

Transport Statement for Eastlands Car Park, Halewood

Jaguar Land Rover

September 2022

Quality information

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1. Introduction

Brief

- 1.1 AECOM have been commissioned by Jaguar Land Rover to prepare a Transport Statement in support of an application to extend an existing temporary planning permission for a five year period to provide 1,589 car parking spaces on land known as Eastlands, located at the east of Jaguar Land Rover Halewood site (Ref: 19/00460/FUL). The temporary car park is referred to as “Eastlands” and is shown bounded in red on Figure 1 below. This consent is due to expire on 30th September 2022.

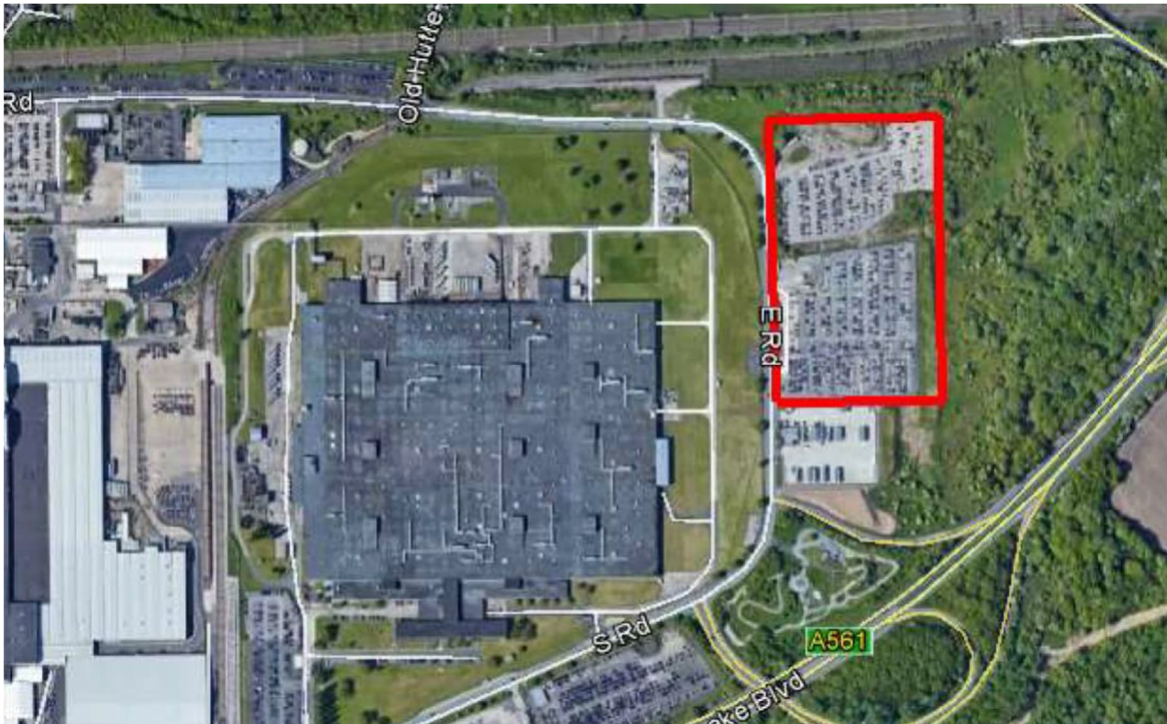
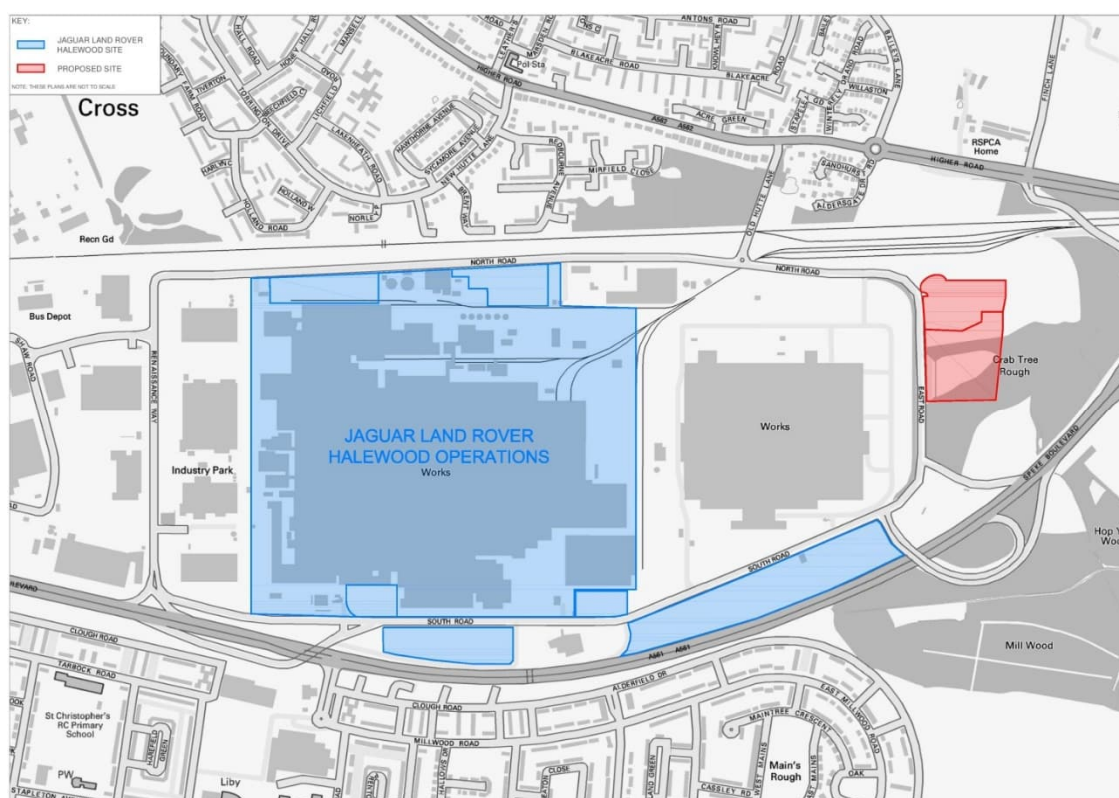


