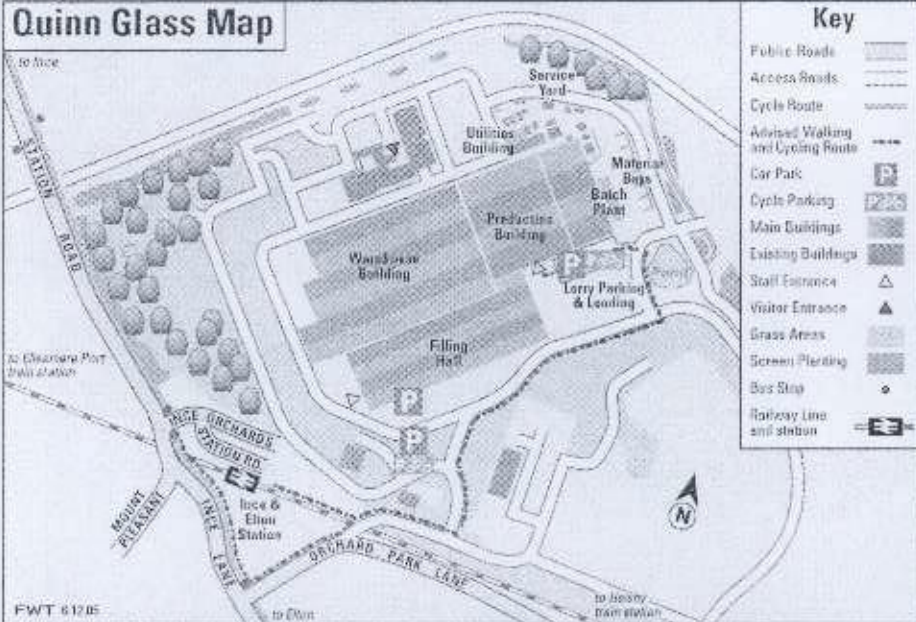
Quinn Glass Elton
Ash Road,
Elton,
Chester,
Cheshire CH2 4LF
Tel: (01928) 725300



WorkWise Scooter Commuter
www.workwisealliance.co.uk
(01244) 402573

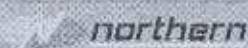
How to get to Quinn Glass...

Quinn Glass Map



FWT 61205

by train to Ince & Elton Station



Mondays to Saturdays (except Bank Holidays)

Warrington Bank Quay	0602	—	1502	—
Helsby	0616	0646	1530	1605
Ince & Elton (for Quinn Glass)	0619	0649	1533	1608
Stanlow & Thornton	0621	0651	1535	1610
Ellesmere Port	0627	0657	1541	1616

Ellesmere Port	0632	0702	1547	1619
Stanlow & Thornton	0636	0706	1551	1623
Ince & Elton (for Quinn Glass)	0639	0709	1554	1626
Helsby	0642	0712	1557	1629
Warrington Bank Quay	—	0727S	—	1647

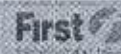
Note: S - Serves Warrington on Saturdays only

by bike

The cycle route number 5 runs adjacent to the Quinn Glass site. Cycle storage facilities are available to staff and visitors along with newly installed lockers and showers



by bus 36 to Ince Orchards



Mondays to Saturdays (except Bank Holidays)

Ellesmere Port, Bus Station	0651†	0916	1516	1621	1741	1820
Little Stanney Village	0659†	0924	1524	1629	1749	1826
Ince Orchards (for Quinn Glass)	0709†	0934	1534	1639	1759	1834
Elton, Shops	0714†	0939	1539	1644	1804	1838
Helsby, District Garage	0721†	0946	1546	1651	1811	—
Frodsham, Bears Paw	0734†	0959	1559	1704	1824	—
Runcorn, Halton Lea South	0744†	1009	1609	1714	1834	—

Then every 60 minutes until

Runcorn, Halton Lea South	—	0746†	0846	1021	1721	1836
Frodsham, Bears Paw	—	0807†	0902	1037	1737	1850
Helsby, District Garage	—	0812†	0907	1042	1742	1855
Elton, Shops	0726	0821†	0916	1051	1751	1903
Ince Orchards (for Quinn Glass)	0730	0825†	0920	1055	1755	1907
Little Stanney Village	0742	0837†	0932	1107	1807	1917
Ellesmere Port, Bus Station	0750	0845†	0940	1115	1815	1924

Note: † - Runs 5 minutes later on Saturdays

from Chester, Wirral and further afield



Travel by bus services listed below and change to bus 36 at the places shown in **bold**. Service 80 serves Quinn Glass without a change of bus.

- Chester - **Ellesmere Port** - Hooton - Eastham - Bromborough - Birkenhead - Liverpool (every 20 mins, operated by First)
- Chester - **Ellesmere Port** - Rivacre (every 20 mins, operated by First)
- Chester - Wervin - **Little Stanney** - Ellesmere Port - Little Sutton (every 60 mins, operated by First)
- Ellesmere Port** - Hooton - Willaston - Neston (every 60 mins, operated by Arriva)
- Ince** - **Ince Orchards** (Quinn Glass) - Elton - Guilden Sutton - Chester (Mon-Fri, 2 peak hour journeys, operated by ChesterBus)
- Ellesmere Port** - Queensferry - Mold (every 60 mins, operated by GHA Coaches)
- Chester - **Ellesmere Port** - Hooton - Eastham - Bromborough - Birkenhead - New Brighton (every 30 mins, operated by Arriva)
- Chester or Ellesmere Port - Hooton - Eastham Rake - Bromborough - Birkenhead - Liverpool (both services every 30 mins, operated by Merseyrail)

