

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

PRESTON CITY COUNCIL

**PROPOSED STUDENT ACCOMMODATION
AT 75 - 79 MAUDLAND BANK IN PRESTON. PR1 2YL**

TRANSPORT STATEMENT

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Proposed Student Accommodation at 75 – 79 Maudland Bank in Preston
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1. Introduction

1.1 This Transport Statement (TS), has been prepared to accompany the planning application for the proposed re-development of the former Friargate Social Club site at 75 – 79 Maudland Bank in Preston. The proposed re-development scheme will provide 150 student bedrooms close to the University of Central Lancashire (UCLAN), main campus and Preston city centre. The proposed development will also be located close to the main bus services that operate along the A583 Fylde Road and will be within one kilometre of Preston railway station.

1.2 The TS has been prepared in accordance with the ‘Guidelines on Transport Assessment’, by the Department for Transport (Ref. 1).

1.3 During the preparation of the TS, the following investigations have been carried out :

- an examination of the existing site and the local highway network,
- a review of the road safety records for the existing highway network,
- consideration of the pre-application consultation response from Preston City Council dated 13.12.2016 (Preston City Council reference PA/2016/0036),
- an examination of the proposed re-development plans,
- an assessment of the traffic generation for the proposed development and the traffic impact on the existing highway network,
- consideration of the parking and servicing provision for the proposed development, and,

- consideration of the accessibility of the proposed development by sustainable transport – walking, cycling and public transport, in accordance with the National Planning Policy Framework (NPPF – Ref. 2). The Lancashire County Council (LCC), Accessibility Assessment has also been carried out for the proposed development.

1.4 The following sections describe these investigations.

2. Site Location and Previous Use

2.1 The proposed development site is located at 75 – 79 Maudland Bank on the north west side of Preston city centre, as shown in Figure 1. The site is located on the east side of Maudland Bank, as shown on the Site Plan. The existing site is shown in Photograph 1.

2.2 The proposed student accommodation will be located close to the UCLAN campus which is located off Maudland Road and Fylde Road, as shown in Photograph 2.

2.3 The existing site has been used as the Friargate Social Club which comprises a single storey clubhouse building and a car park for approximately 25 cars. The social club is now closed and the car park has been used for permit parking.

3. Existing Highway Network

3.1 As described in Section 2, the proposed development site fronts onto Maudland Bank on the north west side of Preston city centre. Maudland Bank is a local access road that serves residential properties on Maudland Bank and other residential streets in the area. Maudland Bank connects onto Leighton Street to the south and has a junction with the A583 Fylde Road at its northern limit. The road is closed to vehicles approximately 70 metre from its junction with Fylde Road to prevent the road being used as a short cut, as shown in Photograph 3. Pedestrians and cyclists can use the road at this location.

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- 3.2 Maudland Bank has a 30 mph speed limit. The road has footways on both sides and a good system of street lighting, as shown in Photograph 4. There are waiting restrictions (yellow lines), on both sides of Maudland Bank to prohibit parking between 8 a.m. – 6 p.m. on Monday to Saturday.
- 3.3 The A583 Fylde Road is a main transport route into Preston city centre from the north west. It is also a bus route with bus stops located close to the junction with Maudland Bank.
- 3.4 An examination of the road safety records that are held on the national road safety website (www.crashmap.co.uk), shows that there have been no recorded injury accidents at the existing site access onto Maudland Bank during the most recent 5-year data period (2012 – 2016, inclusive). The road safety data is included in Appendix 1. There has been one slight injury accident on Maudland Bank to the north of the proposed development site during the 5-year search period. There has also been one slight injury accident to the south of the site near the junction of Maudland Road and Leighton Street. Overall, the highway network that serves the site has a, relatively, good road safety record with just 2 slight injury accidents in the last 5 years.