Figure 1: Eastlands Car Park Location

- 1.2 The Eastlands car park was formed in two parts, constructed at different points in time. The north car park was initially granted permission in August 2014 to provide a temporary car park of 304 staff and visitor car park spaces and a park and ride facility (14/00440/FUL). Permission was granted until 8 August 2015. A second application was submitted in March 2016 for an additional 1,285 spaces on land to the south (1,589 spaces in total) with a description of “*Construction of a temporary car park to provide 1,589 spaces together with erection of a security cabin and 2.4-metre-high boundary fencing. Installation of lighting columns & associated works*”. This was approved on 22 June 2016 (16/00147/FUL). A new bus turning circle and shelter was introduced within the south car park to accommodate a shuttle bus service from Eastlands to the main entrance and employee entrances at the four gates around Jaguar Land Rover Halewood. A non-material amendment was approved in November 2016 to allow an additional access point and reconfiguration of internal arrangements (16/00147/NMA).
- 1.3 The temporary planning permission was extended (reference 19/00460/FUL) on 1st October 2019 for the “construction of a temporary car park to provide 1,589 spaces together with erection of a security cabin and 2.4m high boundary fencing”, this consent is due to expire on 30th September 2022.
- 1.4 This application, which is the subject of this Transport Statement (TS), seeks to extend the live temporary consent to maintain business and operational flexibility for a further five-year period to 30th September 2027.

- 1.5 Whilst the existing temporary permission was sought to provide temporary parking for up to 1,589 spaces, not all of these spaces have been constructed as implementation has been demand led. The Eastlands car park therefore comprises 1,190 temporary car parking spaces, with 810 spaces in the south section of the car park and 380 spaces in the northern section of the car park. The permission to construct the further 399 spaces is sought to be retained also. The upper limit of 1589 allows Jaguar Land Rover the flexibility to extend this car parking area should demand increase due to either increased car use or relocation from other car parking areas within the site due to remodelling / refurbishment within the site. This flexibility is key to Jaguar Land Rover being able to respond to varying business demands.
- 1.6 Bus shelters have been installed to serve the shuttle bus service which runs between the car park and site entrances. A security cabin is installed, manned by security staff to monitor the use of the car park and 2.4m galvanised steel fencing has been implemented to secure the site. Details of the lighting scheme, security cabin, bus shelter and fencing which were submitted as part of the existing alterations have been implemented and resubmitted as part of this application due to no changes being proposed.
- 1.7 For context the location of the application site relative to Jaguar Land Rover Halewood is shown in Figure 2.