for further bus and rail information please contact



traveline

0820 606 2500



0800 389 6535



Appendix H

Monitoring of Staff Travel Plan Targets

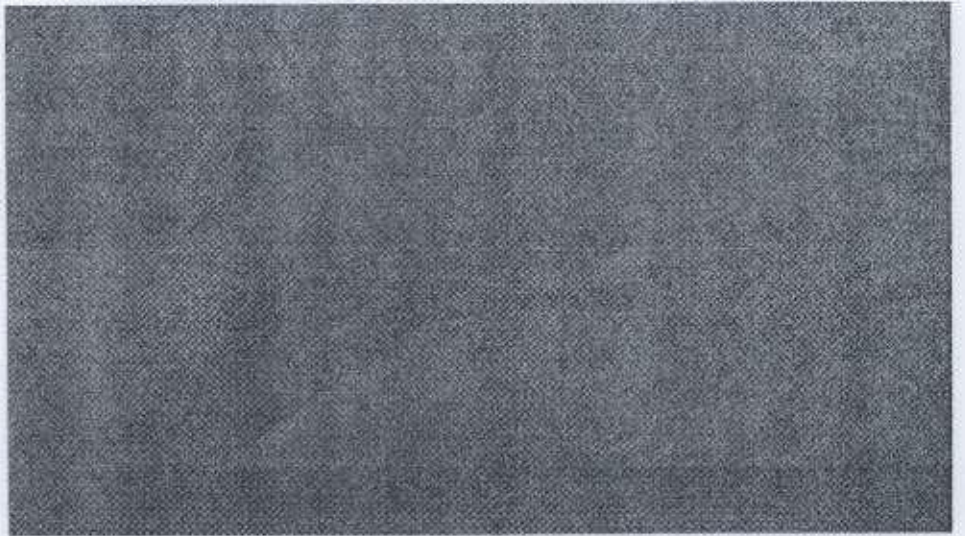


Denis Wilson

HASKONING 481 172
DENIS WILSON BUSINESS GROUP



ROYAL HASKONING

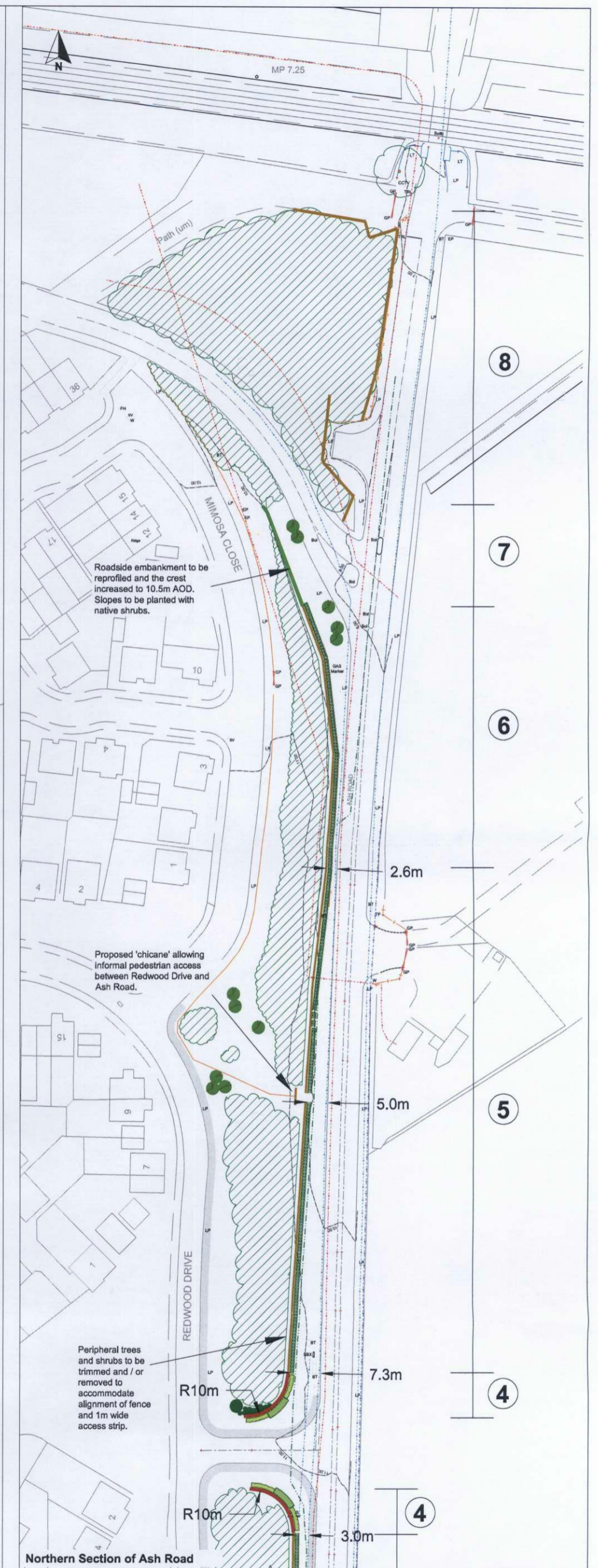
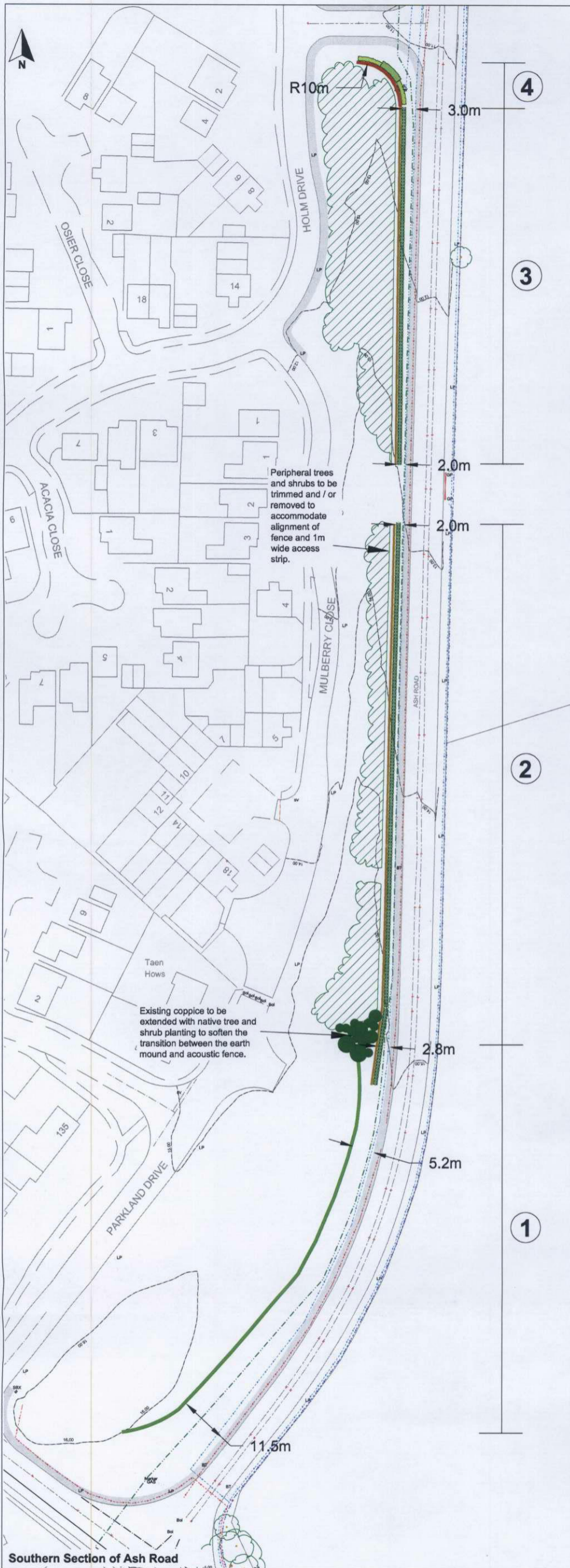




Appendix 1

Noise Mitigation Scheme Plans





Key

Existing vegetation to be retained	Proposed hedgerow	Existing gas main
Existing footpath	Proposed standard tree	Existing electricity cable
Existing contour (1m intervals)	Proposed ornamental shrub planting	Existing telephone cable
Proposed close board timber fence	Proposed native tree and shrub planting	
Proposed brick wall and pillars		
Proposed earth mound (crest of mound illustrated)		

Scale 1:500 @ A1

- Notes:**
- Proposed earth mounding minimum height 1.7m and maximum height 2.0m above existing ground levels. See Detailed Plans S128 and S129.
 - Proposed acoustic barrier (close board timber fence) 2m high located on the eastern side of existing vegetation and set back 2m from the edge of the highway footpath. A hedgerow is proposed along the eastern edge of the barrier and a grass verge with spring bulb planting.
 - As specified for 2.
 - Proposed 2m high brick wall, 15m long with a 10m radius to enhance the entrance to the adjoining residential area. Ornamental shrub and spring bulb planting proposed to create seasonal interest. See Detailed Plan S125.
 - Proposed acoustic barrier (close board timber fence) 2m high located on the eastern side of existing vegetation. A hedgerow is proposed along the eastern edge of the barrier and a wide grass verge with spring bulb planting.
 - Existing poor condition fence to be replaced by a 1.8m high acoustic (close board timber) fence. Mature hawthorn trees to be retained and supplemented with additional hedgerow planting.
 - 0.5m high earth embankment proposed along the crest of the existing roadside embankment. To be planted with native shrubs. See Detailed Plans S126 and S127.
 - Proposed 5m high acoustic fence along the edge of existing woodland copse.

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**Ash Road Acoustic Barrier
General Arrangement Plan**

February 2009
20306-5124.dwg wark

Entec

Notes

1. 2m high brick wall (1 brick thick) laid to 10m radius curve with blue engineering brick on edge coping. Bricks to match neighbouring properties (to be agreed with LPA). 440 x 440mm brick pillars either end. Opportunity for entrance feature to be agreed with LPA and local residents (e.g. road signs to be inserted into wall).

2. 2m high close board timber fence. Fence posts at 2.4m or 3m centres depending on the final choice of supplier.

3. Proposed hedgerow, species mix as follows:

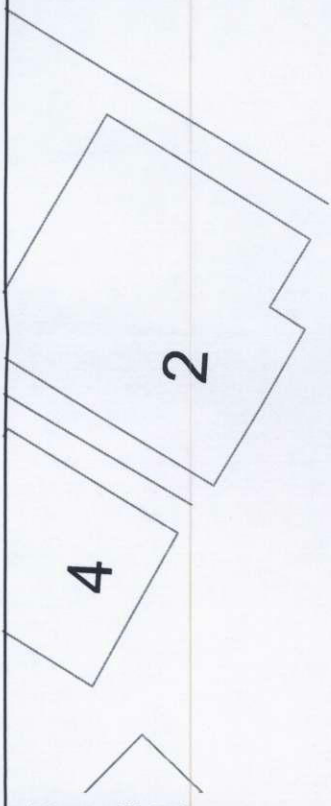
- 60% hawthorn
- 20% blackthorn
- 10% hazel
- 5% guelder rose
- 5% holly

Planting subject to use of Greenleaf ReRoot 600 and ReRoot 1000 root barrier system where necessary.

