

BREEAM Tra01 Assessment

Introduction

This Technical Note presents the BREEAM Tra01 Assessment for the South Body in White Extension at Jaguar Land Rover Halewood Operations.

This Technical Note should be read in conjunction with the Transport Statement prepared to accompany the planning application, and the existing Travel Plan for Jaguar Land Rover Halewood Operations.

Tra01 Assessment

1. A site-specific Transport Statement has been prepared no later than Concept Design stage. This demonstrates compliance with BREEAM as no new trips, traffic flows or parking spaces will be generated as part of the proposed development. Additionally, the existing Travel Plan has been influencing travel to work attitudes since 2017.
2. The following information has been included as part of the Transport Statement, or included in this Technical Note:
 - a. The existing Travel Plan reports travel patterns and attitudes of existing building users towards cycling, walking and public transport. Additionally, it identifies relevant potential constraints and opportunities to regularly monitor. The baseline modal share reported that 59% of employees drive a car to work, 32% travel as a passenger, 4% travel by bicycle, 3% walk to work, 1% travel by public transport and 1% travel by motorcycle. (See Figure 7.2 of the Travel Plan).
 - b. The existing Travel Plan reports predicted future travel pattern targets of building users. The Travel Plan sets out ambitious plans to reduce lone driver dependency and encourage more sustainable means of transport. The proposed future modal share targets are 54% for car drivers (-5%), 35% for car passengers (+3%), 5% for cyclists (+1%), 3% for pedestrians (+0%), 2% for public transport users (+1%) and 1% for motorcycle users (+0%). (See Table 9.2 of the Travel Plan).
 - c. The current local environment for pedestrians and cyclists has been described in Chapter 2 and 4 of the Transport Statement. This is also included in Chapter 5 of the Travel Plan.
 - d. Figure 1 below shows the current number and type of existing accessible amenities within 500 metres of the site as per BREEAM Table 7.1.
 - e. The current local disabled accessibility to the site has been described in Chapter 2 and 4 of the Transport Statement. This is also included in Chapter 5 of the Travel Plan.
 - f. The existing public transport Accessibility Index (AI) has been calculated as 6.32 as per the BREEAM methodology. A copy of the calculation tool is included below.
 - g. The current facilities for cyclists have been described in Chapter 4 of the Transport Statement. This is also included in Chapter 5 of the Travel Plan.
3. A site-specific Travel Plan that provides a long term management strategy which encourages more sustainable travel is already in place at the Jaguar Land Rover Halewood site. The Travel Plan Action Plan (Chapter 8), Key Performance Indicators and Targets (Chapter 9) and Monitoring (Chapter 10) include measures to increase and improve more sustainable modes of transport and movement of people during the building's operation.



4. The occupier is fully involved in the existing Travel Plan.
5. The existing Travel Plan has been implemented and supported by the occupier since 2017.

Figure 1 – Amenities in proximity to the site



BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	180									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	2	2	2	2	0.08333333					

NODE 2

Public transport type	Bus									
Distance to node (m)	340									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	5									

NODE 3

Public transport type	Rail									
Distance to node (m)	2500									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1									

NODE 4

Public transport type	Rail									
Distance to node (m)	2700									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1									

Accessibility Index

6.32