Figure 2. Site Location Plan



- 1.8 The proposed five-year extension to the temporary permission will enable Jaguar Land Rover to:
- Accommodate future increases in production output and associated increases in employee numbers.
 - Maintain visitor and contractor parking at Eastlands.
 - Use approximately 500-600 spaces for occasional vehicle storage (B8) or final vehicle distribution in a cordoned off area of the car park.
 - Facilitate Jaguar Land Rovers Reimagine Strategy which comprises the following;
 - o In the next five years, Land Rover will welcome six pure electric variants as it continues to be the world leader of luxury SUVs
 - o All Jaguar and Land Rover nameplates to be available in pure electric form by end of the decade; first all-electric Land Rover model in 2024

- o This renewal of planning is required to support the launch of EVs at Halewood site which forms part of the reimagine strategy and will enable our sustainable carbon net zero future
- Make provision for any temporary increase in employees on site for example during launch events, which could involve the construction of up to the additional 399 temporary spaces consented as part of the Temporary planning permission (reference 16/00147/FUL).

Purpose

- 1.9 Paragraph 113 of the National Planning Policy Framework (NPPF, 2021) sets out that all developments that will generate significant amounts of movement should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 1.10 This Transport Statement has been prepared with reference to Planning Practice Guidance: 'Travel plans, transport assessments and statements in decision-taking' which was updated in March 2014 and builds upon the guidance set out within the NPPF. This guidance provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans and highlights how they can positively contribute to the creation of accessible, connected, inclusive communities. The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

Report Structure

- 1.11 Following in from this section, the remainder of the report is structured as follows:
- Chapter 2 outlines the application site's location and provides an overview of Jaguar Land Rover Halewood including access onto the local highway network.
 - Chapter 3 describes the proposals including the location, extent and access arrangements.
 - Chapter 4 sets out the traffic impacts arising from the proposals.
 - Chapter 5 provides a summary and makes recommendations.

2. Operations Overview

Site Context

- 2.1 Jaguar Land Rover Halewood covers 300 acres and is located in a predominantly industrial area. It is located between the Liverpool branch of the West Coast Main Line which runs along the length of the northern perimeter of Jaguar Land Rover Halewood and the A561 Speke Boulevard which connects with Liverpool City Centre and Mersey Gateway Bridge and provides various accesses into Jaguar Land Rover Halewood.
- 2.2 At its southernmost end, Jaguar Land Rover Halewood is bordered by Higher Road which passes beneath the A561 Speke Boulevard. At the western end, Jaguar Land Rover Halewood is bounded by four large industrial buildings occupied by an automotive components' supplier, a pharmaceutical company and a distribution company amongst others.
- 2.3 Figure 3 shows the location of Jaguar Land Rover Halewood in the context of the surrounding area and the local and strategic highway network.

Figure 3: Location Plan Context



Site Operations

- 2.4 The Halewood plant is home to the production and manufacture of the Range Rover Evoque and Land Rover Discovery Sport, which includes plug-in hybrid and mild hybrid models. Halewood forms a crucial part of Jaguar Land Rover's operations in the UK, directly employing over 4500 people and providing skilled jobs and apprenticeships, including manufacturing shift workers and non-manufacturing staff. In addition, there are visitors and contractors who visit the site daily.

2.5 Manufacturing staff currently work across three shift patterns to enable Jaguar Land Rover Halewood to be operational for 24 hours per day on weekdays aside from Friday when manufacturing staff finish at 12:30. The morning shift is between 06:30 and 14:30, the afternoon shift is between 14:30 and 22:30 and the evening shift is between 22:30 and 06:30. In addition, the non-manufacturing staff work traditional office hours typically between 8am and 6pm with a lesser presence at the weekend.

2.6 Table 1 provides a breakdown of staff by work pattern.

Table 1. Employee Work Patterns

Work Pattern	Number of Employees
Three Shift	3,041
Four Shift	354
Traditional Office Hours	700

Source: Jaguar Land Rover

2.7 Shift changeovers create a significant demand on car parking at the site as there are always crossovers between employees on both shifts to ensure there is no break in production. On a daily basis this means that there needs to be sufficient car parking capacity available for at least two shifts across the entire site.

Car Parking

2.8 There are currently 3,810 car park spaces at Jaguar Land Rover Halewood. The provision of car parking across the Halewood plant changed substantially between 2016 and 2018 with the expansion of the plant to include a Body in White Facility and Logistics Centre on the sites of former car parks and a car park on land at Getrag.