4. Proposed Development

- 4.1 The proposed student development scheme is shown on the drawings in Appendix 2. The proposed development will provide a total of 150 student bedrooms in a 6 storey building.
- 4.2 The proposed development will have no car parking provision and this will encourage trips to be made on foot, cycling, or by public transport. This is in accordance with national transport policies which recommend low levels of car parking provision or 'car free' developments that are in highly accessible locations such as the proposed development site. The proposed development will be within a convenient walking, and cycling, distance of the UCLAN campus and Preston city centre, as described later in this report.
- 4.3 Recent planning applications for student developments in, and around, Preston city centre have included a low level of parking for the reasons described above e.g. the recently approved student development at the former Canterbury Hall site on Garstang Road for 190 student bedrooms with just 5 car parking spaces for staff (planning approval 06/2016/1132).
- 4.4 The proposed development will include a gym, offices, a reception and study areas. The pedestrian entrances to the building will be from Maudland Bank, as shown on the proposed development drawings. There will be cycle storage provided within the building.
- 4.5 There will be bin storage at ground floor level and refuse and recycling collections will be made from the kerbside on Maudland Bank (as for the existing site). The in-take and out-take days for the movement of students into, and out of, the proposed accommodation will be co-ordinated to provide short time-slots for each student to utilise the dropping-off and collection area in front of the building. This will avoid any operational traffic problems on the adjoining highway.

5. Traffic Impact of the Proposed Development

- 5.1 The proposed student accommodation will generate a lower number of vehicle trips than the permitted use of the site as a social club with an associated car park for approximately 25 cars. Because there will be no parking spaces provided within the proposed development there will be a very low level of traffic generation, mainly, associated with the occasional vehicle drop-offs and collections, including by taxi.
- 5.2 It is expected that the greatest majority of students will not own a car and will walk, cycle or use public transport for trips in, and around, the university campus and city centre. As described in Section 3 of this report there are on-street parking restrictions to prohibit parking in the area between 8.00 a.m. – 6.00 p.m. on Monday – Saturday.
- 5.3 Overall, the expected traffic generation and traffic impact of the proposed development will be very low and will have a minimal impact on the operation and safety of the highway network. This was confirmed in the pre-application consultation where Lancashire County Council indicated that the proposal is unlikely to have any significant highway impacts.
- 5.4 The pre-application consultation indicated that a Construction Environmental Management Plan should be required as a planning condition to minimise the traffic and environmental impacts during construction and this will be prepared following the grant of planning permission.

6. Accessibility of the Site by Sustainable Transport

6.1 The proposed student accommodation will be well located for access by sustainable transport (walking, cycling and public transport). The proposed accommodation will be within a short (300 metre), walking distance of the UCLAN campus on Maudland Road and Fylde Road and the adjoining areas, as shown in Appendix 3. The proposed student accommodation will also be located with a convenient 500 metre walking distance of the shops and amenities on Friargate. The main city centre shops are within 800 metres of the proposed development. Preston railway station is within a 1 kilometre walking distance of the proposed development which is less than a 15 minute walking time. There are regular train services to, and from, towns and cities in the north west and national train services on the West Coast Mainline from Preston railway station.

6.2 The proposed development will be well located for cycling trips to be made in, and around, Preston city centre. There is a good network of cycle routes in Preston city centre and the National Cycle Route 62 passes along Maudland Road and Pedder Street, near the site.

6.3 There are regular bus services operating along Fylde Road with bus stops located less than 300 metres from the site. The main bus services that operate along Fylde Road are shown in Table 1 :

Bus Service No.	Route	Weekday Frequency
35	Preston – Ashton – Ingol – Tanterton (circular)	Approx. every 10 mins
61	Preston – Ashton – Lea – Kirkham – Mereside – Blackpool (both directions)	Approx. every 30 mins
68	Preston – Lea – Freckleton – Warton – Lytham – Blackpool (both directions)	Approx. every 20 mins

Table 1 : Bus Services Operating Along Fylde Road near the Site

6.4 The Lancashire County Council Accessibility Assessment has been completed and this is included in Appendix 3.

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- 6.5 The assessment shows that the proposed development will have medium accessibility with a score of 23 out of 37 (with certain categories not included because they are not relevant for the proposed student development e.g. the distance to the nearest primary school).
- 6.6 A Travel Plan (TP), has been prepared to accompany the planning application to encourage trips by sustainable transport for the proposed student accommodation. The TP will be complementary to the UCLAN Travel Plan that is already in place to promote sustainable travel for students and staff who attend the university.

