

Hampshire Fire and Police Headquarters Leigh Road, Eastleigh Transport Statement

**Date: June 2020
Project No. 302925
Revision: A**

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1.0 Introduction

- 1.1** In June 2020, Scott White and Hookins were commissioned by Hampshire County Council to produce this Transport Statement for the latest phase of development works to improve facilities at the Hampshire Fire & Police Service Headquarters (SHQ), which is at the following address:

Hampshire Fire & Police Headquarters
Leigh Road
Eastleigh
Hampshire
SO50 9SJ

A site location plan is provided at Appendix A.

- 1.2** The site currently accommodates a range of essential facilities used by the Fire and Rescue Service including the Fleet Maintenance Workshops, Live Fire Training facilities and a number of administrative offices. The site has also accommodated offices for the Hampshire Constabulary since 2015/16, and a small number of Hampshire County Council staff.
- 1.3** The current proposal is to erect a two-storey office building in the north-western corner of the site for use by the Police. The new building will be to the north of the Smoke Training tower and will replace some of the existing Live Fire Training facilities. The existing vehicular access at the north-eastern corner of the site (onto Woodside Avenue) will be used for these new offices; a provision of 40 car parking spaces will be made specifically for these offices.
- 1.4** This Transport Statement seeks to examine and analyse any impacts arising from the proposed development set out above, in the context of the overall traffic generated by the SHQ site. Where necessary, the report will also seek ways to mitigate those impacts.

2.0 Site Audit

2.1 Local Highway Network

- 2.1.1 The site is located on the northern side of Leigh Road, a major road leading from Eastleigh to Chandlers Ford. The site is well served by road transport with very close access to the M3 motorway approximately 150m to the west of the site.
- 2.1.2 Leigh Road provides dual-carriageway access to the site between the motorway junction and the junction with Woodside Avenue/Passfield Avenue to the east of the site. A right-turn lane into the site is also available approaching the site from the east, travelling west along Leigh Road.
- 2.1.3 The Leigh Road/Passfield Avenue/Woodside Avenue crossroads is a major junction within Eastleigh's strategic road network. It serves both east-west and north-south movements within the town and connects the town centre to M3 Junction 13. Passfield Avenue also provides a link to M27 Junction 5, which is necessary because Junction 13 does not facilitate movements to M27 eastbound, and Woodside Avenue can be used to reach M3 Junction 12.
- 2.1.4 The junction is signal controlled on all arms following upgrade works carried out by Hampshire County Council in 2016. All four approach roads are traffic sensitive streets and strategic routes, involving Highways England diversionary routes.
- 2.1.5 Traffic count data available from the Department for Transport suggests traffic flows along Leigh Road past the site of 12,353 vehicles per day (2018 estimate), with flows of 15,100 on the motorway side of the signal junction with Passfield Avenue. These traffic levels have not changed substantially in the last five years.
- 2.1.6 At present the HFRS site benefits from off-street car parking for a total of at least 370 vehicles. A significant proportion of this existing parking is reserved for operational (emergency) vehicles. Staff also have the option of using an off-site parking facility at the Eastleigh Fire Station site to the west of the M3 (Steele Close) which allows up to a further 80 staff to park off-site and walk under the M3 to the site.
- 2.1.7 The main vehicular access to the SHQ site is from Leigh Road, however there is also a barrier-controlled secondary access at the rear of the site which runs onto Woodside Avenue to the east of the site, which will be the primary access for the proposed new facilities which are proposed in this application.

2.2 Public Transport Accessibility

- 2.2.1 There are bus stops for the Xelabus X6 and X7 services approximately 200m to the south of the site. The X6/7 route passes twice per hour throughout Mondays to Fridays, and runs along the following route: Eastleigh Bus Station > < Leigh Road > < Chandlers Ford Precinct > < Toynbee School > < Fryern Hill Waitrose.
- 2.2.2 The above bus routes call at the Eastleigh Bus Station, which is approximately 100m from the Eastleigh Mainline Railway Station, providing services calling at stations to Poole, London Waterloo, Salisbury, Portsmouth Harbour and Romsey. Alternatively, the station is approximately a 20-minute walk from the site (just over a mile).
- 2.2.3 A bus map is provided at Appendix B.

