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TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

Former Whalley Motors

**61941
Transport Statement**

February 2026

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a. Data Quality Assurance:

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1. Introduction

This Transport Statement (TS) has been produced in support of a planning application for the current building to be demolished and replaced by construction of new offices. The present site was formerly an active motor repair garage who moved to a more modern location with the building now occupied by a building contractor.

This TS has been produced following current guidelines and drawing from available sources in order to understand the current background and likely impacts of the improvement which is proposed to be carried out.

The February 2026 update adds further information following receipt of Lancashire Highways comments dated 24th November 2025, and including parking survey information with the survey scope and timing agreed with the Lancashire County Council highways representative, and further discussions with highways.

Further chapters include:

- Description of area
- Transport Planning Policy Background
- Current traffic and transport generations
- Proposed Development
- Parking survey
- Impact and Conclusion

2. Description of area

The site lies on the southern side of Accrington Road just to the east of the central part of Whalley. It is around 140m to the east of King Street, the main north-south route through Whalley.

Accrington Road (B6246) runs almost west to east away from the main Whalley central area linking that centre to the A671 route (Burnley / Padiham to A59) passing south-north about 600m to the East. This links to the north into the A59 route that runs from Preston to Skipton via Clitheroe. The A671 and A59 provide the eastern, northern and western edges of Whalley.

Accrington Road is a wide single 2-lane route with a national speed limit from the A671 to 100m to the east of the site. At this point it becomes a 30 mph route. The overall alignment of the road is generally straight. Just after the 30mph sign is Sydney Avenue which is a 20mph residential road. From this point to King Street, the northern side of the road is made up of a long terrace ending at Manor Road (also a 20mph road) beyond the site. This northern side of the road has a 1m pavement with around a 2m small frontage provided along the front of the terraces.

The southern side of Accrington Road is countryside, with just one pair of semi-detached houses before the site. The eastern-most house has its own driveway whereas the western-most house, adjacent to the property only has a pedestrian access. Both houses have no pavement and their land ownership runs right to the highway kerb. This continues across the frontage of the former garage site.

Immediately west of the site along Accrington Road is the Alta night club. This property was refurbished and renamed in 2023. Its site is on the corner with Queen Street (another 20mph road) and the building also includes The Aviary. The night club opens Friday and Saturday nights (19:00 to 01:00 and 23:00 to 04:00 respectively) and The Aviary Friday, Saturday and Sunday (17:00 to 01:30, 15:00 to 01:30 and 16:00 to 20:00, respectively). This building has a 1m pavement which comes to an end at its boundary.

The final section of Accrington Road is a mix of residential and commercial properties up to King Street, including the entry into the Co-op car park and the Co-op store itself on the same side as the property.

Local context

The area is therefore mainly residential but transferring to commercial the closer you get to the main King Street axis, which has mainly commercial properties including several pubs and a range of shops.

The walking distance from the site to central Whalley is no more than 150m to King Street. There is a 1m pavement on both sides of the road from the site as far as the entrance to the Co-op car park, after which the footpath is only on the northern (opposite) side of the road, with no specific crossing facility provided at the point where the footway ends.

Public Transport Services and stops

There are several bus stops near the site. The nearest stop is just to the west of the site, on the same side of the road, outside Alta night club, with its twin opposite the site, known as Sydney Avenue. Both are just a bus stop sign on the lamp-post. The Toby Jug stops only have bus stop poles and signs but there are bus cages marked on the ground nearby. The stops in the Bus Station all provide full shelters and separated highway for the bus services. Details are provided in the table below:

