

Transport Statement for Ford Car Park Extension, Halewood

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Document Information

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Introduction

Brief

This Transport Statement has been prepared by Ford Halewood in support of an application for planning permission to construct a car park extension to the East of the existing car park within the Ford Halewood factory in Merseyside.

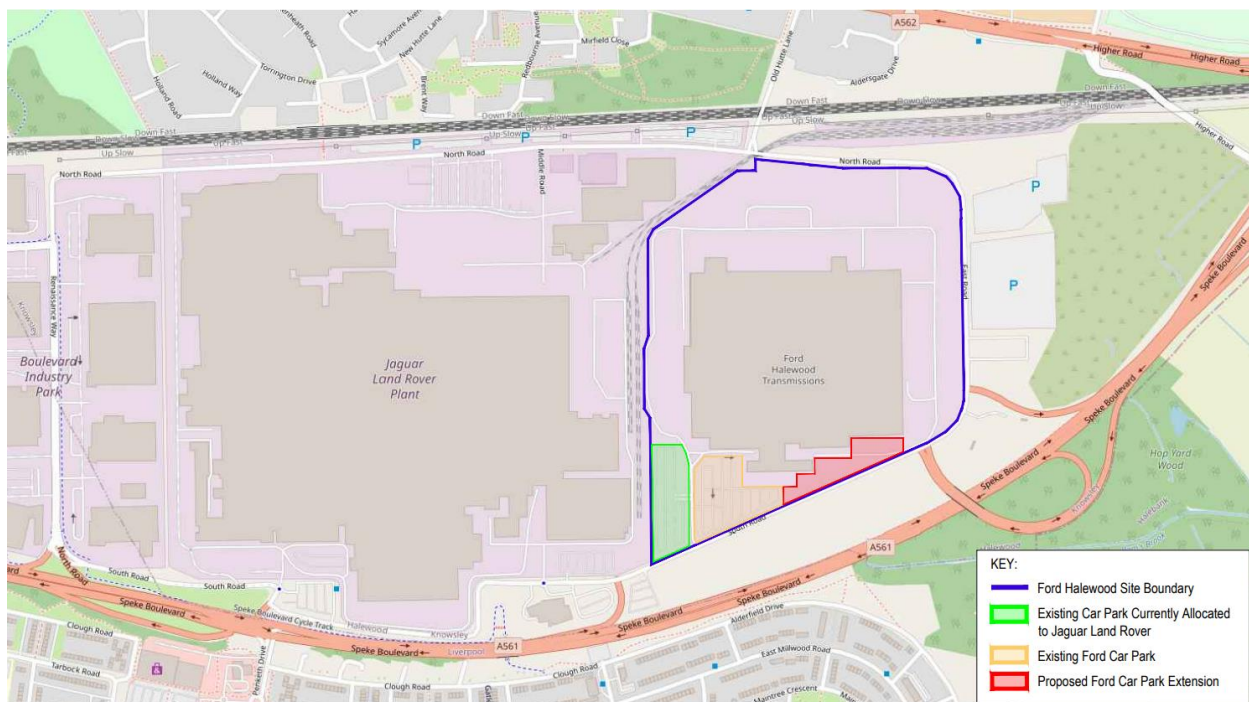
The proposal consists of plans to extend the area of the current car park across the front of the factory to allow for an increase in spaces; this will subsequently lead to a total of 585 permanent spaces allocated to Ford employees within the main car park - this value includes all designated EV charging spaces. This gives a net increase in permanent spaces of 210 on the Ford Halewood site.

The project forms part of an investment into implementing the production of electric drive units at the Ford Halewood site. The car park extension is required to increase the capacity of Ford employee vehicle parking, as the workforce grows alongside the scaling up of production of the new product.

The existing Ford car park was constructed by Jaguar Land Rover, on our behalf, to allow them to gain access to what was previously our car park – this area is now allocated to Jaguar Land Rover and is only being utilised by Jaguar Land Rover employees as per an ongoing lease agreement. The construction of this car park was covered under the application reference 17/00006/FUL.

The location of the application site for this proposal relative to Ford Halewood is shown in Figure 1.