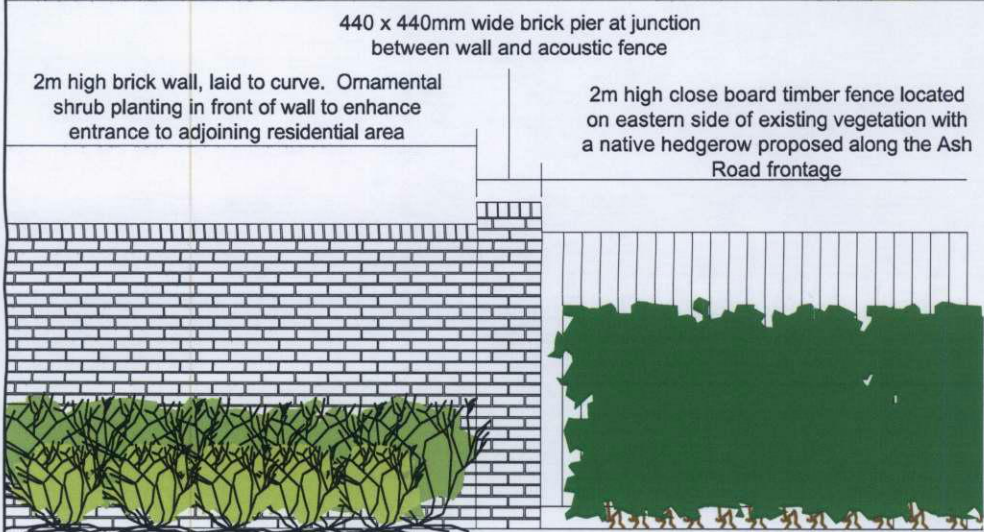
4. Swathes of spring bulb planting in existing grass verge to enhance entrance and provide seasonal interest.

5. Additional native tree and shrub planting to extend copse. Species include ash, hazel, holly and guelder rose.

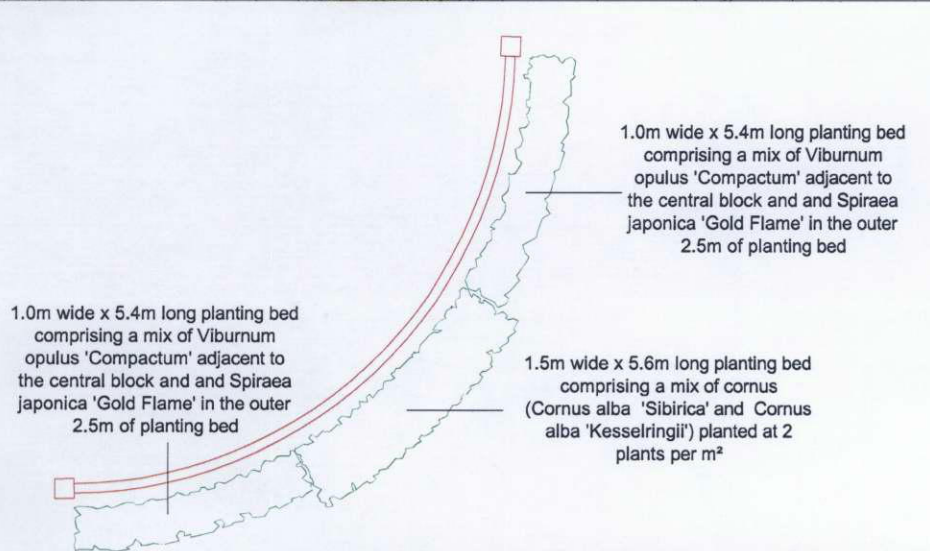
6. Existing vegetation to be trimmed and / or removed to accommodate alignment of acoustic barrier and allow a 1m wide access strip for future maintenance of the fence panels.



Detail Plan Scale 1:250 @ A3



Illustrative Elevation Scale 1:20 @ A3



Scale 1:200 @ A3 **Ornamental Planting**

Key

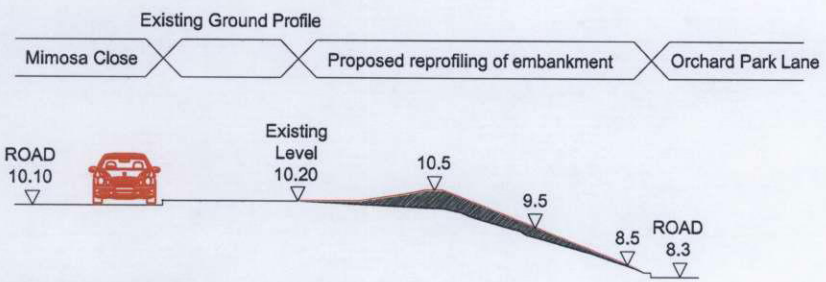
- | | | | | | |
|--|--|--|---|--|-----------------------------|
| | Existing semi-mature trees and shrubs to be retained | | Proposed ornamental shrub planting | | Existing gas main |
| | Existing footpath | | Proposed hedgerow | | Existing electricity cables |
| | Existing contours (0.1m intervals) | | Proposed 2m high close board timber fence | | Existing telephone cables |
| | Existing trees / shrubs to be removed | | Proposed 2m high brick wall and pillars | | |
| | Proposed tree and shrub planting | | Existing grass verge | | |

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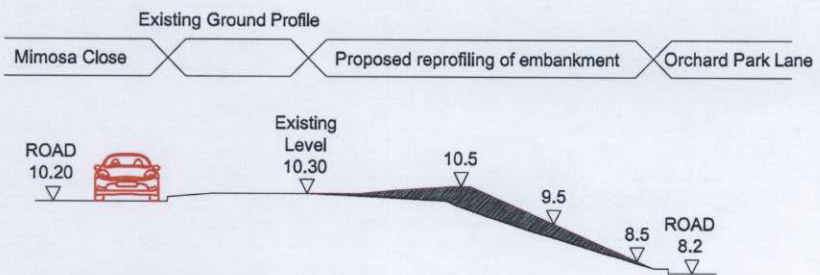
**Ash Road Acoustic Barrier
Holm Drive / Redwood Drive Junction
Detail Design**

February 2009
20306-S125.dwg wardk

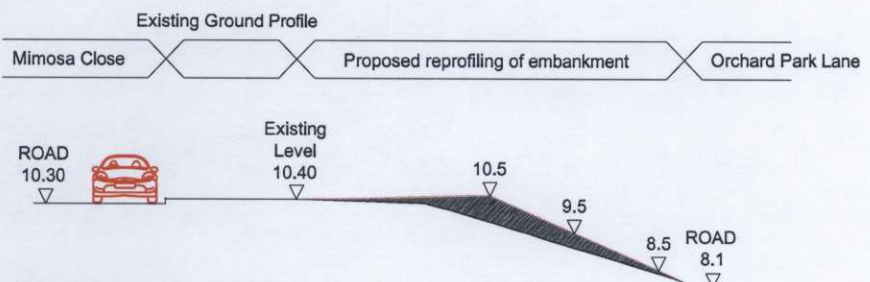
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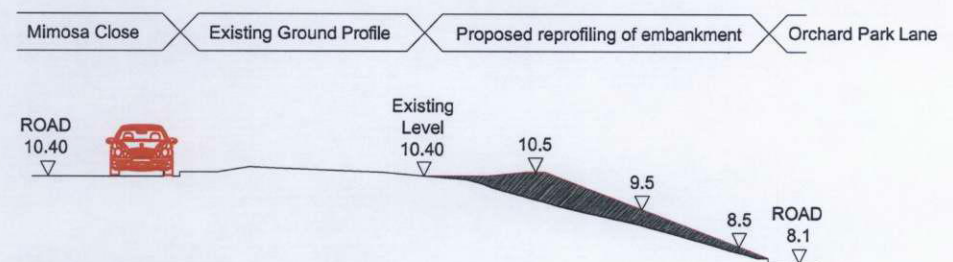
Section A-A