Route No.	Route	Operator	Frequency	Stop in Bus Station
Sydney Avenue				
14	Accrington – Clayton-le-Moors – Whalley – Clitheroe Grammar School	Boomerang Travel	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	D to school, C from school
15	Accrington – Clayton-le-Moors – Rishton – Great Harwood – Whalley – Barrow - Clitheroe	Vision Bus	Hourly, Monday to Saturday daytime, 2-hourly Sundays	B to Accrington D to Clitheroe
64	Burnley – Rose Grove – Padiham – Sabden – Whalley – Barrow – Clitheroe	Vision Bus	Hourly, Monday to Saturday daytime, 2-hourly Sundays	C to Burnley D to Clitheroe
Toby Jug (some services directional)				
22	Shadsworth – Royal Blackburn Hospital – Blackburn – Roe Lee – Langho – Whalley - Clitheroe	Transdev Lancashire	2 per hour Mon-Sat daytimes, hourly evenings and Sundays	A to Shadsworth D to Clitheroe
25	Blackburn – Lammack – Mellor – Langho – Brockhall Village – Whalley – Barrow – Clitheroe	Vision Bus	Two hourly Mon – Sat daytime	(northbound only at stop) A to Blackburn D to Clitheroe
113	Wilpshire – Whalley – Padiham – Higham – Fence - Barrowford	Transdev Burnley and Pendle	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	A to Wilpshire C to Barrowford
121	Stoneyholme Burnley College – Clayton-le-moors – Rishton – Wilpshire – Langho – Whalley – Clitheroe	Transdev Burnley and Pendle	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	(northbound only at stop) A to College D to Clitheroe
280	Preston – Farringdon Park – Mellor Brook – Langho – Whalley – Clitheroe – Chatburn – Gisburn – Barnoldswick – Earby - Skipton	Stagecoach Merseyside	Hourly, Monday to Saturday daytime, 2-hourly Sundays	A to Preston D to Clitheroe
522	Longridge – Ribchester – Calderstone – Whalley – Billington – Langho Station	Lakeland Coaches	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	C to Langho, D to Billington
530	Milnshaw – Clayton-le-Moors – Great Harwood - Billington	Pilkington Bus	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	
531	Church – Intack – Rishton – Great Harwood - Billington	Pilkington Bus	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	
623	Lammack – Wilpshire – Salesbury – Langho – Whalley – Chatburn Rd Grammar School	Pilkington Bus	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	
637	Billington – Whalley – Barrow – Clitheroe	Boomerang Travel	One per day Monday to Friday to/from school (journeys to /from school only (no public access))	A in both directions

888	<i>Huncoat – Hapton – Padiham – Billington HS</i>	<i>Pilkington Bus</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	
892	<i>Burnley – Whitegate – Padiham – Billington</i>	<i>Pilkington Bus</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	
Bus Station (if not already listed above) (stand shown)				
M2	Burnley-Padiham-Whalley-Clitheroe	Transdev Burnley and Pendle	2 per hour Mon-Sat daytimes, hourly evenings and Sundays	C to Burnley, D to Clitheroe
5	Chipping – Longridge – Ribchester – Hurst Green – Whalley – Barrow - Clitheroe	Vision Bus	Hourly Monday to Saturday daytimes, two-hourly Sundays	A to Chipping D to Clitheroe
458	<i>Brownhill – Salebury – Clayton-le-Dale – Whalley - Clitheroe</i>	<i>Mario Coach Travel</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	<i>A to Clitheroe D to Brownhill</i>
464	<i>Brockhall – Langho – Whalley – Clitheroe</i>	<i>Mario Coach Travel</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	<i>A to Academy D to Clitheroe</i>
616	<i>Blackburn – Mellor – Copster Green – Langho – Billington – Whalley - Clitheroe</i>	<i>Mario Coach Travel</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	<i>C to Blackburn Pleckgate D to Clitheroe</i>
621	<i>Old Langho – Brockhall – Whalley – Barrow – Clitheroe – Chatburn – Sawley HS</i>	<i>Moving People</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	<i>A in both directions</i>
809	<i>Salterforth – Barnoldswick – Gisburn – Howgill – Rimington – Chatburn – Clitheroe – Whalley – Billington RCHS</i>	<i>Moving People Ltd</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	<i>C to High School D to Salterforth</i>
995	<i>Myerscough College – Inglewhite – Goosnargh – Longridge – Ribchester – Knowle Green – Hurst Green – Great Mitton – Whalley - Clitheroe</i>	<i>Rotala Preston Bus</i>	<i>One per day Monday to Friday to/from school (journeys to /from school only (no public access))</i>	<i>C to College C to Clitheroe</i>

Whalley has some 23 bus services operating in a typical week. Of these, 16 are single journey servicing schools, many of which are not available to the public (highlighted in *italics* in table above for clarity). There are two public services that operate half hourly in the daytimes and hourly in evenings and on Sundays. Four others operate hourly in daytimes and two-hourly on Sundays. One operates two-hourly. There are 8.5 buses per hour daytimes between Whalley and Clitheroe, four in evenings and two on Sundays.

