

22nd September 2009

Morrison Design Ltd
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103 Belper Road
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Dear Sirs,

**Proposed Relocation of Buxton Fire Station
Transport Statement.**

Introduction

This letter has been prepared in order to clarify the transport impact associated with the relocation of Buxton Fire Station from its existing site at Compton Grove to Staden Lane.

It is generally a straight shift of location and the end use remains the same with similar staff numbers, both emergency and administrative, and shift patterns. However, the new fire station will incorporate a meeting room which can be booked for use by other community groups and local organisations. This room will be large enough to accommodate 20 people and a similar arrangement occurs at other fire stations elsewhere in Derbyshire.

Buxton Fire Station is also the base for the cave rescue team, a full account of uses at the site and total numbers of users is set out below.

Discussion was had with Derbyshire County Council's Highway Development Control Department in order to determine their requirements for the content of this report. It was confirmed that a summary of the existing site uses, details of staffing levels and a site specific travel survey would be appropriate. This letter includes these details and a copy of a peak AM and PM travel survey undertaken on Wednesday 16th September 2009.

Site Description

The existing site for Buxton Fire Station is located in Compton Grove and linked to the main A515 by Compton Road via Mosley Road to the south east and Green Lane to the north west. The fire station is surrounded by established residential development to the north, east and west and Buxton Primary School to the south. Over recent years the residential development has increased and enveloped much of the available surrounding land increasing the populous locally and the attendees at the nearby school.

The form of development that has taken place around the fire station has increased risks associated with turning appliances especially during school arrival and departure hours and this is now a considerable concern and the response times can be significantly affected as a result. This is one factor that has lead to the proposed relocation of the fire station. Other issues include the age of the building and it's superseded training facilities.

The site at Staden Lane provides an opportunity to solve the problems associated with redevelopment of the existing site and traffic issues. Staden Lane is still within the boundary of Buxton but is an established commercial area offering excellent access to Buxton and the region via near direct access to the A515 and thus avoiding the issues that currently exist when trying to reach a destination outside of the residential area surrounding the existing site.

A plan showing the existing and proposed locations is attached.

National Policy Context

Direct access to the proposed site at Staden Lane meets the design requirements of national design guides in the form of the 'Manual for Streets' and the 'Design Manual for Roads and Bridges' (DMRB) in the context of vehicular access, visibility splays, footpath widths and carriageway layouts.

Overall policy for transport related to development is covered in PPG13. The general ethos of PPG13 is to improve accessibility to minimise the reliance on the private motor car and this can be achieved by promoting different needs land uses in juxtaposition.

An emergency service such as a fire station has specific requirements which need to be balanced against the ethos of PPG13 with respect to emergency response times. However, the proposed location of Buxton Fire Station is accessible within the recognized walk and cycle thresholds set out in national policy being a 2km walk and 5km cycle ride. Indeed, the whole of Buxton is within the cycle ride threshold and central areas and many outer residential estates are within the 2km walk threshold. There is a good system of footways alongside the main road networks in Buxton from central areas to the proposed site at Staden Lane to facilitate pedestrian use.

Generally the site is located close to central areas in this overall rural location and is accessible by means other than the private car and therefore meets the ethos of PPG13.

Existing Site Use (Compton Grove)

Fire Fighters

One crew comprising of 10 fire fighters is on duty at any one time. The night shift starts at 19.00hrs and finishes at 08.00hrs and the day shift starts at 08.00hrs and finishes at 19.00hrs. Consequently, at these changeover times there are 20 fire fighters on site for a short period. In addition to the fire fighters there is an admin assistant and Station Manager, both of whom are on site during normal working hours.

Administrative Staff

There are a total of 16 administrative staff based at Buxton Fire Station working normal office hours.

Visitors to Administrative Staff

A range of people visit for the purpose of attending meetings. Their numbers are difficult to quantify but probably average out at 5 persons per day, Mon-Fri during normal working hours.

Community Visitors

The new fire station will incorporate a meeting room which can be booked for use by other community groups and organisations. It may be used by a local OAP computer skills group for example, as at other locations. This room will be large enough to accommodate 20 people. As per other fire stations, should this facility become popular, it may be used upto once per day, generally between 10.00 and 14.00 or in the evenings. Due to the local nature of the groups, car use is generally expected to be low and ride share high.

Other Vehicles

The emergency response vehicles at Buxton comprise 2 fire engines, a water carrier, an emergency tender, a high volume pump and an aerial ladder platform. There are also a handful of other fire service fleet vehicle comprising 2 small vans, 3 cars and 2 4x4s.

Cave and Mountain Rescue

Cave and mountain rescue have a garage at the current fire station which houses a 4x4 rescue vehicle. Members of the cave and mountain rescue organisation are therefore on site from time to time although not in high numbers.

To summarise, the fire fighters, administrative staff, visitors to administrative staff, cave and mountain personnel will all transfer from the current station and into the new station when complete with no change to staffing levels. The only extra traffic to the new station will be created by the inclusion of the meeting room that can be booked by community groups.

Travel Survey

At the request of Derbyshire County Council, a travel survey was undertaken on Wednesday 16th September 2009. The survey included all inbound and outbound person trips by mode for the peak morning and evening periods 07.00 to 10.00 and 16.00 to 19.00. Wednesday 16th September was a typical day at Buxton Fire Station. A copy of the raw survey data is attached.

The results of the survey reveal in the AM peak hour, 08.00 to 09.00, 11 inbound vehicle trips with 13 occupants and 1 inbound pedestrian. The corresponding outbound AM peak hour was 11 vehicle trips with 14 occupants.

In the PM peak hour, 17.00 to 18.00, the survey revealed 3 inbound vehicle trips and 3 occupants. The corresponding outbound PM peak hour was 7 vehicle trips with 8 occupants and 1 pedestrian.

The above vehicle movements do not include fire tenders. There was one fire tender trip in the AM and PM peak hour.

It can be concluded that the peak hour vehicle trip levels associated with the fire station are low and their impact following relocation will be imperceptible.

Summary

It is proposed to relocate Buxton Fire Station for various reasons. On transport grounds it is one of response times and road safety.

The proposal is generally a straight shift of location and the end use remains the same with similar staff numbers, both emergency and administrative, and shift patterns. However, the new fire station will incorporate a meeting room which can be booked for use by community groups and local organisations. This room will be large enough to accommodate 20 people.

In national policy terms the Staden Lane site is located close to central areas in this rural location, is accessible by means other than the private car and therefore meets the ethos of PPG13.

Following a review of the all mode travel survey results, it can be concluded that the peak hour vehicle trip levels associated with the fire station are low and their impact following relocation will be imperceptible.

Conclusion

The Staden Lane site represents a good opportunity for relocating Buxton Fire Station. Traffic impact will be imperceptible. The proposed use should be acceptable in transport policy terms.

Yours faithfully,

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Enc – Location Plan
Survey Data