Figure 1: Location Plan



Purpose

The National Planning Policy Framework (2021), states in paragraph 113, that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

This Transport Statement has been prepared with reference to the GOV.UK guidance set out in the 'Travel Plans, Transport Assessments and Statements' section that builds upon the information given in the National Planning Policy Framework document. This guidance provides details on the use and importance of Transport Assessments / Statements and Travel Plans and highlights how they can ensure that the potential transport impacts of development proposals have been considered and mitigated where needed.

This document is therefore produced alongside this guidance to provide the transport policy and accessibility context of the site and to set out the potential traffic and safety implications of the proposal.

Report Structure

The remainder of the report is structured under the headings as follows:

- **'Site Operation Overview'** – outlines the application sites location and provides an overview of Ford Halewood, including any access routes onto the local highway network.
- **'Development Proposals'** – describes the proposed car park including the location, proposed access arrangements and site parking supply, as well as the proposed sustainable transport initiatives.
- **'Traffic Impact'** – sets out the traffic impacts arising from the proposals.
- **'Conclusions and Recommendations'** – provides a summary of the report and makes recommendations.

Site Operations Overview

Site Context

Ford Halewood is located approximately 9 miles to the southeast of Liverpool City Centre. The Ford site covers around 71 acres of land and is located in an industrial estate that is majority owned by Jaguar Land Rover. To the north of the estate, the West Coast Mainline track runs across the length of the perimeter, beyond this runs the A562 Higher Road. To the South of the estate runs the A561 Speke Boulevard and beyond that lies Liverpool John Lennon Airport (approximately 2 miles away). To the East of the estate, the A561 Speke Boulevard merges into the A562 Higher Road and carries on east towards the Newstead Farm Interchange in the direction of Widnes. To the West of the estate, adjacent to Jaguar Land Rover, runs a string of large industrial buildings on Renaissance Way. These industrial buildings run along both sides of Renaissance Way and are occupied by an automotive component supplier, several pharmaceutical companies and a distribution company, among others.

Figure 2 below shows the location of Ford Halewood in the context of the surrounding area and local and strategic highway network.