The services link a wide range of local and more distant places to Whalley. These include Blackburn, Accrington, Preston and Skipton.

Whalley railway station, providing access to Clitheroe, Blackburn, Bolton, Manchester and Rochdale directly is 900 m away, with an hourly service Mondays to Saturdays and a two-hourly service on Sundays.

These links mean that the location has good access to other areas.

A review of the accessibility using the local accessibility worksheet found that the local score is 25/30, showing high accessibility.

Cycle provision

There is no formal cycle provision near to the site. However, there are formal cycle routes to the north leading into Clitheroe and to the south of Billington. Traffic levels are generally low and more conducive to cycling. Whalley Station provides bike storage facilities.

Current traffic levels

Accrington Road, the B6246, is the main route from central Whalley to the A671. There is no recent traffic information available.

Accidents

CrashMap was utilised to identify the last five years of confirmed collisions nearby. This currently covers up to 2023 in full. In that period there were a total of five accidents in the area along Accrington Road near the site. There were two in 2019, one in 2020 and two in 2021. Three were in the middle of the night at 02:30, 04:01 and 04:20 (two in the early hours of Saturday and one the early hours of Sunday morning). The other two were at 12:06 and 13:40 on a Wednesday and a Tuesday respectively.

Three involved serious injuries to one of the persons involved. Two of these were cyclists and one a pedestrian. The accident nearest the site was a slight injury to the driver of a vehicle that hit two parked vehicles in the early hours of a Sunday morning. The next nearest accident, at the junction of Accrington Road with Manor Road and Queens Road, saw a car hit a pedestrian, but again this was in the early hours of a Saturday morning.

The two serious injuries to cyclists were caused by both being knocked off their cycles by cars, with both of these being further east along Accrington Road beyond Sydney Avenue and on the section at national speed limit, and more distant from the site.

Overall, although sounding alarm for pedestrians and cyclists (with two of each injured), the accidents tended to be either distant from the site or in hours when the offices would not be operating.

There is therefore no suggestion of any overall accident propensity in the area specific to the development.

Current Traffic Regulation

Accrington Road from King Street to Manor Road / Queen Street has double yellow lines apart from a section nearest Manor Road on the northern side that has single yellow lines identifying a clear way from 08:00 to 18:00 for that section. The lines also cover the four corners of the crossroads at this point.

East of this, parking is allowed apart from the first section on the same (south) side at the development which is about four cars long and only allows goods vehicle loading Monday to Saturday 08:00 to 18:00. This section also includes the bus stop, which is not marked on the carriageway.

Present latest car ownership and other census statistics

A review was undertaken using the latest detailed census data of local car ownership values for the postcode BB7 9TD. This covers output area E00128633 which includes all Accrington Road to the national speed limit sign (apart from excluding the Co-op), a part of Manor Road and all roads including the eastern side of King Street and between Accrington Road and the River Calder.

There were 134 households in the zone that the development is within in the 2021 census. There were a total of 259 residents, of which 88% were over 16. 58% of these were in employment. Of the 136 travelling to work, 55% of those working drove a car or van, just lower than the 57% average for Ribble Valley District but higher than the English average of 45%. 1% used buses (same as the Ribble Valley average) and none used taxis. 5% used foot compared to 7% for Ribble Valley. A third worked from home, just above the Ribble Valley 30% and the English 32%.

With reference to car ownership, 10% had no cars or vans, 54% just one, 28% had two and 7% had three or more cars or vans. The overall number of cars suggests 1.37 cars per household, lower than the Ribble Valley Borough value of 1.58 but higher than the English value of 1.25. This suggests this area tends to attract people with lower car ownership but that many also car-share.