2.3 Cycling and Walking

- 2.3.1 National Cycle Network Route 23 runs south-to-north to the east of the site, along Passfield Avenue / Woodside Avenue, within approximately 275m of the site. NCN Route 24 also passes close to the site, and has a junction with Route 23 adjacent to Fleming Park, to the south of the HFRS site. These are top quality cycle links which greatly enhance the accessibility of HFRS by active modes.
 - 2.3.2 In terms of pedestrian infrastructure, there are suitable footways on either side of the Leigh Road carriageway, a signalised pedestrian crossing at the western end of the site frontage and a pedestrian stage in the traffic lights at the junction between Leigh Road, Passfield Avenue and Woodside Avenue east of the site. It is possible to walk through Fleming Park and then cross at the signalised crossing at the western end of the site frontage, as this is a designated pedestrian and cycle route.
 - 2.3.3 A map showing local cycling and walking routes is provided at Appendix C.
- 2.4** In summary, the site is accessible by a range of sustainable and active transport modes as well as being easily accessible via the highway network.

2.5 Highway Safety Review

- 2.5.1** The online database “Crashmap” was consulted to examine Personal Injury Collision Data for the period 2017-2019 in the vicinity of the SHQ site. A total of six collisions causing serious injury were recorded and a further fourteen collisions caused slight injuries. Three of the serious incidents took place on Leigh Road, and three on Woodside Avenue.
- 2.5.2** Two incidents involved pedal cycle users, and one involved a motorcyclist. These include two of the serious injury collisions recorded on Woodside Avenue. Three incidents involved pedestrians, two of which were serious injury collisions. It is not unexpected that the majority of serious injury collisions involved more vulnerable road users; the majority of low-speed collisions between two or more cars do not result in serious injuries.
- 2.5.3** Pedestrian/cycle crossing facilities have been much improved since the last works carried out by the Local Highway Authority, and the incident record shows that relatively few incidents have occurred which could be attributed to vulnerable users crossing these busy arterial roads between Eastleigh, Chandlers Ford and the M3 motorway.
- 2.5.4** The low incidence of incidents involving motorcycles also demonstrates that the highway safety of the local area is relatively good; in most urban locations there is a significant proportion of collisions involving motorcycles, especially at junctions where motorists often fail to see or look properly.
- 2.5.5** It is not considered that the collision record should present any barrier to the proposed development. It is also noted that only two incidents have been recorded during the search period on the access road proposed for the new facilities, one of which involved a pedestrian sustaining minor injuries in a collision with a goods vehicle (i.e. not likely to be SHQ-related) and the other of which involved a child sustaining serious injuries in a collision between two cars (again, less likely to be SHQ-related).

3.0 Existing and Proposed Trip Generation

3.1 Existing Trip Generation

- 3.1.1 SWH has twice previously worked with the SHQ site and so has good data from travel surveys carried out in June 2015 and February 2017 to demonstrate staff modal split. It has been noted that both the Police and Fire Services generate a high proportion of car travel, due in part to working unsocial hours and to the need for staff personal safety to be considered.
- 3.1.2 The following staff travel data was found in response to the 2017 survey (with changes since the 2015 survey marked in the right-hand column):

Table 1: Usual Travel Mode – Police and Fire Staff Survey Respondents (Feb 2017)

Mode	Number	Proportion	% Change (+/-)
Car by Myself	175	81.0%	+0.5%
Car Sharing	8	3.7%	+0.7%
As car passenger	4	1.8%	-0.3%
Bus	5	2.3%	+1.4%
Train	4	1.8%	-1.2%
Walk	5	2.3%	-1.1%
Cycle	6	2.8%	-0.2%
Other	9	4.2%	0%
TOTAL	216	99.9%	

- 3.1.3 The existing live fire training facilities are used for training purposes and so involve personnel from other sites coming to the SHQ for training sessions. This traffic and parking demand will reduce as these facilities are being removed from the site.