2.9 A number of car parks were built to retain a similar level of capacity when the Body in White Facility and Logistics Centre were under construction, and these are all in operation. These included:

- Five new car parks to the north of North Road –car parks A to E;
- Temporary car parks at Eastlands to the east of the plant on the perimeter road;
- A new south east car park; and
- A reconfigured car park 1 to a now much reduced capacity at Gate 1.
- A new car park on land at Getrag (Car Park 4B, 436 spaces) for Jaguar Land Rover employees.

2.10 A breakdown of the existing parking provision is shown in Table 2.

Table 2. Halewood Car Parking Spaces

Car Park Name	Number of Parking Spaces	Type of Parking Provision
Managers Car Park	165	On-Site
Car Park 1	230	On-Site
Car Park 3	650	On-Site
Car Park 3 Extension	150	On-Site
Car Park 4	220	On-Site
South East	144	On-Site
Eastlands North	380	Temporary On-Site Park & Ride
Eastlands South	810	Temporary On-Site Park & Ride
North Car Park A	128	On-Site
North Car Park B	160	On-Site
North Car Park C	84	On-Site
North Car Park D	71	On-Site
North Car Park E	182	On-Site
Getrag (Car Park 4B)	436	On-Site
Total	3810	

- 2.11 All of the on-site car parks are accessed from the publicly accessible, privately owned access roads which pass around the perimeter of Jaguar Land Rover Halewood. Access to all of the car parks is controlled with a swipe card system and gated entry with the exception of the Eastlands North Visitor Car Park. Access to certain car parks is limited to people on specific shift patterns, for example 3-shift production workers, as opposed to those who work daytime only in the administrative building.
- 2.12 Disabled parking is allocated on an individual basis when the need for a disabled space is identified to ensure the space is located close to the building the person works in. This is arranged in collaboration with Occupation Health.
- 2.13 The location of the car parks is illustrated in Figure 4. Eastlands is located the furthest from Jaguar Land Rover Halewood and is currently reserved for visitor and contractor parking.

Figure 4. Car Park Locations



Local and Strategic Highway Network

- 2.14 Jaguar Land Rover Halewood is located adjacent to A roads providing access to Liverpool city centre, Liverpool John Lennon Airport, Port of Liverpool and connections to the Strategic Road Network and wider North West region including Warrington, Manchester and Manchester Airport.
- 2.15 National destinations are possible via Knowsley Expressway that connects with the Strategic Road Network at M57 Junction 1/ M62 Junction 6, and the Mersey Gateway Bridge that connects with the M56 Junction 12 in Runcorn.
- 2.16 The Mersey Gateway Bridge opened in 2017 and provides additional connectivity from the site to M56 to the south and M62 to the north.
- 2.17 Knowsley Expressway/M57 provides connections north to Port of Liverpool via the Speke Boulevard junction with the A5300 Knowsley Expressway. The M57 connects with the M58 at the 'Switch Island' junction in north Liverpool for national connections north via the M6 Junction 26 in Wigan. HGV trips associated with the Port of Liverpool are expected to follow designated routes due to the significant increase in HGV trips associated with the port's tripling in container handling capacity with the 'Liverpool 2' port expansion¹.
- 2.18 The strategic roads, managed by Liverpool City Council and Knowsley Council in the vicinity of the site include the A561 Speke Boulevard, the A562 Higher Road, A5300 Speke Boulevard and A562 east to Mersey Gateway. All of these routes form part of the Liverpool City Region Strategic Highway Network and currently provide passage for a high volume of traffic at all times of the day.
- 2.19 The A561 Speke Boulevard runs west of the Renaissance Way for connections to Garston Port rail-freight interchange; Liverpool city centre and both Mersey Tunnels for onward connection to Birkenhead Port with international ferry options to Dublin, Belfast and Castletown.

- 2.20 The North Road of the perimeter road connects with the A562 Higher Road. The A562 provides eastbound connectivity to the Speke Road via a rapid entry slip for connections north to the M62 or south to the Runcorn Bridge. The A562 connects westbound with Hunts Cross Station and onward to Liverpool City Centre via the A562 Hillfoot Road south Liverpool ring-road.
- 2.21 Figure 5 overleaf presents the site in context to the wider highway network.