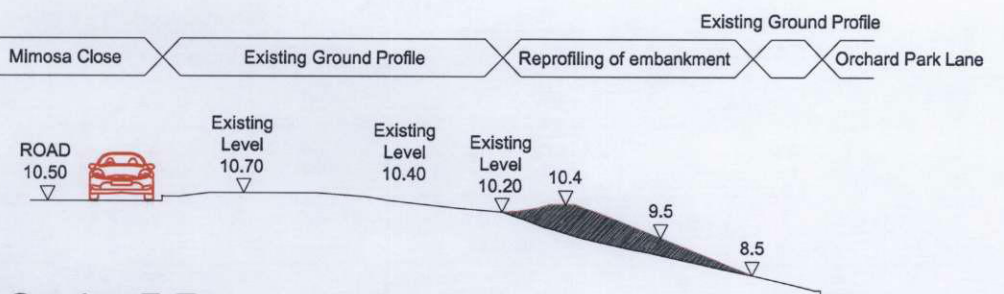
Section B-B



Section C-C

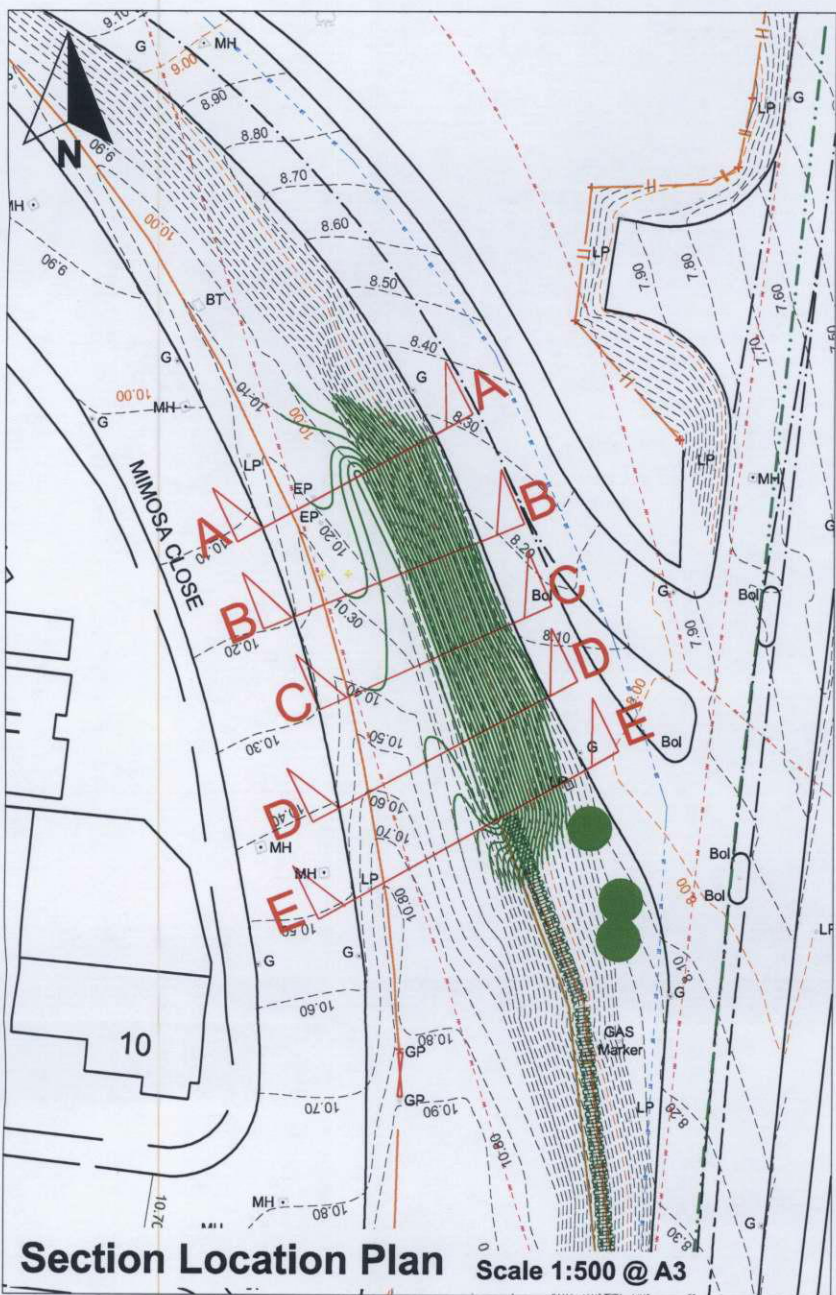


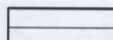

Section D-D



Section E-E

Sections A-A to E-E Scale 1:200 @ A3



- Key**
-  Existing ground level
 -  Proposed ground level

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Ash Road Acoustic Barrier
Mimosa Close Sections A-A to E-E

February 2009
20306-S127.dwg wardk

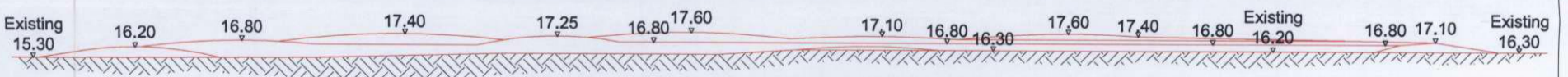
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Location plan
Not to scale



Proposed Development Area Scale 1:1250 @ A3



Elevation E1
Scale 1:500 @ A3

Key

	Existing contours (0.1m intervals)
	Proposed earth bund
	Proposed spot heights
	Proposed contours