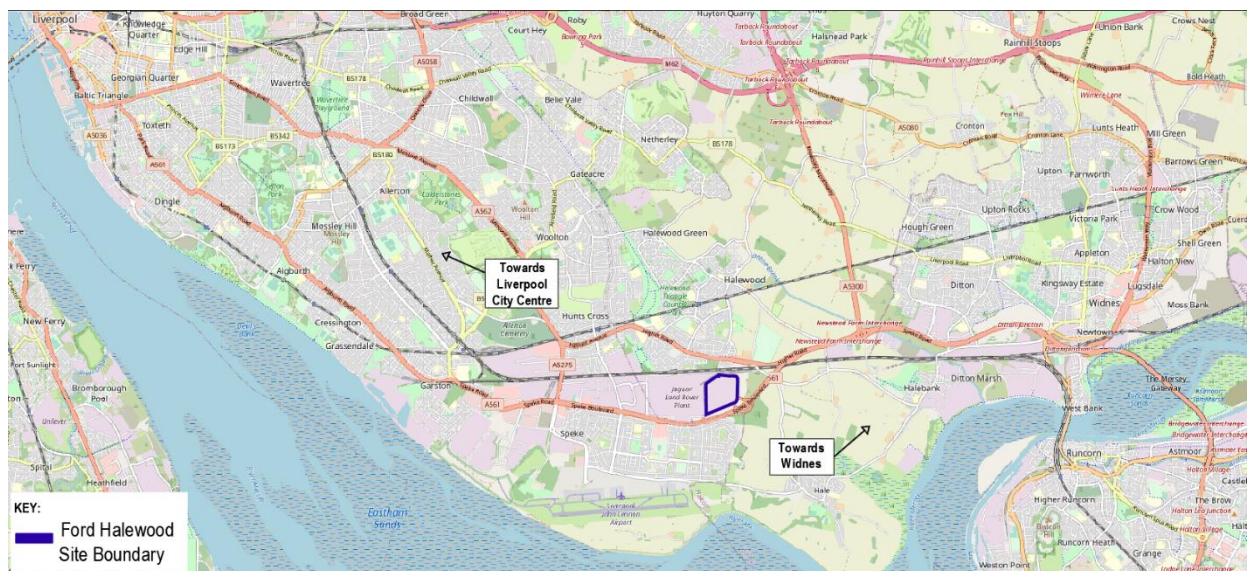


Figure 2: Location Context Plan

The two predominant sites within the estate are Jaguar Land Rover Halewood and Ford Halewood. There is a publicly accessible, privately owned two-way single carriageway site highway network that passes around the perimeter. The existing car park is accessed via a T-junction with South Road; this is one of the roads making up part of this perimeter. The proposal includes the construction of a second access-controlled gated entrance to the extended section of the car park which will also be accessed from South Road.

Ford Halewood currently employs approximately 465 employees who work across a three-shift pattern from Monday to Friday. From Monday to Thursday the average shifts change over times are: 7am, 3pm and 11pm. On Fridays, the employees will work a shorter shift with changeover times being: 7am, 12pm and 5pm with the 5pm shift finishing at 10pm. The current split of employees across the shifts is approximately: Days - 200, Lates – 130 and Nights - 130. A day shift will have a larger distribution of employees on site when compared to other shifts; this is because office

employees will all tend to work a day shift. However, leaving times are staggered so that office staff will most likely finish 30 minutes later than shop floor staff. Therefore, the majority of the employee traffic to and from the site is dispersed across a variety of different timings that do not fall during the busiest periods of rush hour traffic in the surrounding area.

The neighbouring factories on the estate, Ford Halewood and Jaguar Land Rover Halewood, coordinate their shift patterns to ensure the shift change overs do not fall at the same time. The purpose of this being to reduce the effect an overlap of the shift change over times would have on traffic within the internal site highway network, the surrounding external highway networks and residential areas.

Sustainable Travel Initiatives

Ford Halewood currently promotes sustainable transport initiatives to reduce the demand for travelling to work by the lesser sustainable modes of travel. There are currently two schemes that are implemented to promote cycling to work within the company. The first being the Bike 2 Work scheme from www.bike2workscheme.co.uk and the second is the Cycle to Work scheme from www.cyclesolutions.info/ford. Both these schemes provide the same service, and so the scheme an employee will use is simply determined by which of the companies were being utilised at the time of signing their contract. The schemes are government backed initiatives that allows employees to obtain a bike and/or any cycling equipment which can then be paid back through salary sacrifice instalments. This will also result in tax and National Insurance savings as payments are taken from gross pay rather than net pay.

Cycling to work is also encouraged by ensuring there are sufficient welfare facilities in place within the site to facilitate it and make it more appealing to employees. The bike storage facilities were upgraded in 2018 alongside the construction of the current car park; up to 60 bikes can be accommodated in the double tiered bike racks at a time. There are shower facilities in the employee locker rooms as well as a drying room facility that provides an area to store and rapidly dry cycling clothing or towels during an employee's shift.

Car sharing is a widely adopted method of transport for a lot of employees at the Ford Halewood site. The company encourages this and will facilitate matching up individuals' shift patterns, on request, in order to allow for car sharing to ensue.

Local and Strategic Highway Network

The application site is located within the extents of Ford Halewood site perimeter. The site highway network which runs around the perimeter of the site provides direct access onto the A561 Speke Boulevard and the A562 Higher Road via Old Hutte Lane which are strategic routes managed by Knowsley Council.

The A561 and A562 provide access to Liverpool City Centre and the wider Liverpool area. They also provide onward connections to the M57 to north and east Liverpool, the M62 to Manchester; Huddersfield, Bradford and Leeds, and the M56 to Stockport and south of Manchester in the east and Ellesmere Port, Birkenhead and Chester in the west.