In terms of disability, proportions were higher in terms of those with disabilities compared to the Ribble Valley averages, but were more similar to English averages.

Parking

As noted above, Accrington Road has unrestricted parking on its northern side as far as Sydney Avenue, with some other unrestricted parking just beyond that, with a smaller number of spaces also available on the same side as the development to the east of the site. Parking is also available in Queen Street and Manor Road.

The Co-op car park provides mainly operational and customer parking for that store, although 2-hour parking is possible for the general public. The Swan public house car park is also generally available to the public.

Proposed other developments

Land to the east of the site, on the same side of Accrington Road, is proposed for a site providing 17 houses, 57 age-restricted apartments and a new 23-space public car park for the area. This application – 3/2022/1158 – is the subject of a current Appeal although Highways and the developer have agreed the mitigation measures to be applied are sufficient, and that the site will not have the highway impact quoted as reasons by the Councillors for refusing the site. With respect to the development proposed by this Report, the potential impacts on parking spaces are addition of 23 publicly available parking spaces in the new car park, loss of around 10 on-street spaces on Accrington Road's northern side, and addition of a 2m pavement for a significant distance across the frontage of the proposed site which will strongly improve connectivity from this Report's proposed development to the new proposed car park. This is discussed further below.

3. Transport Planning Policy Background

Overarching national transport policy is set out in the latest National Planning Policy Framework document, last revised on 12th December 2024. It provides the framework within which locally prepared plans can be produced. The principal way of determining planning permission is if the development is in accordance with the development plan unless material considerations indicate otherwise. The main purpose of the planning system is to contribute to sustainable developments. The high level definition is that present need must be met without compromising the ability of future generations to meet their own needs. Three overarching objectives apply – economic, social and environmental. At the heart of the NPPF is presumption in favour of sustainable development.

NPPF para 135 (f) encourages creation of places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

NPPF Chapter 9 reviews “Promoting Sustainable Transport”. It encourages opportunities to promote walking, cycling and public transport to be identified and pursued. Local parking standards, if set, should take into account:

- Development accessibility
- Development type
- Availability and opportunities for public transport
- Local car ownership levels
- Provision for charging of ultra low emission vehicles

It encourages appropriate opportunities be taken to promote sustainable transport modes given the type of development proposed and its location.

NPPF para 116 states “development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe”.

With respect to local planning, the planning authority for Whalley is Ribble Valley Borough Council. However, highway responsibility, and that for transport planning, lie with Lancashire County Council at this point in time. However, there are plans for reorganisation but full proposals are not due to be submitted until 28 November 2025 and change would occur following that. Hence, current planning, highway and transport policies remain in force.

The Ribble Valley Local Plan (Adoption Version) Core Strategy 2008-2028 was signed off in December 2014. Whalley is identified as a principal settlement in the Borough. The document suggests no further need for housing beyond that planned, unlike other places in the Borough.

Chapter 7 states that employment development will generally be directed to the main areas of population growth, underpinned by an approach that links local jobs to meet local labour supply. (7.4), with Whalley being a preferred location for new employment development. Chapter 8 encourages new development located to minimise the need to travel. It should incorporate good access by foot and cycle with convenient links to public transport. On p87 it is stated that ‘previously developed sites should always be used instead of greenfield sites where possible.’

The current car and cycle parking standards for developments are contained in a document “Parking Standards, March 2005”. This is part of the Lancashire Structure Plan 2001-2016 but remains the latest available. This document also contains an accessibility questionnaire to be used (Table C). This takes a range of access types and criteria and identifies the relationship between parking and accessibility for a site. It splits Lancashire into four parking type areas, with Whalley being in the category 4, covering mainly the more rural parts of the County.

For this type of development, the parking maximum requirement based on the previous use classes (B1)(b) would be one space per 30m². However, with the accessibility spreadsheet giving a result that is just within the high accessibility category, the parking requirement can be reduced to between a space every 35m² and one every 48m². This implies the standard requirement of 18 spaces can be reduced to at worst 16, and possibly even as low as 11 spaces.