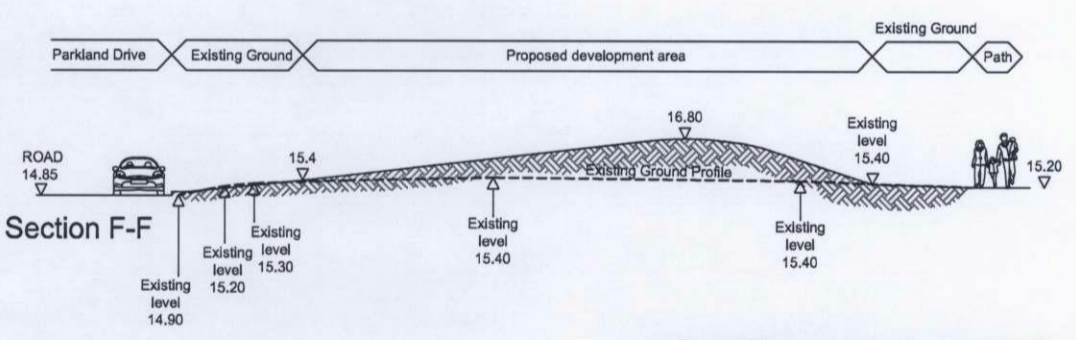
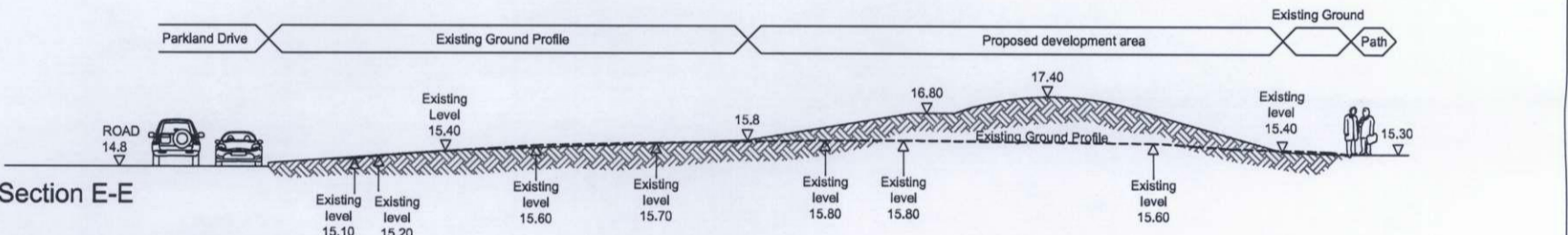
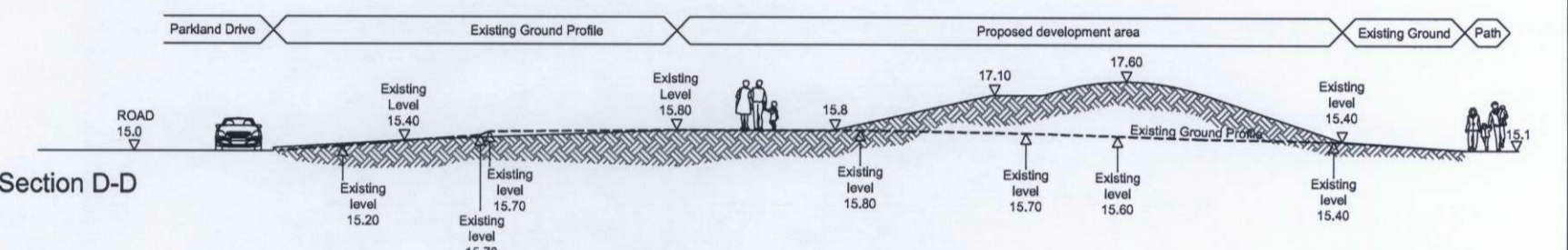
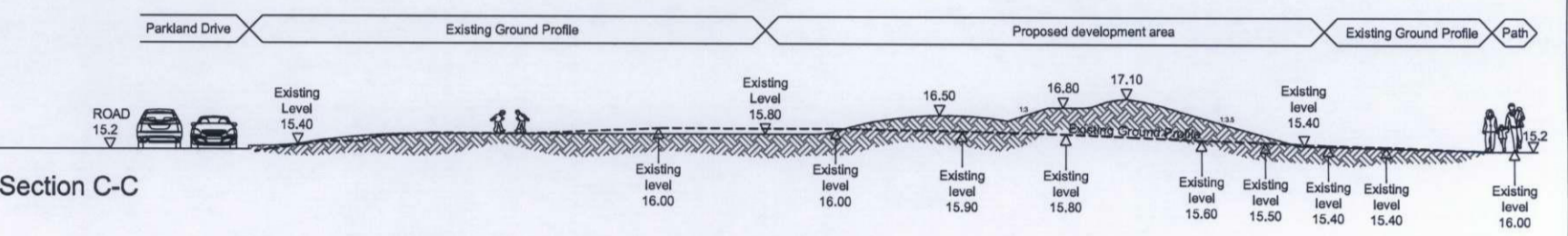
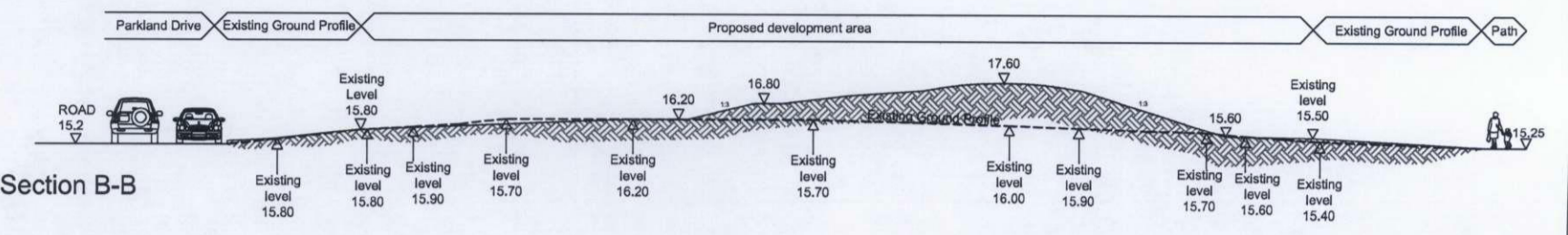
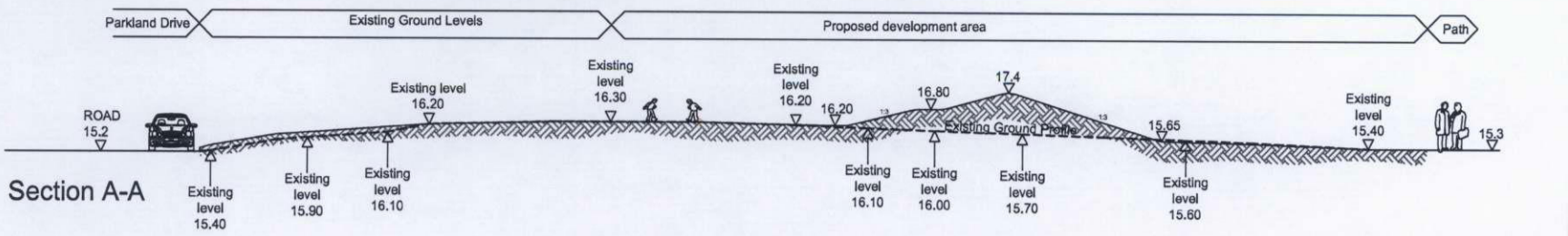
Notes
 All levels in m unless stated otherwise
 To be read in conjunction with General Arrangement drawing 20306 - S124
 Slope design to be minimum 1:3
 Subject to slope infill material the use of ground reinforcement may be required.

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**Ash Road Acoustic Barrier
 Parkland Drive Detail Design**

February 2009
 20306-S128.dwg stebd

Entec



Sections A-A to F-F Scale 1:1500 @ A3

Notes

- All levels in m unless stated otherwise
- To be read in conjunction with General Arrangement drawing 20306 - S124
- Slope design to be minimum 1:3
- Subject to slope infill material the use of ground reinforcement may be required.

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**Ash Road Acoustic Barrier
 Parkland Drive Sections A-A to F-F**

February 2009
 20306-S129a.dwg stebd





Existing view looking east from Parkland Drive.



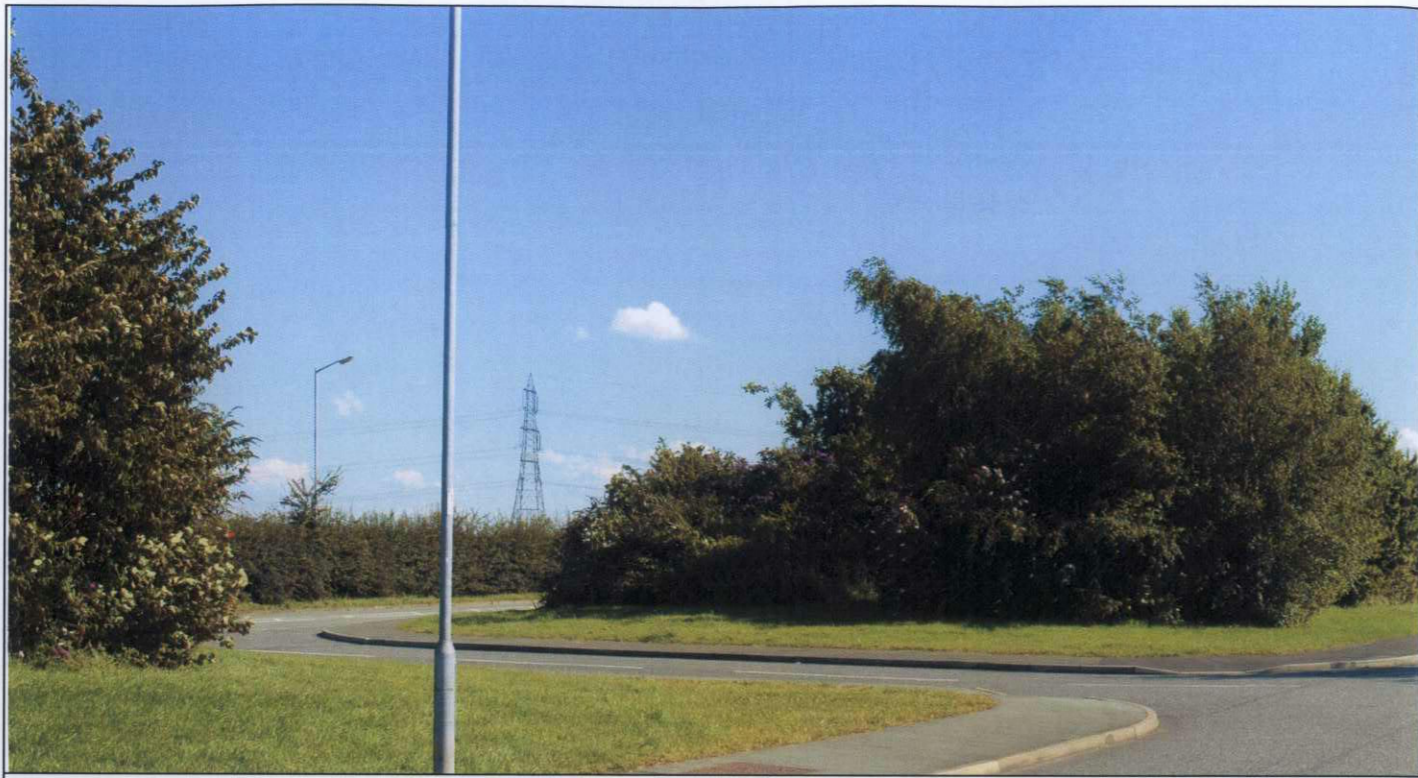
Predicted view showing new landform.