To the north of Ford Halewood on the opposite side of the railway line is a largely residential area which is accessible by Old Hutte Lane. To the south of Ford Halewood on the southern side of the A561 Speke Boulevard is a large residential area and retail park directly accessible from the A561. As you travel to the West down the A561 Speke Boulevard, either of the two signalised crossroads Western Avenue and Speke Hall Avenue provide access to Liverpool John Lennon Airport, a business park and various commercial uses associated with the airport including hotels, airport parking and logistics businesses. The majority of other roads within the vicinity of Ford Halewood are local minor roads.

Vehicular Access

Ford Halewood is accessed/egressed from seven locations around its perimeter, five of which provide access and/or egress from the A561 Speke Boulevard, one of which connects to the A562 Higher Road via Old Hutte Lane, and one connects near to the northwest corner of Jaguar Land Rover Halewood at a junction with National Cycle Network 62 and North Road. These accesses connect to a two-way site highway network which runs around the perimeter of the Halewood site. The majority 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 only once per year on Christmas Day. At all other times the site highway network is accessible to the public without restriction. The western section of the site highway network, Renaissance Way is a public highway.

A plan of the existing access arrangements is shown in Figure 3.

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 - which is part of the site highway network that runs around the perimeter of the Halewood site.

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.

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.

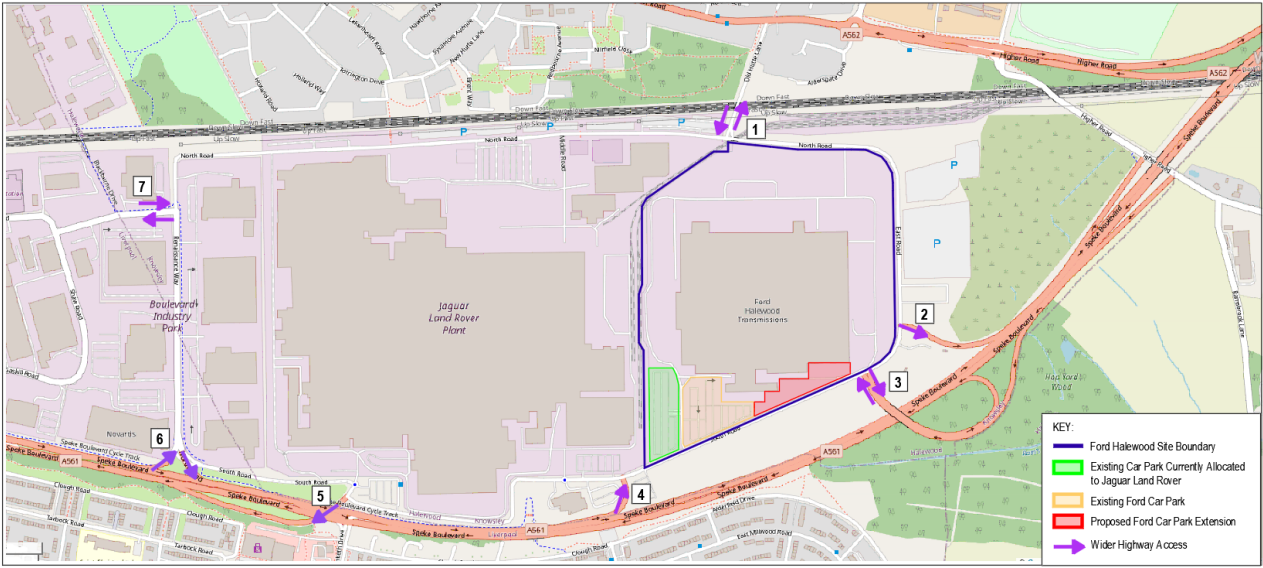
Access 4: South Road / A561 Speke Boulevard comprises of an off slip from the A561 Speke Road eastbound which provides inbound access only. The slip road meets South Road at a priority T-junction which provides access to the site highway network clockwise and anticlockwise.

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.

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.

Access 7: National Cycle Network 62 / North Road priority junction provides an additional access to Ford Halewood from Woodend Avenue via Shaw Road.