3.2 Trip Generation Following Development

- 3.2.1 The proposed development involves the provision of a two-storey office building providing a total floor area of approximately 860m². A TRICS assessment has been carried out using this floor area, to demonstrate the trip generation of a typical office of this size. However, it is important to understand that the proposed use is not typical, and so several different types of assessment are used here to demonstrate the range of possible traffic generation outcomes associated with the use.
- 3.2.2 A second TRICS assessment has been carried out which instead of being based on the floor area, is based on the number of staff who will work at the proposed offices. This gives an alternative projection of the vehicle trip rate and overall trip rate of the use.

Table 2: TRICS Estimated Movements by Floor Area (860sqm)

Mode	Peak Arrivals	Peak Departures	Daily Total
Vehicles	20	15	120
Cyclists	0	0	2
Pedestrians	7	7	52
Public Transport	1	1	9
TOTAL	28	23	183

Table 3: TRICS Estimated Movements by Staff Numbers (53FTE)

Mode	Peak Arrivals	Peak Departures	Daily Total
Vehicles	16	13	96
Cyclists	0	0	2
Pedestrians	6	6	42
Public Transport	1	1	5
TOTAL	23	20	145

- 3.2.3** The above tables demonstrate that a daily total of between 48 and 60 two-way vehicle trips may be expected for the proposed offices, were they a typical use. On the basis of the previous travel survey data however, we may expect that 86% of staff will travel by car whether individually or in a car-share, which would equate to 46 vehicles travelling to and from the site per day.
- 3.2.4** Adding these estimates of additional trips to the existing estimated trip rate for the SHQ complex would mean an overall increase from between 470 and 500 vehicles travelling to and from the site each day to between 516 and 546 vehicles per day, assuming that staff travel remains similar to the existing survey data. However, there will also be some reduction in vehicle trips due to the removal of the live fire training equipment.
- 3.2.5** The two main shifts that would work from these offices operate between 06:00 and 14:00 and between 14:00 and 00:00. Consequently, the staff vehicle trips to and from the SHQ site would never coincide with peak traffic on the network.
- 3.2.6** In addition to the staff vehicle movements set out above, by nature an emergency service operates 24/7 and operational vehicle movements may occur during traffic peak periods. The overall number of operational vehicles which will be based at these offices is 32, including 13 cars, 18 transit vans (12 short wheelbase, 6 long wheelbase) and 1 motorcycle. Due to being blue-light vehicles, they will not materially affect congestion on the highway network but are of course permitted to bypass normal traffic control systems such as traffic lights, subject to due care.
- 3.2.7** It is noted that Leigh Road saw AADTF in 2018 of 12353 vehicles (Para 2.1.5); this means that the SHQ site currently accounts for approximately 8% of daily traffic on this link. The effect of the proposed development could in the worst case increase this proportion to 8.8%, however of this total the vast majority of the commuter and operational traffic would be travelling well outside the peak periods on the highway network. Furthermore, the daily reduction in traffic associated with the loss of live fire training facilities cannot be simply quantified and will partly offset the increase in Police traffic.