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Quinn Glass

Illustration of Predicted View from
Parkland Drive

February 2009
20306-S130.cdr wrigs02

Entec



Existing view of junction, looking south-east from Redwood Drive.



Predicted view of junction showing acoustic barrier and additional planting.

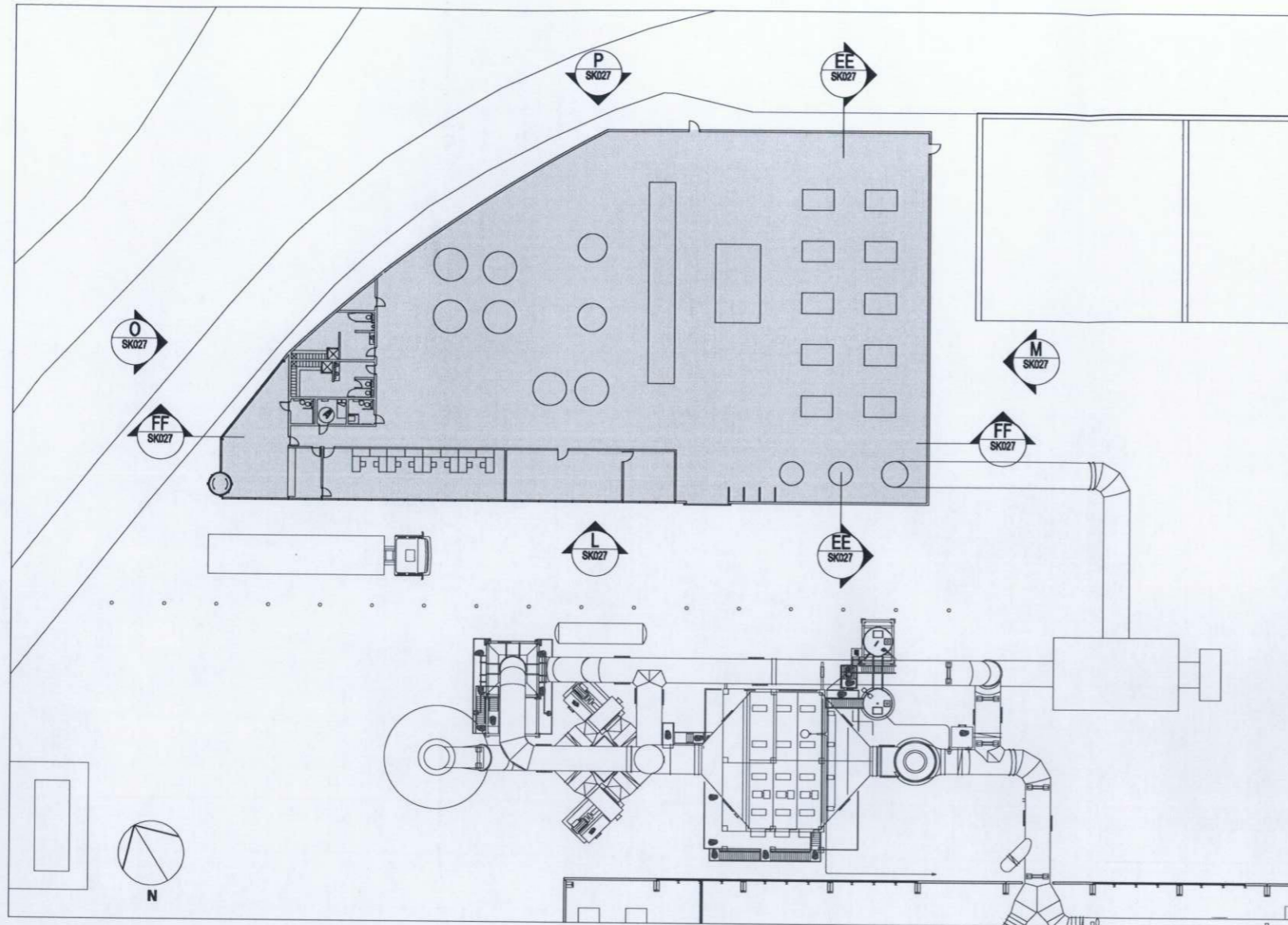
Quinn Group Ltd
Quinn Glass

**Illustration of Predicted View of
Junction Between Redwood Drive/Holm
Drive and Ash Road**

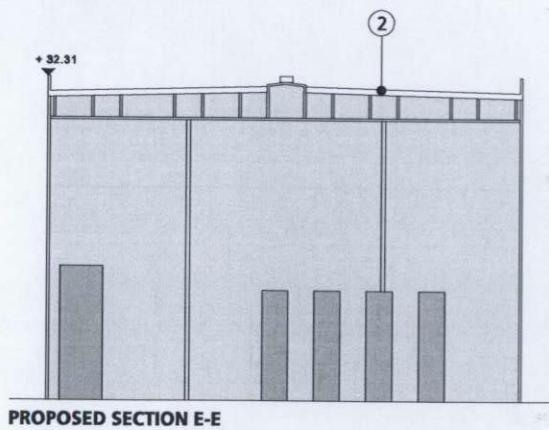
February 2009
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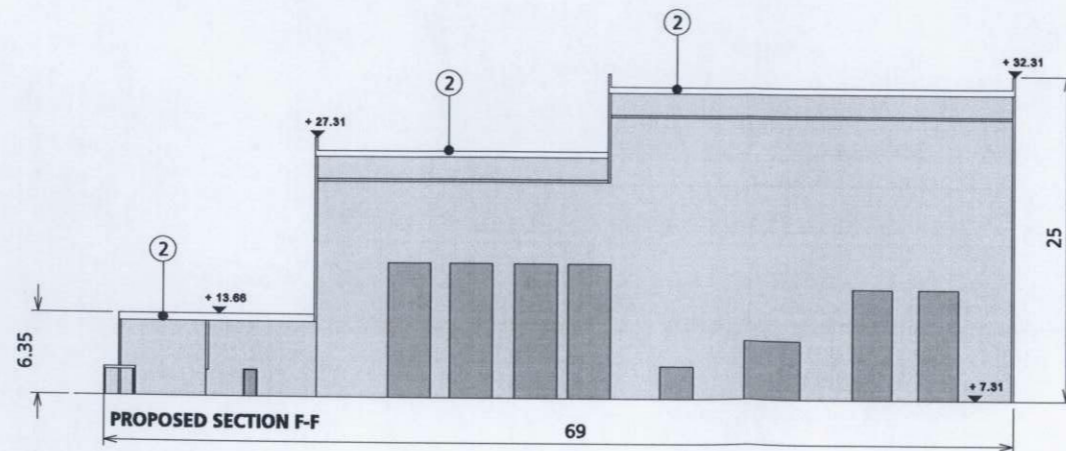
Appendix 2
Photobioreactor Drawings