Figure 3: Existing Access Arrangements



Development Proposals

Proposed Layout

The application site is currently overlaying green space and an internal ring road that are within the Ford Halewood boundary fences. It is bordered by the current Ford Halewood car park to the West, the plant to the North and the site highway, South Road, is along the length of its southern perimeter. The current Ford Halewood parking arrangements is broken up into three car parks: the main car park, internal managers car park and visitors car park. The main car park for Ford employees was completed in 2018 (Ref: 17/00006/FUL) and has a capacity of 375 spaces. The internal managers car park has 62 spaces and is for management only and the visitors car park has 28 spaces.

The increase in employee numbers is the factor driving the expansion of the car park extension. The proposal for the increase in staff aims to increase the number from 465 to 800 gradually over the next two years. The shift pattern imposed will continue to cover 24 hours a day Monday to Friday however, it will now also cover 24 hours over Saturday and Sunday, making Ford Halewood a 24/7 site. The increase in shop floor staff is expected to be dispersed evenly across 24 hours of production. Therefore, an approximate estimation of new staff levels will be an increase of 165 employees on a day shift, 85 employees on a late shift and 85 employees on a night shift.

The proposed development comprises of an extension to the main car park to the East of its perimeter. This will increase overall Ford employee spaces within the main car park from 375 to 585 - an increase of 200 standard spaces and 10 EV charging spaces. Therefore the net increase for spaces across the Ford Halewood site will be **210**.

The number of disabled spaces will increase from 2 to 15 spaces. They will be located outside the 3 entrances to (Main Entrance, East and West Locker Room Entrances) building with disabled access into the building already available.

Appendix A 'CPE – Proposed Layout' provides the proposed layout for the main car park extension.

Proposed Provision

Ford Halewood requires the additional car parking spaces to accommodate for an increase in employee vehicles, in line with the increase in workforce, that renders the current car park insufficient.

All average spaces will be 5m x 2.5 and any EV charging spaces will be 5m x 3.3m.

The aisle widths will all be a minimum of 6m wide.

As the proposed development is an extension to the current main car park, the boundary of the car park will be extended with it. The vehicle access into the car park will remain as access-controlled vehicle gates and the only access into the site from the car park is through access-controlled pedestrian turnstiles.

Security guards will continue to monitor the car park from the security gatehouse, as the CCTV network will be extended across the car park allowing for the whole area to be covered.

The proposal includes an initial addition of 10 EV charging spaces into the extended area with the provisions in place to increase the quantity of these spaces as the demand for them increases. The quantity of disabled spaces will also be increased as is required with the overall increase of car parking spaces on the site.

Proposed Sustainable Travel Initiatives

Ford Halewood will continue to promote the sustainable travel initiatives that it currently uses. This includes the continued promotion of car sharing amongst employees as well as the continuation of the Bike 2 Work scheme and the Cycle to Work scheme.

In order to further promote the cycling to work initiatives, Ford Halewood will be upgrading and expanding the facilities within the plant that accommodate the cyclists. This will take place as part of a separate project, running alongside the car park project, to construct an additional locker room as well as upgrading aspects of the current locker room. This project involves an increase in shower facilities available to the employees - a facility that is used regularly by any cyclists. The drying room facilities across the plant will also see a major overhaul as this proves to be a valued amenity that is used heavily by cyclists. Therefore, as the current drying room is overcrowded, it will be doubled in size as well as three more drying rooms being added to each of the three new locker room spaces. These additions to the welfare facilities within the plant will provide all employees with the access to amenities that will facilitate and encourage an increase in number of people who choose to cycle to work.

The proposal for the extension also includes an increase in the cycle storage facilities to again allow for a greater number of employees to be able to cycle to work. The main car park currently accommodates storage of up to 60 bikes in a double tiered bike rack and so this feature will be duplicated in the extended area. A second double tiered bike rack, accommodating another 60 bikes, will be installed, doubling the provision for cycle storage on the Ford Halewood site.

Access Arrangements

The existing access to the current car park will be retained. The current access route requires employees to turn off South Rd via a priority T-junction with the access road into the site. This access road then forms another priority T-junction with a two-way access-controlled vehicle gate that leads directly into the west-most region of the car park.