The pre-application advice confirmed the site was within the defined settlement limit of Whalley but directly adjacent (not within) the Whalley Conservation area. Policy DM12 covers transport considerations alongside DMG3, transport and mobility. Policy EC1 states "Expansion of existing businesses will, wherever appropriate, be considered favourably.

Highway comments to the initial version of this report (October 2025) as noted above raised concerns that the lack of on-site parking would result in on-street parking in the town centre and nearby, and that a 2m pedestrian footway was required across the frontage of this proposed site.

4. Current Traffic and Transport Generations

The site is the former location of Whalley Motors Ltd. The site ceased being used as their main base from around 2023 when their main operation transferred to a unit on the Whalley Industrial Park in Barrow. It is presently used by Castle Mount Contracts. This use saw storage for up to ten vehicles to the rear and four across the frontage.

It could return to its use as a garage, or the site could be given over to A1 retail (as approved in application 3/2019/0089 / 0831 and 3/2021/0747). This was last referenced in October 2021 with some approved revisions to the external appearance of the building. The retail usage was a specific local retailer moving their location from within Whalley. It was a specialist outlet.

The approved background assessments for this approval included a Highway and Access Appraisal. This noted that a TRICS analysis suggested the garage could generate up to 34 two-way vehicle trips per day, plus the operation of the site which required the frequent movement of vehicles from the parking areas to the rear to the workshop via the public highway.

The proposed retail use provided three customer parking spaces that were expected to generate 21 arrivals and departures per day, plus six delivery arrivals and departures. The 54 trips per day were therefore found to be 20 higher than the garage generations. The arrangements were that customers would only be granted parking space if they pre-booked and would then be reversed into these three spaces to ensure they left in forward gear. This arrangement was accepted by the planning permission.

The four frontage spaces would have been replaced by one disabled parking space and one delivery space on the frontage, but parallel to Accrington Road rather than at right angles to it. This arrangement was also accepted by the planning approval.

The present location of the production and administrative facility for the proposed Green Improve office development is at Carr Hall, on Whalley Road (A666) in the countryside between Langho and Wilpshire. The site is serviced by a pair of bus stops but generally sees a high proportion of staff travel using cars. Many of the present staff live in nearby areas, including Whalley.

Current statistics from the company stated that:

- 56% were sole car drivers
- 6% were car drivers who brought passengers
- 13% came in cars as passengers
- 13% walked
- 6% cycled
- 6% came by bus

5. Proposed Development

The proposal is to provide a three-storey building utilising the natural drop on the site to minimise the height impact. The lower ground floor has toilets, a meeting room, a kitchen and an open plan office designed to take 12 desks. At ground floor level there would be further toilets, the managing director's office, and a smaller open plan office for six desks, and a further meeting room, together with the disabled toilet provision. The first floor, set in the roof space, would provide a plant room, and two separate office spaces with two and four desk spaces respectively. There are therefore no more than 25 desk spaces provided for staff (including the managing directors office). The footprint of the new building is set back marginally further from Accrington Road than the current building.

At the present time, it is expected that no more than 17 staff will transfer from Carr Hall. The company is currently growing and as such needs the currently used administration space at Carr Hall for expansion of its engineering functions. Further, they consider it more appropriate that the administration function, being more staff-focussed, would best be undertaken in a more urban setting allowing people a better working environment, with lunch-time opportunities, and with better ability to use sustainable transport to travel to and from work.

One of the smaller (4-desk) offices will be allocated to the surveyor teams, who attend the site on a rotational basis.

The operating hours of the administration section are 08:00 to 17:00 Mondays to Fridays and 09:00 to 13:00 Saturdays. The only deliveries expected to the site would be general operational items, such as stationary and other office consumables.

It is proposed, as per the previous application which was granted, to provide two parking spaces parallel to Accrington Road, one of which is to allow for disability parking. These will be arranged to provide a 2m footway across the front of the building with careful design to allow the parking access without hindering pedestrian safety. The arrangement provides a width varying between 2.6m and 3.7m for this parking provision (and as approved for a previous application).