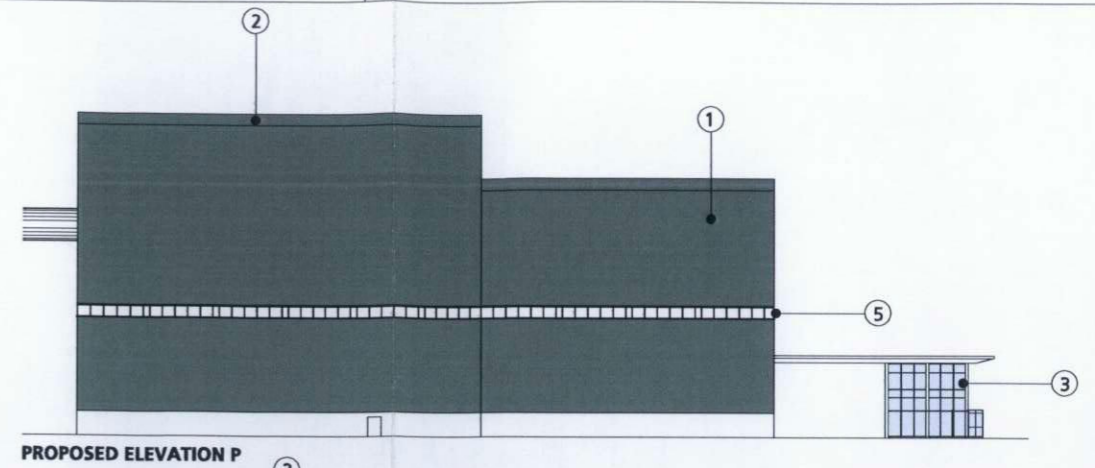
GROUND FLOOR PLAN



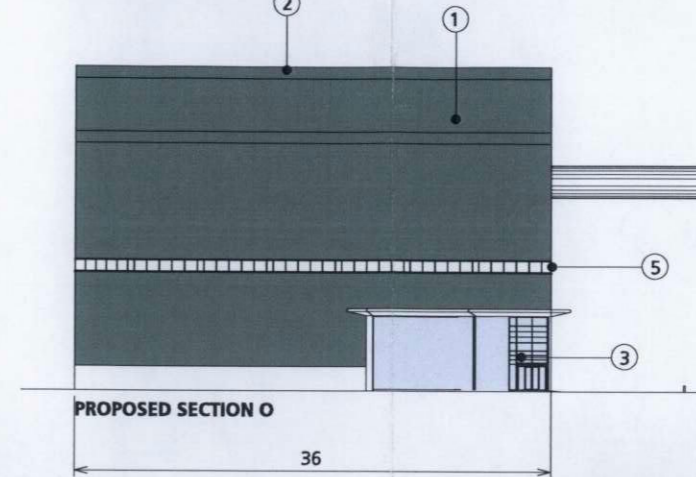
PROPOSED SECTION E-E



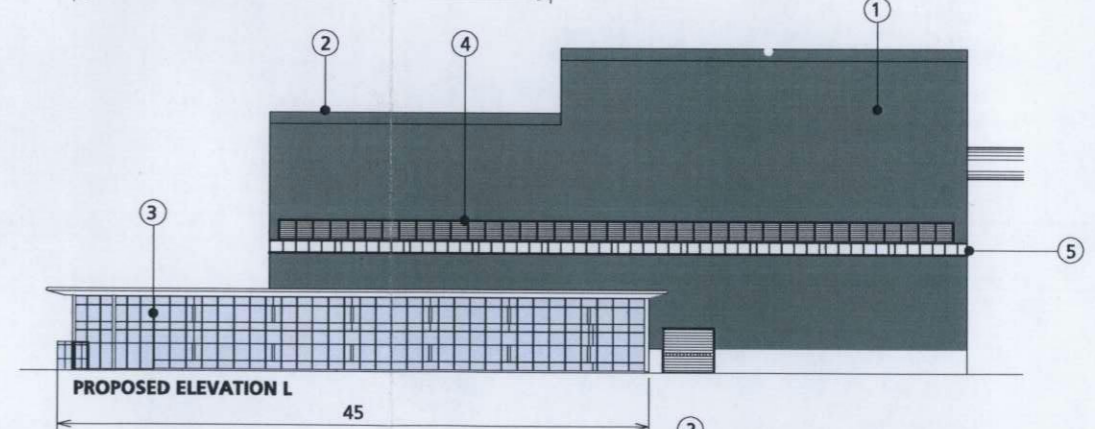
PROPOSED SECTION F-F



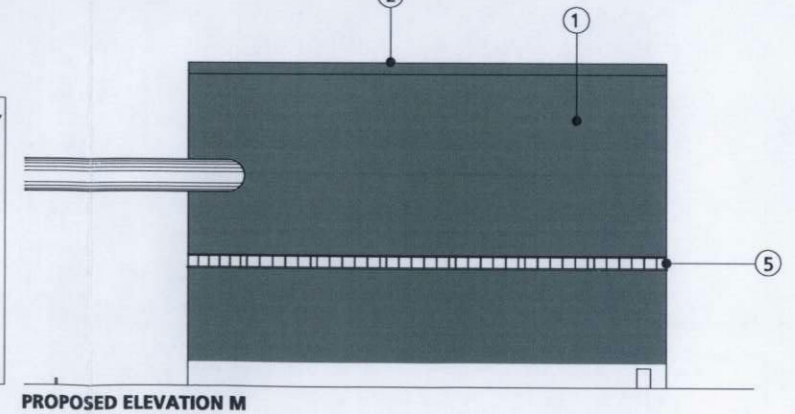
PROPOSED ELEVATION P



PROPOSED SECTION O



PROPOSED ELEVATION L



PROPOSED ELEVATION M

1. COLOURCOAT INSULATED WALL CLADDING MERLIN GREY (TO MATCH BATCH PLANT BUILDING)
2. COLOURCOAT INSULATED ROOF CLADDING GOOSEWING GREY (TO MATCH PRODUCTION BUILDING)
3. GLAZED WALL SYSTEM TO MATCH ADMINISTRATION BUILDING
4. PROCESS / VENTILATION LOUVRES COLOUR TO MATCH WALL CLADDING
5. ALUMINIUM WINDOW FRAME SYSTEM COLOURED TO MATCH CLADDING ABOVE / BELOW.

A0

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Berrylin,
 County Durham,
 Newcastle Road,
 BT28 9AS
 Tel: 030 6774 8888
 Tel Fax: 0304 38 0774 8888
 Fax: 0304 3774 8197
 www.quinn-group.com