3.3 Parking and Servicing

- 3.3.1 As estimated under Paragraph 3.2.4 above, following development there will be a daily trip rate associated with the HFRS site of between 1032 and 1092 movements, which equates to between 516 and 546 vehicles arriving at the site and departing from the site.
- 3.3.2 At present, the site can be seen to accommodate a total of 370 car spaces, and a significant provision of operational vehicle parking, particularly adjacent to the Fleet maintenance areas.
- 3.3.3 As discussed in the pre-application meeting for this project, the 2002 Hampshire County Council parking standards have been withdrawn and there are no new standards for non-residential parking in Hampshire currently. Under the withdrawn standards, 1 car space was permissible per 30sqm office floor area, equating to 29 spaces for the proposed 860sqm new building.
- 3.3.4 Given that the operational parking requirement for the proposed offices is 13 cars and 18 vans (and a motorcycle), the remaining car parking provision of the 40 bays proposed which can be reserved for staff is only 9 bays, which in that context could be considered quite restrained. It is however anticipated that some bays can be shared use between operational vehicles and staff personal vehicles, i.e. that the staff vehicle parks in a bay when the operational vehicle is out on business, and vice versa.
- 3.3.5 In terms of servicing provision, there is a covered vehicle cleaning bay for operational vehicles, and a bin store has been provided close to the edge of the new development which will allow easy access for refuse collection vehicles. Two bays are designated disabled bays (5% of the total) and six larger than average bays have been provided which will more easily accommodate the long wheelbase vans.