Three parking spaces will be provided along the western edge of the area around the building, with the remainder of the yard laid out to ensure all these vehicles could enter, turn, and park in a manner ensuring that they left in forward gear. That previous application (which covered six full time and two part time staff) saw no provision for staff parking, which was accepted, although it is accepted that this application would see different patterns of potential car generations.

The remainder of the yard will include two covered Sheffield cycle stands, bin storage and outdoor seating to allow for staff breaks. A potential extra two spaces could be provided where the outdoor seating area is otherwise shown.

It is proposed that no parking will be provided for staff, apart from those needing a car to gain access to work from reasons of disability. The three spaces available will be allocated to:

- a pool car to allow quick access to the Carr Hall site and for other staff visits which must involve a car
- two spaces for the surveyor teams who tend to travel from further away (according to their main base)

A formal accessibility assessment was undertaken, providing a score of 25, which is just above the lowest score for 'high' accessibility according to the table definition. At this point in time no special focus or weighting has been applied to any of the measures included, which would only seek to make the 'high' accessibility conclusion more robust, particularly its proximity to the nearby central area, shops and housing, and other unmeasured items important to those that are retired such as relative low levels of nearby traffic and a relatively quiet, secure neighbourhood.

This would allow staff wishing to go out at lunchtime the strong potential that they could easily walk to relevant nearby locations.

The accessibility score allows the parking requirement to be reduced by 15 to 35%. This implies the 18 maximum parking spaces required could be reduced to between 16 and 11. Highways suggested the number would be at worst 20, and at best 15 even with the accepted 35% reduction using the accessibility score. With five spaces provided, the net shortfall is therefore at worst 15 spaces. Adding two further potential overflow parking removing the outdoor seating would reduce this to 13 spaces shortfall.

Highways suggested the two front spaces might need to be removed to provide sufficient pedestrian safety in which case parking could be reduced to either three spaces, or five were the break seating replaced by parking. This could increase the shortfall to 15 spaces on highway values were the front spaces removed and no on-site replacement provided. It should also be noted that removal of the front spaces would imply deterioration in the provision of parking facility for any disabled person attending the site given the slope that would need to be negotiated without the front spaces.

Further discussion of parking occurs below following an industry standard parking survey.

Further, the previous application had no provision for staff parking. The arguments for this were accepted and the proposal was granted. For this application it is accepted there will be more potential parking demand, but there will also be strong reasons why staff will consider alternative travel arrangements as presented as follows:

The latest 2021 census car ownership for this area is 1.37, lower than the Pendle average of 1.58 by some 13%, supporting this parking level reduction. Census data for the area around the site also finds that the highest method of getting to work in that area after car driver (54%) and car passenger (6%) is by foot (5%), with bus just 1% (although working from home was 33%).

The current staff postcodes were provided for review. Analysis found that the new site provided reduced public transport, cycling and walking times for most staff. Overall, cycle times for the new site were 17% less, public transport times were 20% less and walking times 4% less. Car estimated peak journey times were only 3% less, suggesting good encouragement for staff to move to more sustainable travel means at the new site.

A further test removing the two longest distance travellers increased the potential improvements to 26% reduction for public transport, 25% for cycling and 10% for walking whilst only benefitting car journeys by a 4% reduction.

At the present time, the following mode choices are made by staff:

- Car driver (single occupancy) : 56%
- Car driver (share with below): 6%
- Car passenger: 13%
- Bus: 6%
- Cycle : 6%
- Walk : 13%

As part of its ethos, the company will provide travel information and assistance to all staff transferring to help them consider more sustainable options for travel, ranging from car share to walking, use of cycles and public transport.

On this basis, the new site will provide staff the opportunity to reduce even further their solo car usage. There is no staff parking proposed to be provided apart from if this is required for disability access. Other nearby parking provision suggests this will not be an issue for the small number who decide to continue to travel by car. At Highway request the following chapter considers the worst case scenario that sufficient parking is provided to meet current Lancashire standards.

For four of the nine solo car drivers the new site provides shorter public transport, walk and cycle times. The person already travelling by bus sees their commuting time strongly reduced.