Do not scale
 All dimensions to be checked on site

Revision	

QUINN GLASS
 Quinn Business Park, Ash Road, Eton, Chester

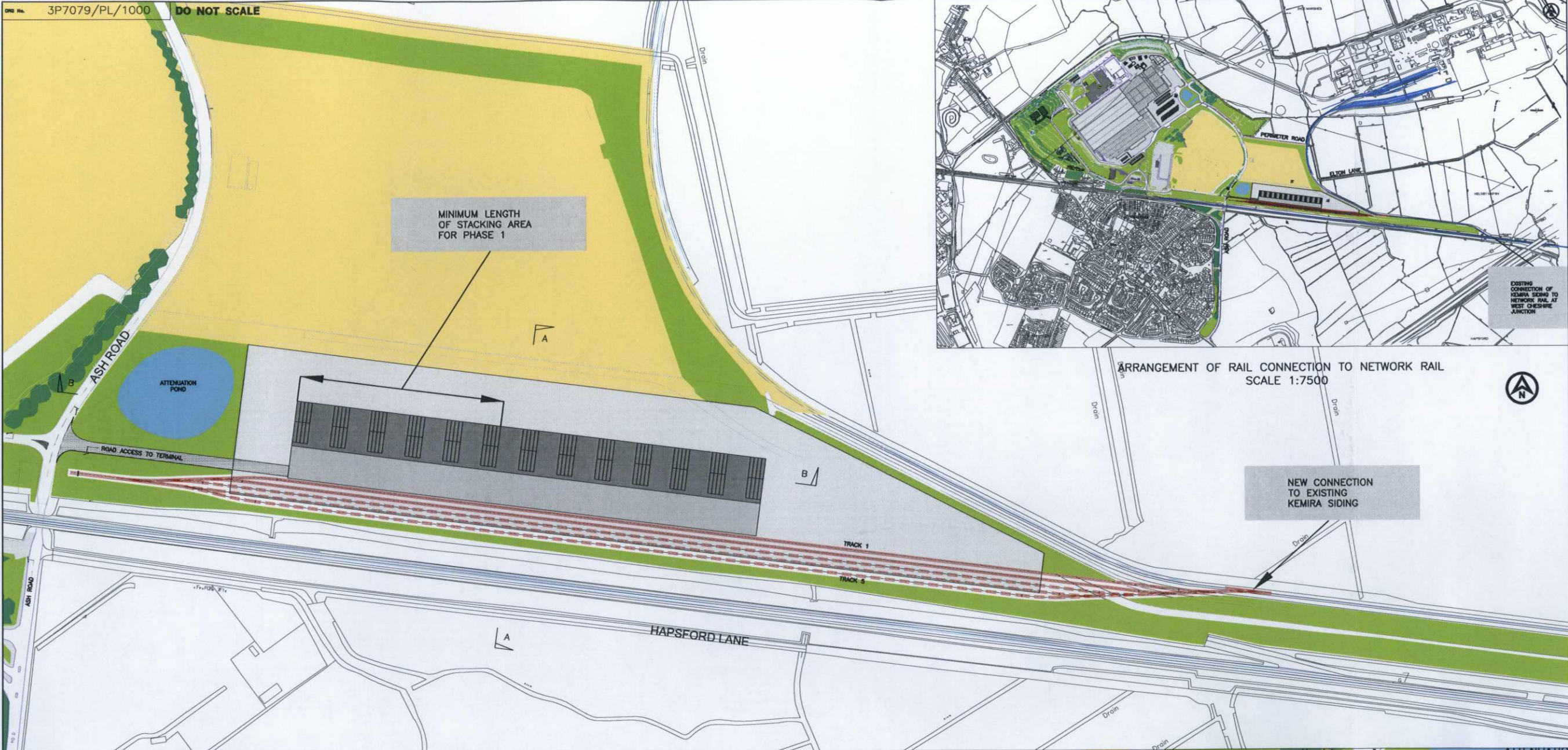
Client: Quinn Glass
 Planning Consultant: Nathaniel Lichfield & Partners
 Environmental Assessment: Entec UK
 Transport: MDS Transmodal / Denis Wilson Partnership

GRIMSHAW
 57 Clerkenwell Road
 London EC1M 5NG
 T +44 (0)20 7291 4141
 F +44 (0)20 7291 4194
 www.grimshaw-architects.com

Title: PROPOSED BIO REACTOR
 Date: 02/10/08
 Scale: 1:200 @ A0
 Drawn: [] Checked: [] Authored: []
 Status: FOR INFORMATION
 07012SK027

Appendix 3

Intermodal Facility Phase I



LEGEND

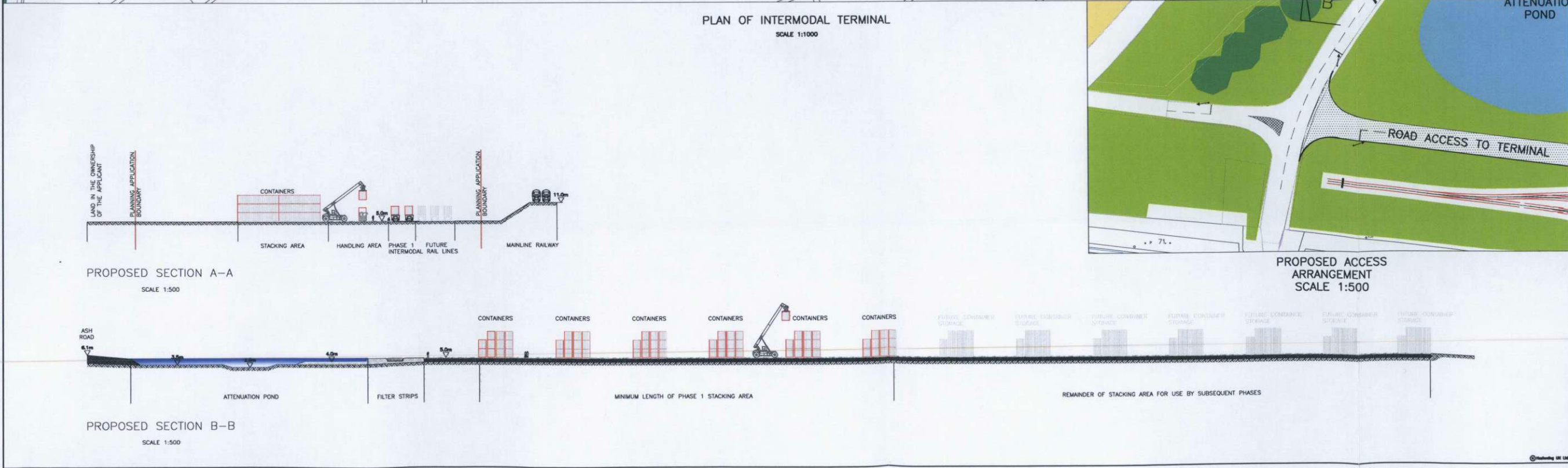
- NEW TRACK PHASE 1
- NEW TRACK FOR LATER PHASES
- EXISTING TRACK
- PLANNING APPLICATION BOUNDARY
- INTERMODAL AREA
- HANDLING AREA
- STACKING AREA
- ATTENUATION POND
- ACCESS ROAD
- LOW LEVEL LANDSCAPING

BASED UPON GRISHAW DRAWING FILE 07012_PAL_040_PROPOSED ILLUSTRATIVE MASTERPLAN REV B LOW AND ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF HER MAJESTY'S STATIONERY OFFICE. ©CROWN COPYRIGHT RESERVED. LICENCE NUMBER AL100018327

MATERIAL SPECIFICATION:
THE MATERIAL SPECIFICATION AND PAVEMENT CONSTRUCTION DETAILS FOR ALL AREAS OF HANDSTANDING WILL BE CONFIRMED AT THE DETAILED DESIGN STAGE, AS IS SUITABLE FOR THE LOADINGS IMPOSED BY THE PROPOSED USE AND SUBJECT TO THE FINDINGS OF A GROUND INVESTIGATION SURVEY.

CONSTRUCTION PHASING:
THE INFRASTRUCTURE TO BE PROVIDED FOR THE PHASE 1 INTERMODAL TERMINAL SHALL INCLUDE THE NEW TRACK FOR PHASE 1, ACCESS ROAD, HANDLING AREA, AT LEAST 3,500SQM OF STACKING AREA, THE ATTENUATION POND AND ASSOCIATED DRAINAGE, ALL OF WHICH ARE SUBJECT TO DETAILED DESIGN.
THE REMAINDER OF THE STACKING AREA SHALL BE CONSTRUCTED AND LAID OUT IN SECTIONS, SUCH THAT SUFFICIENT STACKING AREA IS PROVIDED FOR OPERATIONAL REQUIREMENTS.
THE REMAINDER OF THE INTERMODAL AREA SHALL BE PROVIDED AS CRUSHED STONE OR A SUITABLE ALTERNATIVE SURFACE, AS REQUIRED FOR THE OPERATIONAL REQUIREMENTS OF THE INTERMODAL TERMINAL.
THE REMAINING TRACKS WILL BE PROVIDED AS MAY BE NECESSARY TO SUIT THE OPERATIONAL REQUIREMENTS OF THE INTERMODAL TERMINAL.

PLAN OF INTERMODAL TERMINAL SCALE 1:1000



REV	DATE	DESCRIPTION	BY	CHK	APP
3	21.07.09	NOTES AND ANNOTATIONS ADDED	AJC	DB	DB
2	20.07.09	MASTERPLAN LAYERS AMENDED	AJC	DB	DB
1	17.07.09	FIRST ISSUE	CB	BA	BA

REVISIONS

CLIENT: QUINN GLASS

PROJECT: PROPOSED INTERMODAL TERMINAL PHASE 1

TITLE: PROPOSED PLAN AND SECTIONS

ROYAL HASKONING

INFRASTRUCTURE AND BUILDINGS

RESURRELL HOUSE
PETERBOROUGH PE1 8DR
01753 35244
01753 35245
www.royalhaskoning.com

DRAWN	CB	CHECKED	PASSED
DATE	22.07.09	CLIENT'S REF.	AUTHOR REF.
SCALE AT A0	AS SHOWN	AUTHOR REF.	
DRAWING No.	3P7079/PL/1000	REVISION	3