As well as retaining the current access, another two-way vehicle entrance will be introduced. This will be located in the extended area in order to provide access into each side of the car park. The new gate will be accessed from South Road via a priority T-junction along the southern boundary of the application site. The gate will be located in the same position as a former access gate that is no longer in use.

Pedestrian turnstile access from the car park into site will be retained in its current location as well as another turnstile being added within the extended area. The two turnstiles will be located within close vicinity of the two locker rooms that are at each end of the plant. This will encourage employees to park closer to their allocated locker room, ensuring a more even dispersion of vehicles across the car park and therefore reducing any congestion at the gates.

Traffic Impact

Change in Demand

The proposed extension to the car park will facilitate the increased parking demand that is a result of an increase in staff at Ford Halewood. The current expectation is for the largest increase to occur on a day shift at approximately 165 employees, reducing to 85 employees each for the Late and Night shifts.

The sustainable transport initiatives in place promoting car sharing and cycling to work, along with the upgrading of the facilities around the locker rooms, is expected to ensure that not all of the additional employees will be individually driving to site, just as is the behaviour currently.

The shift pattern timings being skewed from the typically busiest rush hour times ensures that the traffic to and from the Ford Halewood site has a reduced impact on the surrounding external highway network. This is also true with the staggering of shift pattern timings with the neighbouring Jaguar Land Rover site; the prevention in an overlap of employee movement between the two factories to and from the estate ensures a reduced traffic impact in the surrounding areas.

The ease of access straight onto the major highway networks surrounding the estate, along with the quantity and dispersion of access routes in and out of the estate, will allow for a greater dispersion of traffic to and from the site, reducing the impact it will have. The internal site highway network is also beneficial in reducing traffic in the surrounding areas as it allows traffic to disperse before merging into the surrounding highway networks.

Therefore, while there will be an increase in movement to and from the Ford Halewood site, the site geography, shift pattern timings and employee behaviour is expected to ensure the impact is reduced and will have little effect on the surrounding highway networks and residential areas.

Internal Movement

The proposal will have very little impact on the internal movements within the site highway network as the main car park remains in the same location and so the entrances remain around the same area. Employees are therefore expected to access and egress the Ford Halewood site by the same routes they currently use. The proposal includes the addition of the second entrance to the extended car park. The number of employees using each entrance is expected to be spread evenly as each entrance gives an ease of access to either the Eastern or Western sides of the car park, which in turn give access to the East and West locker rooms on site. Therefore it is expected that, for example, an employee who has a designated locker in the East Locker room would be parking in the Eastern section of the car park and therefore they will use the new Eastern most vehicle access gate located on South Road.

The access to the extension of the car park will be via a new priority junction with the internal South road. With the addition of a new entrance, there is a risk of queuing on the Westbound approach along South Road as right turners queue to turn into the new vehicle access gate. However, as this currently doesn't prove to be an issue at the current entrance and the use of these entrances will be evenly dispersed, this is not expected to cause any issues or significant delays. The use of the entrances will be monitored and if any build up of traffic does arise this will be managed accordingly, and procedures put in place to reduce it.

Conclusions and Recommendations

Summary

Ford Halewood is undergoing a series of renovations in order to implement the production of electric drive units at the site. As a result, Ford Halewood is proposing to extend the current car park in order to increase the parking provisions on site, which is required to accommodate the growth in the workforce.