7. Conclusions and Recommendation

- 7.1 This Transport Statement (TS), has been prepared to accompany the planning application for the proposed re-development of the former Friagate Social Club at 75 – 79 Maudland Bank on the north west side of Preston city centre. The proposed re-development scheme will provide 150 student bedrooms close to the University of Central Lancashire (UCLAN), campus.
- 7.2 The proposed student accommodation will be within a convenient walking, or cycling, distance of the main campus of UCLAN and Preston city centre. This will overcome the need for students to own a car, or travel by car. The proposed student accommodation will also be close to the existing bus services that operate along the A583 Fylde Road, near the site.
- 7.3 There will be no car parking spaces provided within the proposed development to discourage car ownership and promote sustainable transport in this accessible location. There are parking restrictions on the local highway network, so there should be no adverse parking or road safety impacts as a result of the proposed development.
- 7.4 A Travel Plan (TP), has been prepared for the proposed development to minimise the traffic generation and the demand for parking at the proposed development. The TP will be complementary to the Travel Plan that is already in place for UCLAN to promote sustainable travel for students and employees at the university sites.
- 7.5 Overall, the proposed development will not have any significant or adverse impacts on the operation, or safety, of the highway network and will provide additional student accommodation in a sustainable location. It is, therefore, recommended that there should be no highway or transportation objections raised towards the planning application.

REFERENCES :