To encourage considerate parking, staff may be provided with subsidies to enable them to use paid parking spaces if and when appropriate, alongside other encouragements to consider their transfer to use of sustainable transport options. This will fit with the environmental / sustainable ethos of the company and its management / staff.

6. Parking Survey

Lancashire Highways raised concerns that the lack of on-site parking for the development might lead to issues with parking around the nearby roads and town centre.

It was agreed that an industry standard Lambeth format parking survey be undertaken covering:

- 500m from the proposed development
- Five hourly beats 10:00 to 13:00 on a Saturday
- Ten hourly beats 08:00 to 17:00 on a weekday

The survey excluded the nearby public car parks to provide a worst-case scenario.

It was agreed with Lancashire Highways that the review could be undertaken in early December 2025, with the actual dates being Saturday 6th and Tuesday 9th December, 2025. The full extent of area covered and the detailed data for the review are provided in two separate documents and summarised below.

The 500m walking distance from the site produced some 22 sections of road. All were surveyed to identify the number of possible 5m parking bays available during the hours undertaken by the survey. All other kerbside traffic regulation was also noted for the sections of road covered.

For the full area within the industry standard Lambeth 500m some 405 potential parking spaces were identified. All of these spaces were available for parking in all hours surveyed. The results below show how many were used at the time of the survey (early December 2025).

On the Saturday, the overall area parking stress level varied from 56% to 62%, with at worst 152 available spaces in that area. For the Tuesday, stress levels were generally lower, from 40% to 61%, and the worst case saw 156 spaces available. This is greatly more than the maximum 20 spaces required by the current standards advised to us by Lancashire Highways, and than the net 14 that might be required.

In terms of availability by hour, Saturday stress levels were highest at 11:00 but then reduced, on the Tuesday the stress levels peaked in the 11:00 hour and again in the 15:00.

Were the nearby residential scheme to progress, there would be loss of 10 spaces on Accrington Road to the north and east, but a gain of public parking of 23 spaces, a net gain of 13 spaces in the immediate area.

A detailed check of the nearest parking found that Accrington Road (1) saw 55%-68% stress on the Saturday but 36% to 100% on the Tuesday (the latter in the 10:00 hour). This section has 22 parking spaces but given the Tuesday 10:00 was full might not provide sufficient for this development.

The next section, to the east of Sydney Avenue, currently has 34 spaces, but will lose 10 but gain the nearby new public car park if the development of housing is approved. It presently sees 32% to 47% stress on Saturdays and just 6% to 35% on the Tuesday. The Tuesday therefore provides at worst 22 spaces (to reduce to 12) and at best 32 (to reduce to 22). The Saturday provides 18-23 (8-13).

At worst these provide at least a third of the maximum required spaces – but more than enough with the addition of the public car park and very close to the ‘provision-based’ 13 space net requirement, with the worst case of 15 required on-street spaces also readily met.

We would therefore suggest that there is no real issue with parking provision for any of the scenarios considered for this proposal.

7. Impact and Conclusions

This development is located near to good town centre facilities and with low traffic levels and high pedestrian safety. It provides an environment suitable for office employees. The new site provides improved access times by public transport, cycling and walking compared to the present site, which will, together with company encouragement, reduce single car driving. The proposal provides five on-site parking spaces, with the potential to add two more were it accepted that the outdoor seating area could be removed (total of seven) (or at worst three if the front spaces are not permitted and not replaced by the outdoor seating removal).

The parking survey finds more than sufficient numbers of spaces in the current situation, and even more were the housing development currently at Appeal to be granted. Further, even without this change, the potential of subsidising or paying parking fees by the Company if felt necessary adds a further level of comfort to the potential issues that might otherwise arise. Overall, there are very unlikely to be any highway issues implied by any need for parking from the proposal.

Careful design of the front spaces provides for general pedestrian improvements and also ensures any visitors (or staff) with disabilities have the best possible access to the site.

The development provides a safe and secure environment which is also safe in terms of highway provision and access. There are no highway or transport reasons its development should not be permitted, and in fact good reasons for use of this site in this manner.