- 3.3.6 There is a total provision of three motorcycle parking bays and five bicycle parking stands in order to cater for these transport modes. This is considered likely to be sufficient to cater for demand.
- 3.3.7 All of the above provisions will be solely for the use of the staff and operational vehicles associated with this specific development within the overall site. To confirm, the facilities will not be used to accommodate overspill parking demand from any of the other existing uses within the rest of the SHQ site.

4.0 Conclusions

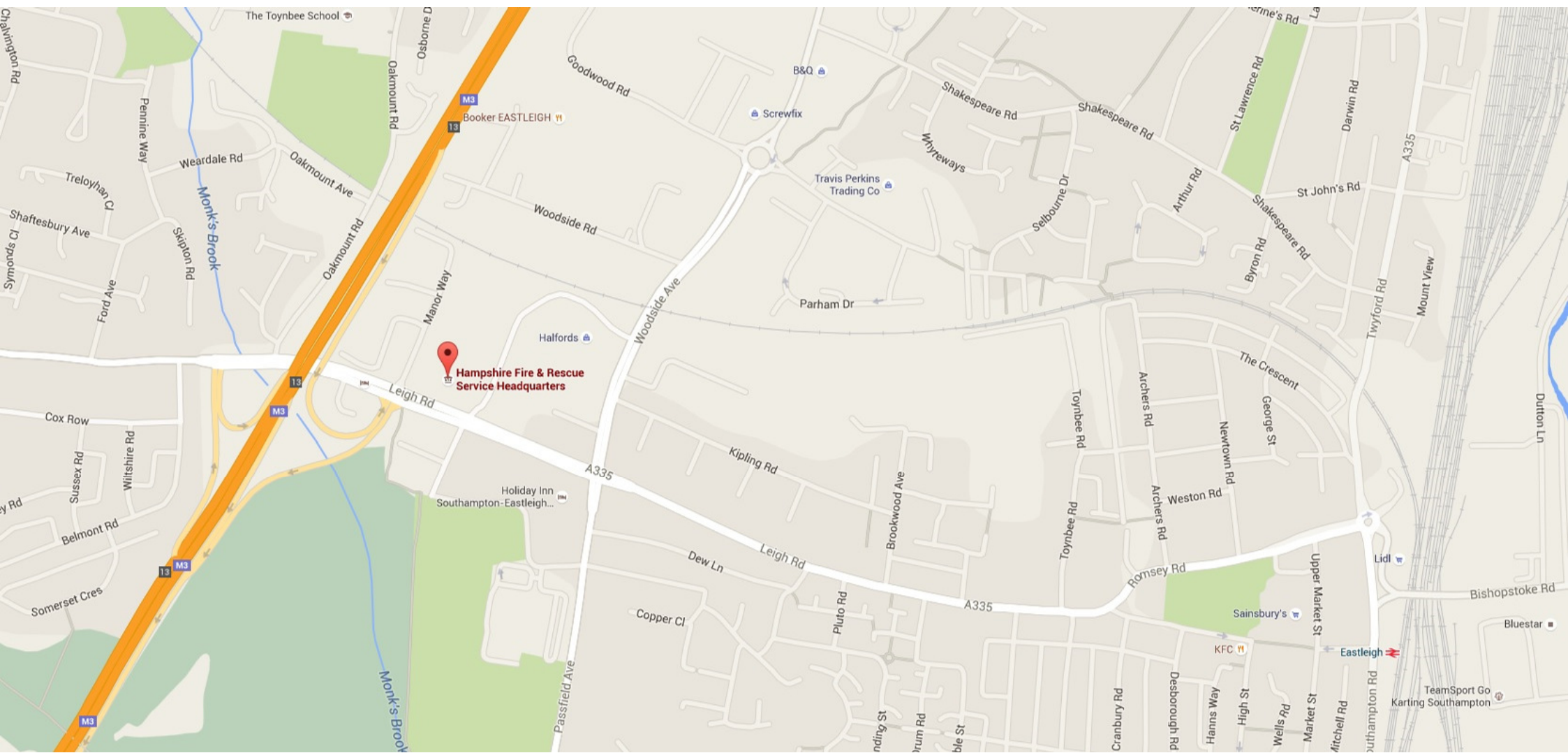
- 4.1** The proposed development at the SHQ site will provide offices specifically for the use of Hampshire Constabulary specialist teams.
- 4.2** It has been shown using data from the previously completed Travel Surveys that the new offices would be likely generate up to 46 two-way trips per day, but that due to shift patterns the staff traffic would be travelling well outside peak times on the highway network. Operational traffic cannot be quantified due to the varying requirements of emergency response, but is unlikely to have a significant impact on a day-to-day basis.
- 4.3** The emergency services remain committed to managing their travel needs and reducing their environmental impact through positive Travel Planning measures and actions.
- 4.4** The design of the proposed extension includes modest car parking provision and dovetailing use of space between staff and operational vehicles; provision for alternative travel modes has also been included as appropriate.
- 4.5** There are no severe, cumulative impacts arising from the proposed development in Transport terms and so the application should be permitted.