1. Guidance on Transport Assessment
The Department for Transport, March 2007

2. National Planning Policy Framework (NPPF)
Department for Communities and Local Government
March 2012

Figure 1

Site Location

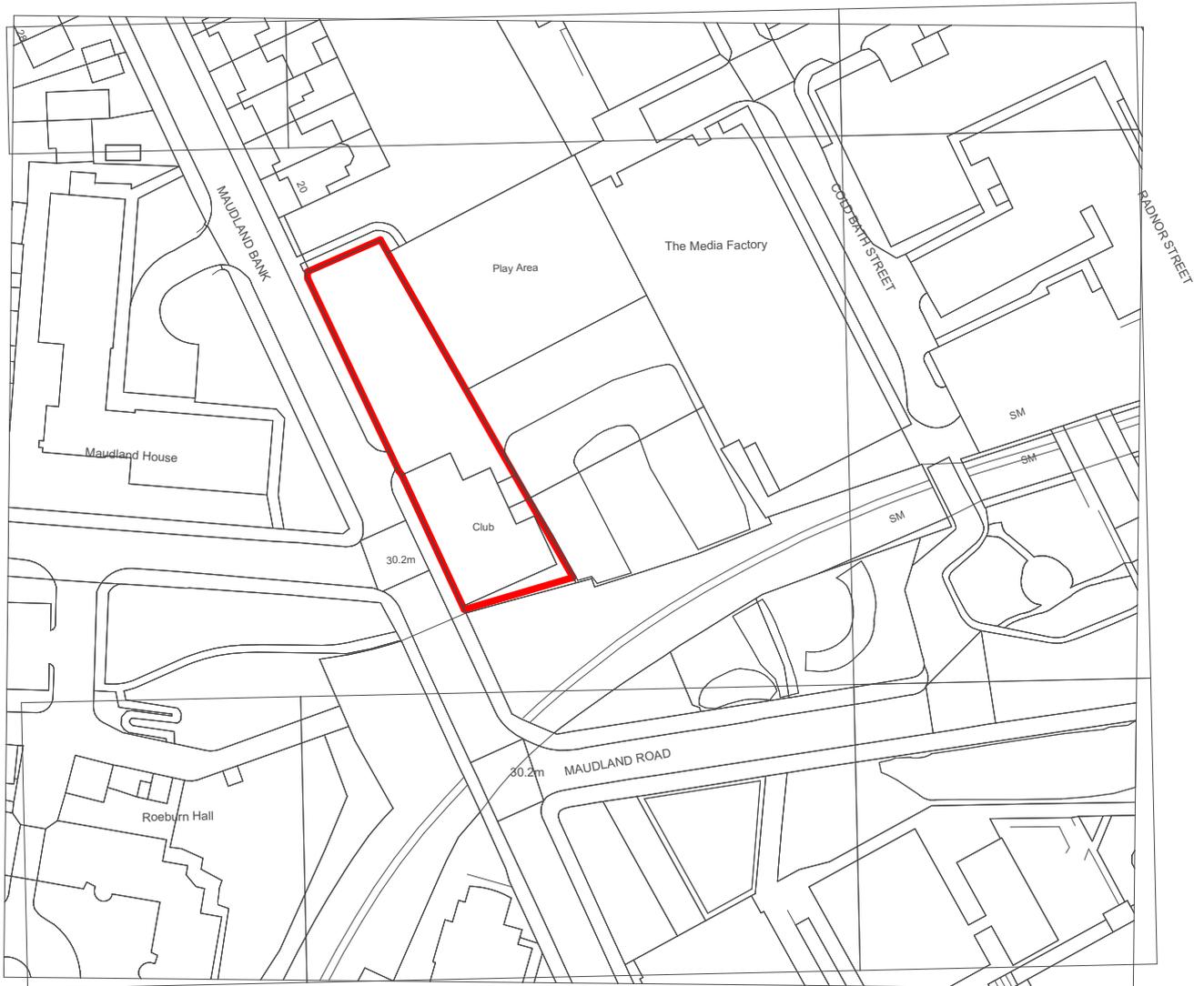


100 m

FIGURE 1
Site Location

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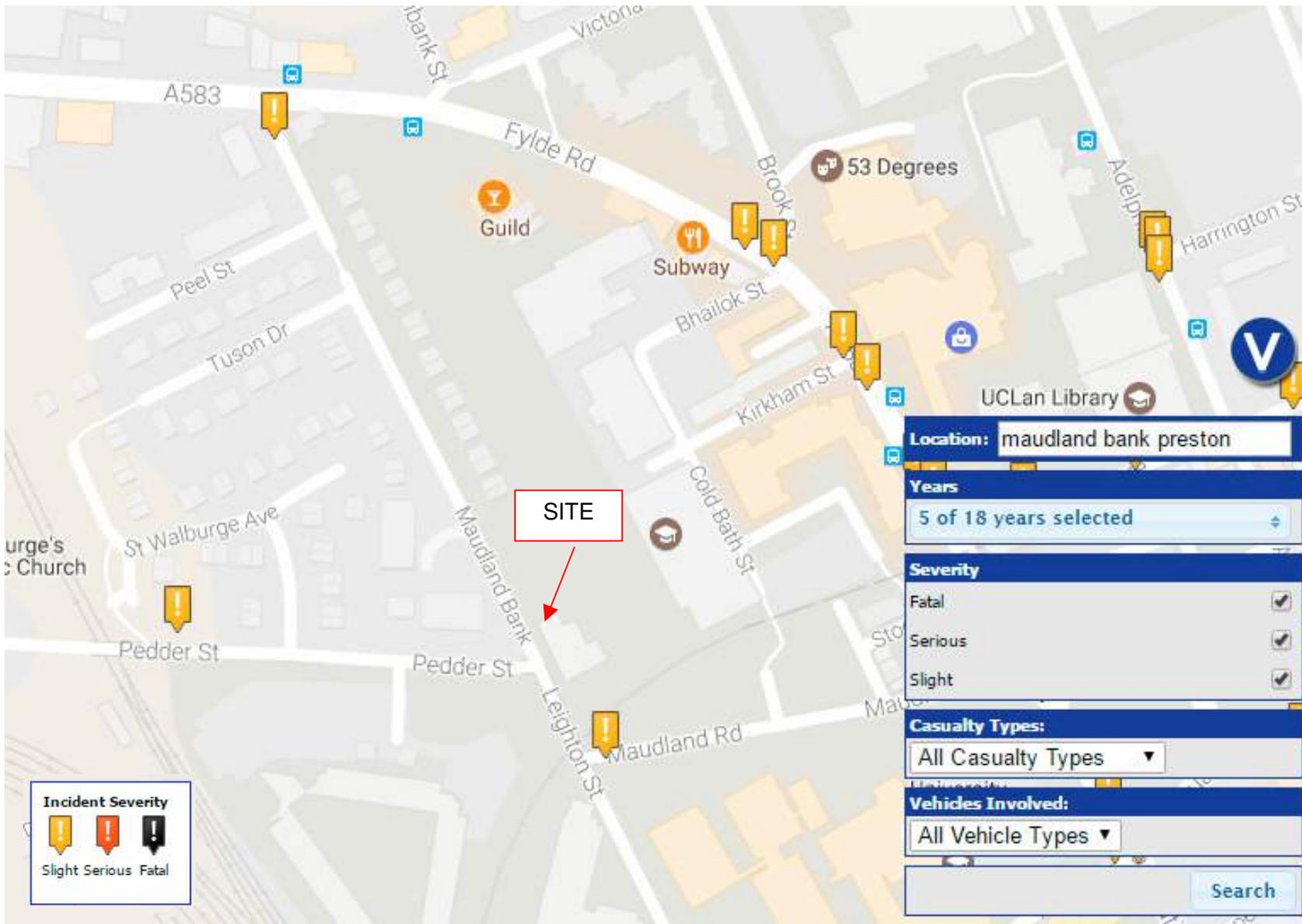
Site Plan (Red Edge)