Vehicular Access

- 2.22 Jaguar Land Rover Halewood is accessed from seven accesses, five of which provide access / egress from the A561 Speke Boulevard, one of which connects to the A562 Higher Road via Old Hutte Lane and one connects the northwest corner of Jaguar Land Rover Halewood at a junction with NCN62 and North Road. These accesses connect to a two-way site highway network which runs around the perimeter of Jaguar Land Rover Halewood.
- 2.23 Most of the site highway network is privately owned by Jaguar Land Rover and has gates on North Road, Old Hutte Lane, the slip roads between East Road and the A561 Speke Boulevard, and South Road which are closed once per year at Christmas to retain its status. At all other times the site highway network is accessible to the public without restriction. The western section of this road, Renaissance Way is a public highway.
- 2.24 A plan of the existing access arrangements is shown in Figure 6 overleaf.

Prepared for: Jaguar Land Rover



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- 2.26 **Access 1: Old Hutte Lane / North Road** is a single carriageway access from the A562 Higher Road via Old Hutte Lane which bridges the West Coast Main Line railway. Old Hutte Lane is subject to a 20mph speed limit and has double yellow lines on both sides along its length and a narrow footway along its western side. Old Hutte Lane is public highway until south of the railway line close to where it forms a priority T-junction with North Road. North Road is part of the site highway network which runs around the perimeter of Jaguar Land Rover Halewood.
- 2.27 **Access 2: East Road / A561 Speke Boulevard** comprises a one way exit only link from East Road which forms the on-slip to the A561 Boulevard eastbound.
- 2.28 **Access 3: East Road / A561 Speke Boulevard** comprises a priority T-junction which provides access to and from the A561 Speke Boulevard westbound via slip roads which bridge the A561.
- 2.29 **Access 4: South Road / A561 Speke Boulevard** comprises an off-slip from the A561 Speke Road eastbound which provides inbound access only. The slip road meets South Road at a priority T-junction which provides access to the site highway network clockwise and anticlockwise.
- 2.30 **Access 5: South Road / A561 Speke Boulevard** comprises a roundabout on South Road which provides on-slip access to the A561 Speke Boulevard westbound only.
- 2.31 **Access 6: Renaissance Way / A561 Speke Boulevard** comprises a priority junction which connects on- and off-slip roads from the A561 Speke Boulevard eastbound with South Road and Renaissance Way.
- 2.32 **Access 7: NCN62 / North Road** priority junction provides an additional access to Jaguar Land Rover Halewood from Woodend Avenue via Shaw Road. Though traffic is able to access Jaguar Land Rover Halewood via this route, it is not a very quick or direct route and would only to be used by traffic travelling from the north via Woodend Avenue.

3. Development Proposals

Development Site

- 3.1 The planning application relates to the renewal of the planning permission for 1,589 temporary car parking spaces on Eastlands car park which lies to the east of Jaguar Land Rover Halewood within land under the ownership of Jaguar Land Rover.
- 3.2 The application site is located approximately 9 miles to the south east of Liverpool City Centre and is bordered to the north by the Liverpool branch of the West Coast Main Line, to the west by East Road which forms part of the site highway network around the Jaguar Land Rover Halewood and to the south and east by green space and woodland which occupies land within the ownership of Jaguar Land Rover.
- 3.3 The application site was originally stoned and used for lorry parking before being partially redeveloped for a temporary car park in 2014 (14/00440/FUL) to accommodate a short-term increase in Jaguar Land Rover employees and supplies associated with the launch of a new vehicle from Jaguar Land Rover Halewood. These works provided an aesthetic uplift to the area and included repairs to existing fencing, installation of new lighting and provision of a terminus for the internal shuttle bus service.
- 3.4 Since the car park received temporary planning permission in 2016, it has been used exclusively by visitors and contractors visiting Jaguar Land Rover Halewood and is served by a shuttle bus between the car park and the main entrance.
- 3.5 Later a renewal of this temporary planning permission was granted to extend its permission from 22 June 2019 to 30 September 2022. This extension is now sought for a further five-year period to September 2027 to ensure it can continue to be used as a temporary car park can be retained. This permission will enable the business needs to continue whilst providing operational flexibility for Jaguar Land Rover to achieve the Reimagine Strategy and to start production of fully electric vehicles on site.

Access Arrangements

- 3.6 The car park will continue to be served via two junctions on East Road which permit all movements to accommodate traffic arriving from the north and the south.