5.0 Appendices

- A. Site Location Plan**
- B. Local Bus Map**
- C. Cycling and Walking Map**
- D. Proposed Site Layout Plan**

Appendix A

Site Location Plan



Appendix B
Local Bus Map

EASTLEIGH Bus Station - Velmore - Chandlers Ford - Millersdale - HILTINGBURY (X6)
EASTLEIGH Bus Station - Velmore - Chandlers Ford - Fryern Hill - HILTINGBURY (X7)



Monday to Friday (except Public Holidays)

	X6	X7	X6	X7		X6	X7		X6	X7	X7	ThF X7	ThF X7	ThF X7	ThF X7	ThF X7
EASTLEIGH Bus Station	0735	0805	0840	0910		40	10		1640	1710	1745	1815	1915	2015	2115	2315
Velmore Shops	0743	0813	0848	0918		48	18		1648	1718	1753	1821	1921	2021	2121	2321
Chandlers Ford Precinct	▼	0819	▼	0924	Then at these mins past each hour	▼	24	until	▼	1724	1759	1826	1926	2026	2126	2326
Chandlers Ford Station	0749	▼	0854	▼		54	▼		1654	▼	▼	▼	▼	▼	▼	▼
South Millersdale	0751	▼	0856	▼		56	▼		1656	▼	▼	▼	▼	▼	▼	▼
North Millersdale	0754	▼	0859	▼		59	▼		1659	▼	▼	▼	▼	▼	▼	▼
Toynbee School	▼	0822	▼	0927		▼	27		▼	1727	1802	1829	1929	2029	2129	2329
Fryern Hill, Waitrose	▼	0825	▼	0930		▼	30		▼	1731	▼	▼	▼	▼	▼	▼
Park Rd / Merton Avenue	▼	0829	▼	0934		▼	34		▼	1734	▼	▼	▼	▼	▼	▼
Hiltingbury, Ashdown Road	0758	0833	0903	0938		03	38		1703	1738	▼	▼	▼	▼	▼	▼
Hiltingbury, Ashdown Road	0758	0833	0903	0938		03	38		1703	1738	▼	▼	▼	▼	▼	▼
Park Rd / Merton Avenue	0802	▼	0907	▼	Then at these mins past each hour	07	▼	until	1707	▼	▼	▼	▼	▼	▼	▼
Fryern Hill, Waitrose	0806	▼	0911	▼		11	▼		1711	▼	1810	1835	1935	2035	2135	2335
Toynbee School	0809	▼	0914	▼		14	▼		1714	▼	1812	1837	1937	2037	2137	2337
North Millersdale	▼	0837	▼	0942		▼	42		▼	1742	▼	▼	▼	▼	▼	▼
South Millersdale	▼	0840	▼	0945		▼	45		▼	1745	▼	▼	▼	▼	▼	▼
Chandlers Ford Station	▼	0843	▼	0948		▼	48		▼	1748	▼	▼	▼	▼	▼	▼
Chandlers Ford Precinct	0813	▼	0918	▼		18	▼		1718	▼	1815	1840	1940	2040	2140	2240
Velmore Shops	0817	0847	0922	0952		22	52		1722	1752	1819	1844	1944	2044	2144	2244
EASTLEIGH Bus Station	0835	0905	0935	1005		35	05		1740	1810	1830	1855	1955	2055	2155	2255