Mr.B Khan & Mr. R Suleman	drawing no. 1877 / 1.1
Proposed Student Accommodation, Maudland Bank, Preston. PR2 2YJ	scale 1:1250 A4
Location Plan	date 20-Feb-17

Appendix 1

Road Safety Information



ROAD SAFETY INFORMATION
 2012 – 2016 inclusive
www.crashmap.co.uk

Appendix 2

Proposed Development Scheme

Appendix 3

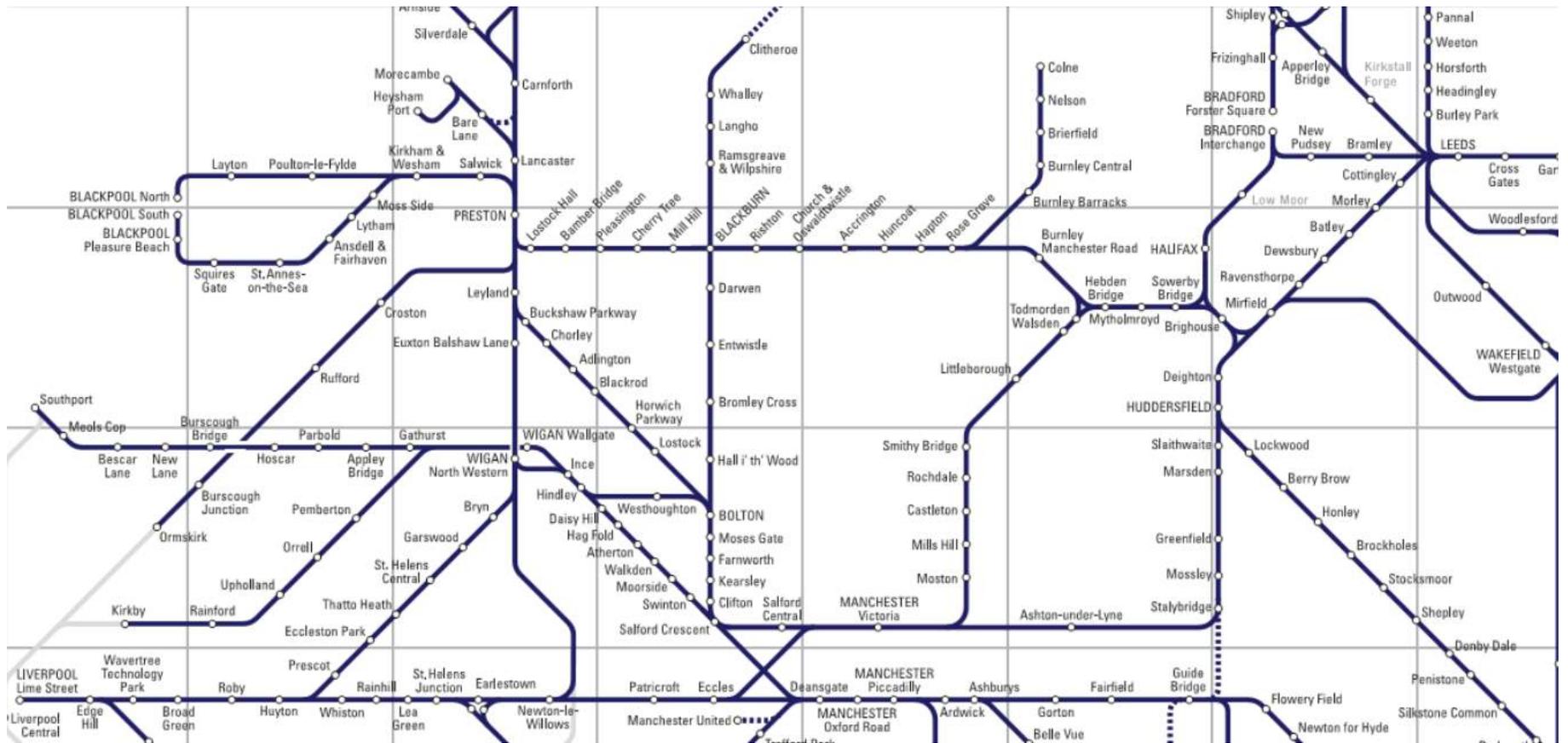
**Sustainable Transport Information
and Lancashire County Council (LCC), Accessibility Assessment**