Sustainable Travel Opportunities

- 3.7 Bus route 881 which operates weekdays between Speke, Hunts Cross and Bootle is the only commercially used bus stop located within the site on South Road opposite Gate 1. However, four frequent services (routes 80, 81 and 82) operate to Liverpool city centre and Bootle Bus Station in North Liverpool from the Speke Morrisons supermarket immediately south of Speke Boulevard, which is 5 minutes' walk from Gate 1.
- 3.8 Hunts Cross Rail Station lies 2.8 kilometres (30 minutes' walk time) from the main plant entrance. Many of the local bus services which operate along Woodend Avenue serve stops within 150m of Hunts Cross Rail Station; but, the bus would provide for less than half of the journey between the plant and the station. In the short-term, the reopening of the Halton Curve rail line in Runcorn will improve rail services between Hunts Cross Station and Runcorn Station, and in the near-term the Liverpool Long Term Rail Strategy outlines plans to operate services south of the River Mersey via Runcorn including, for example, Frodsham and Chester.
- 3.9 A dedicated off-road cycle route runs routes via Renaissance Way and forms part of National Cycle Route 62 (NCN62), itself part of the wider Trans-Pennine Trail (TPT). Merseytravel, on behalf of the Liverpool City Region Combined Authority have substantially improved a cycle route between the plant and Runcorn via on and off-road sections and including the Runcorn Bridge new widened cycle facility following substantial refurbishment.

4. Traffic Impact

Change in Demand

- 4.1 The extension to the temporary permission for Eastlands car park is required to provide business and operational flexibility. The proposals will enable Jaguar Land Rover to reallocate their parking provision across Jaguar Land Rover Halewood. As the total parking supply available will be unchanged, the proposals are not considered to generate an increase in external traffic movements to / from Jaguar Land Rover Halewood over and above that currently permitted.
- 4.2 The spaces will be temporary in nature and will enable Jaguar Land Rover to:
- Maintain visitor and contractor parking at Eastlands.
 - Use approximately 500-600 spaces for occasional vehicle storage (B8) or final vehicle distribution in a cordoned off area of the car park.
 - Provide for a temporary increase in employees on site during launch events.
 - Support the site achieving the Reimagine Strategy and producing fully electric vehicles on site
- 4.3 Employees are expected to access and egress Jaguar Land Rover Halewood by the same routes they currently use such that there will be no change in traffic movements on the external highway network.

Mode Share

- 4.4 Despite seeking an extension to the temporary permission at Eastlands car park, Jaguar Land Rover remain committed to encouraging more sustainable travel to the Halewood site. Jaguar Land Rover Halewood currently provides a dedicated sustainable travel website where employees can access all of the information required to enable them to make an informed decision on how to travel sustainably to the site. As part of this commitment, Jaguar Land Rover regularly organise travel awareness days for employees to attend to receive information on sustainable travel options, incentives for sustainable travel and are also used to encourage sign up to the dedicated car share website.
- 4.5 A Travel Survey was undertaken in January 2017 with the results providing the baseline situation against which mode share is monitored. The 2017 Travel Survey recorded a mode share of 59% single occupancy vehicles and 32% car sharing with 8% travelling via public transport or sustainable modes. This survey is repeated regularly to monitor progress, although was interrupted due to the impact of COVID.
- 4.6 The survey shows a high proportion of car sharing trips which evidences the popularity of the dedicated Jaguar Land Rover car share service and associated car share only parking facilities.

5. Conclusions and Recommendation

Summary

- 5.1 Jaguar Land Rover is seeking to extend the existing temporary planning permission (reference 19/00460/FUL, 1st October 2019) for 1,589 car parking spaces on land known as Eastlands to the east of Jaguar Land Rover Halewood for a five-year period until September 2027.
- 5.2 The application, which is supported by this Transport Statement (TS), seeks to extend this consent to maintain business and operational flexibility. Specifically, the proposals include:
 - Maintaining 1,190 constructed temporary car parking spaces within Eastlands surface level car park which has had temporary planning permission (16/00147/FUL) since 2016 and is used by employees and is the only car park currently available for use by visitors and contractors.
 - Retaining the potential to construct 399 temporary spaces for use by Jaguar Land Rover employees.
- 5.3 Employees are expected to access and egress Jaguar Land Rover Halewood by the same routes they currently use such that there will be no change in traffic movements on the external highway network.
- 5.4 As the proposals will not increase the current consented travel demand associated with Jaguar Land Rover Halewood, we see no reason for the Highway Authority to not support this application.