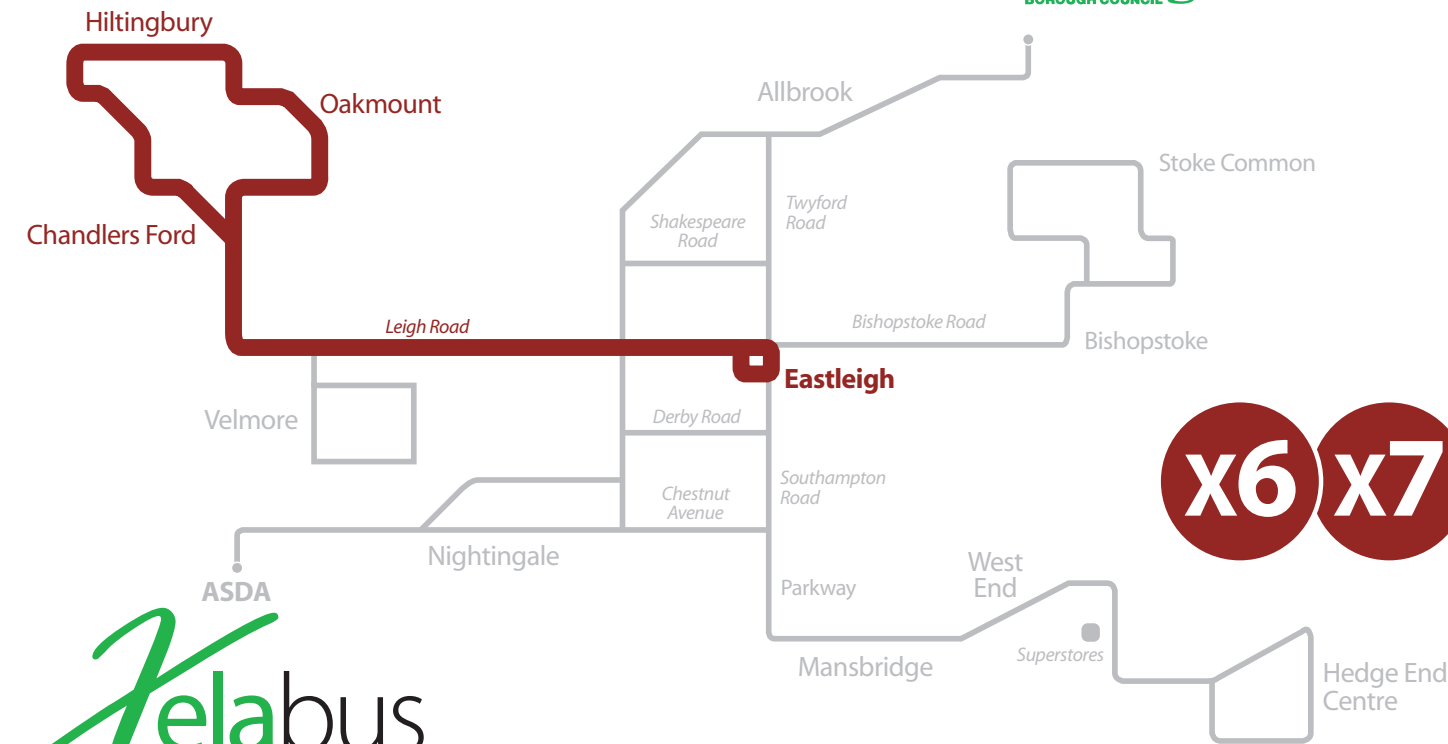
Codes: ThF - Thursday & Fridays only

Saturdays

Sundays & Public Holidays

EASTLEIGH Bus Station	0810		1710	1815		2215	2315	0915	1015	1115	1215	1415	1515	1615	1715
Velmore Shops	0818		1718	1821		2221	2321	0921	1021	1121	1221	1421	1521	1621	1721
Chandlers Ford Precinct	0824		1724	1826		2226	2326	0926	1026	1126	1226	1426	1526	1626	1726
Toynbee School	0827	Then every hour until	1727	1829	Then every hour until	2229	2329	0929	1029	1129	1229	1429	1529	1629	1729
FRYERN HILL	0832		1732	1834		2234	2334	0934	1034	1134	1234	1434	1534	1634	1734
FRYERN HILL	0835		1735	1835		2235	-	0935	1035	1135	1235	1435	1535	1635	1735
Toynbee School	0838		1738	1837		2237	-	0937	1037	1137	1237	1437	1537	1637	1737
Chandlers Ford Precinct	0842		1742	1840		2240	-	0940	1040	1140	1240	1440	1540	1640	1740
Velmore Shops	0846		1746	1844		2244	-	0944	1044	1144	1244	1444	1544	1644	1744
EASTLEIGH Bus Station	0900		1800	1855		2255	-	0955	1055	1155	1255	1455	1555	1655	1755

This service is partly funded by Eastleigh Borough Council and Hampshire County Council.