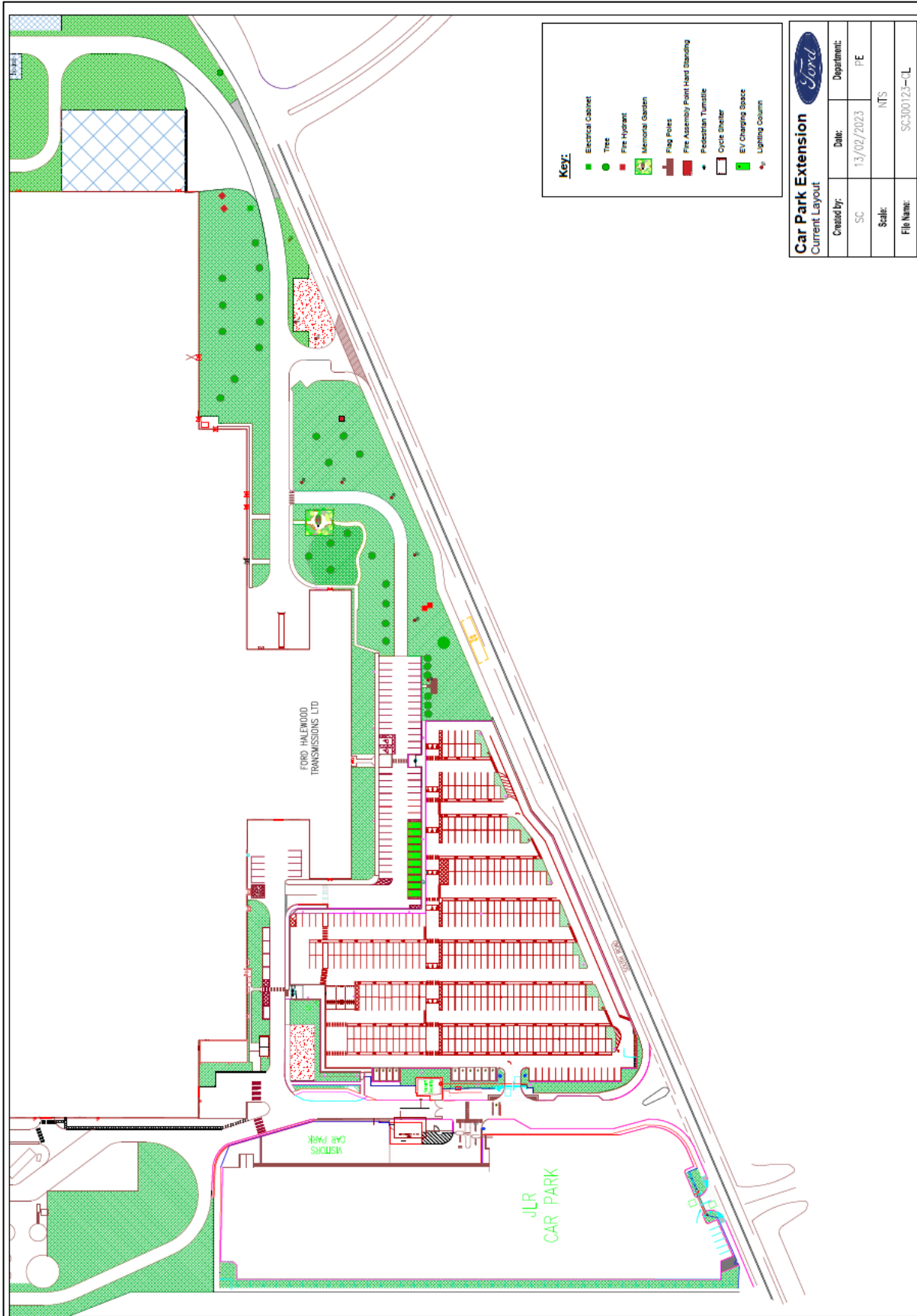
The proposed car park extension will provide car parking spaces and cycle storage for the exclusive use of Ford Halewood employees. The application site for the extension is located on land directly East of the current car park that runs alongside the internal South Road. The proposal will result in a net increase in parking provision of 210 car parking spaces across the Ford Halewood site.

The proposal will generate an increase in external traffic movements to and from the Ford Halewood site. The employees are expected to access and egress the Ford Halewood site by the same routes they currently use and so the increase in traffic will be dispersed across a variety of routes to and from the site. This, and a variety of other factors, such as the site geography, shift pattern timings and employee behaviour will significantly reduce the impact this increase will have on the surrounding areas.

Therefore, as the increase in vehicles will be dispersed across routes, shift patterns etc. as discussed, the increase will not have any major impacts on the surrounding external site highway networks and residential areas and so we see no reason for the Highway Authority not to support this application.

Appendices

Appendix A: CPE – Current Layout



Appendix B: CPE – Proposed Layout