1200 metre Walking Isochrone



5 Kilometre Cycling Isochrone



North West Rail Network

Accessibility questionnaire – residential development				
Application reference:		Proposed student development at 75 – 79 Maudland Bank, Preston		
Site description:				
Access type	Criteria	Criteria scores		Sub-score
Walking distance from the centre of the site to facilities using a safe, direct route	Distance to nearest bus stop	<200m	5	3
		<400m	3	
		<500m	1	
		>500m	0	
Distance to nearest railway station	<400m	3	1 (Preston)	
	<800m	2		
	>800m	1		
Distance to nearest primary school	<200m	5	N/A	
	<400m	3		
	<600m	1		
	>600m	0		
Distance to nearest food shop	<200m	5	1	
	<400m	3		
	<600m	1		
	>600m	0		
Cycling distance from the centre of the site	Distance to defined on- or off-road cycle route	<100m	3	3 (NCR 62 along Maudland Bank)
		<500m	2	
		<1km	1	
		>1km	0	
Distance to the nearest secondary school	<400m	3	N/A	
	<600m	2		
	<1km	1		
	>1km	0		
Distance to the nearest town centre	<1km	3	3 (Preston)	
	<3km	2		
	<4km	1		
	>4km	0		
Distance to the nearest business park or employment concentration	<1km	3	N/A	
	<3km	2		
	<4km	1		
	>4km	0		
Public transport	Bus frequency from the nearest bus stop (Monday to Saturday daytime)	Urban/Suburban 15 minutes or less	5	5
		30 minutes or less	3	
		>30 minutes	1	
		Rural Areas including Villages Hourly or less	5	
		2-hourly or less	3	
		1 or more a day	1	
Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	3	
	30 to 59 minutes	2		
	Hourly	1		
Other	Access to other basic services (GP, post office, library, bank and pub)	At least 3 within 400m	5	3
		At least 3 within 800m	3	
		At least 3 within 1.5km	1	
	Access to a play area or park	<200m	5	0
<400m		3		
<600m		1		
<i>Total</i>				

22/37 (60%)
Medium
Accessibility

Accessibility level

High: 35-48 **Medium:** 20-35 **Low:** less than 20

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Photographs



Photograph 1

Existing site on Maudland Bank (former Friargate Social Club)



Photograph 2

UCLAN campus off Leighton Street / Maudland Road



Photograph 3

Existing road closure for vehicles on Maudland Bank



Photograph 4

Maudland Bank