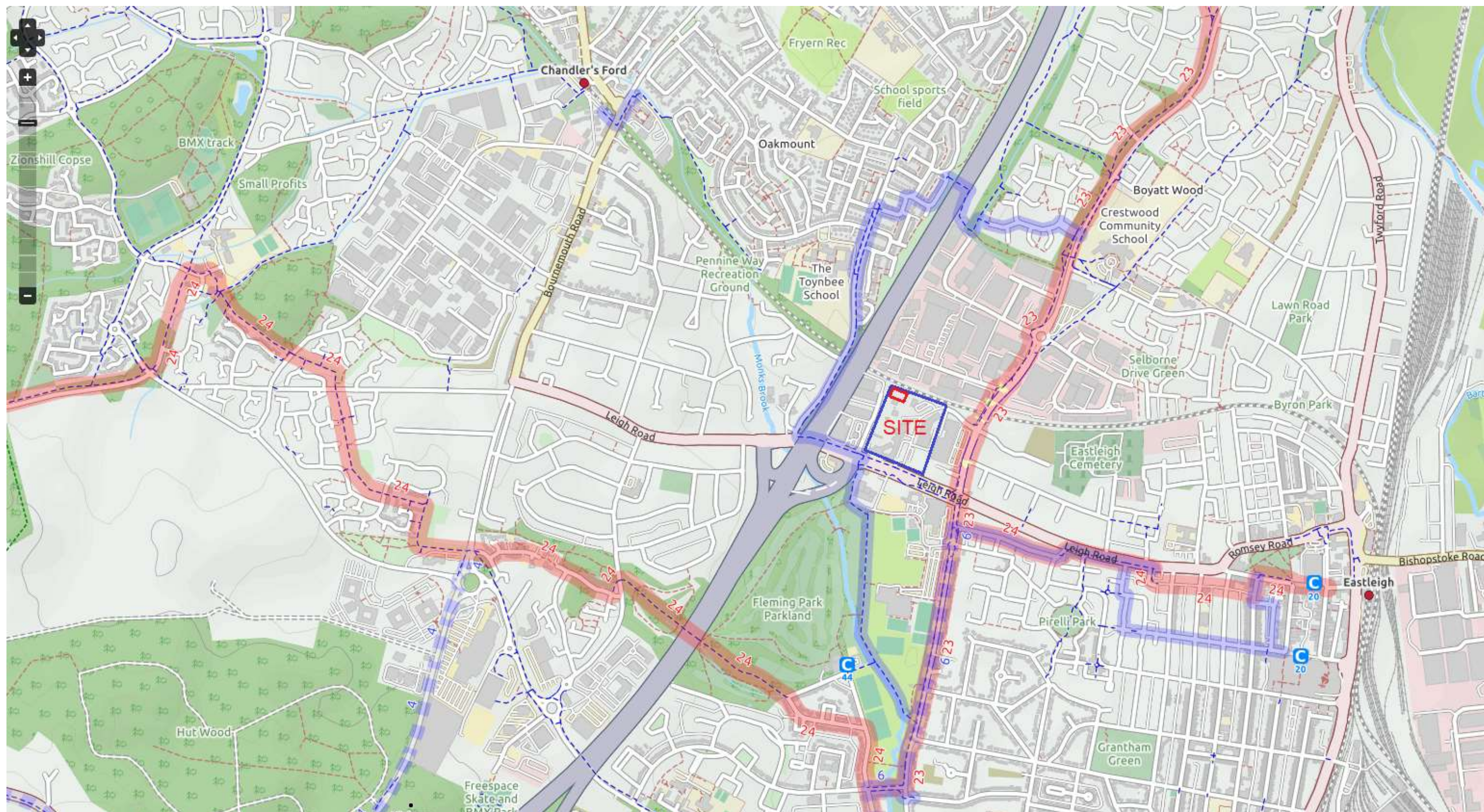


Eastleigh's Green bus company

www.xelabus.info

Appendix C

Cycling and Walking Map



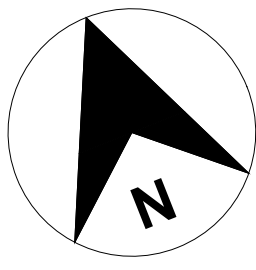
Appendix D

Proposed Site Layout Plan

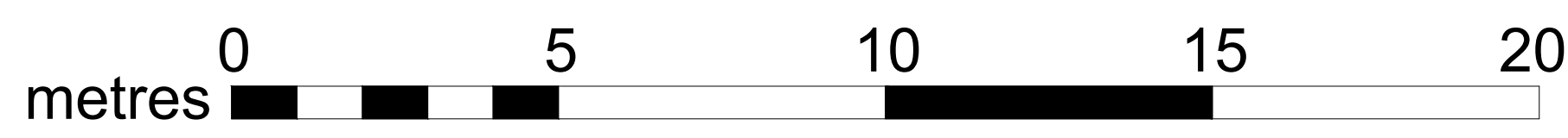


Site Location Plan
Scale 1:1250 @ A1, 1:2500 @ A3

Site Boundary of Ownership
Application Boundary



Proposed Ground Floor Site Plan
Scale 1:100 @ A1, 1:200 @ A3



Notes
1 This drawing is © copyright Hampshire County Council 2014. No unauthorised reproduction of any kind is permitted.
2 No Dimensions to be scaled from this drawing
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rev	description	date	by

		HCC Property Services, Three Minsters House, 76 High Street, Winchester SO23 8UL. tel: (01962) 847801	
PROJECT HFRS HG Training Centre Eastleigh SO50 9SJ		SHEET CONTENTS GROUND FLOOR SITE PLAN	
SCALE 1:100 @ A1	DATE 01/20	DRAWN PsC	CHKD
DRAWING NO. E03869-039		REVISION #	

GROUND FLOOR SITE PLAN