

PROPOSED CAR WASH

144 BRADFORD RD, MANCHESTER



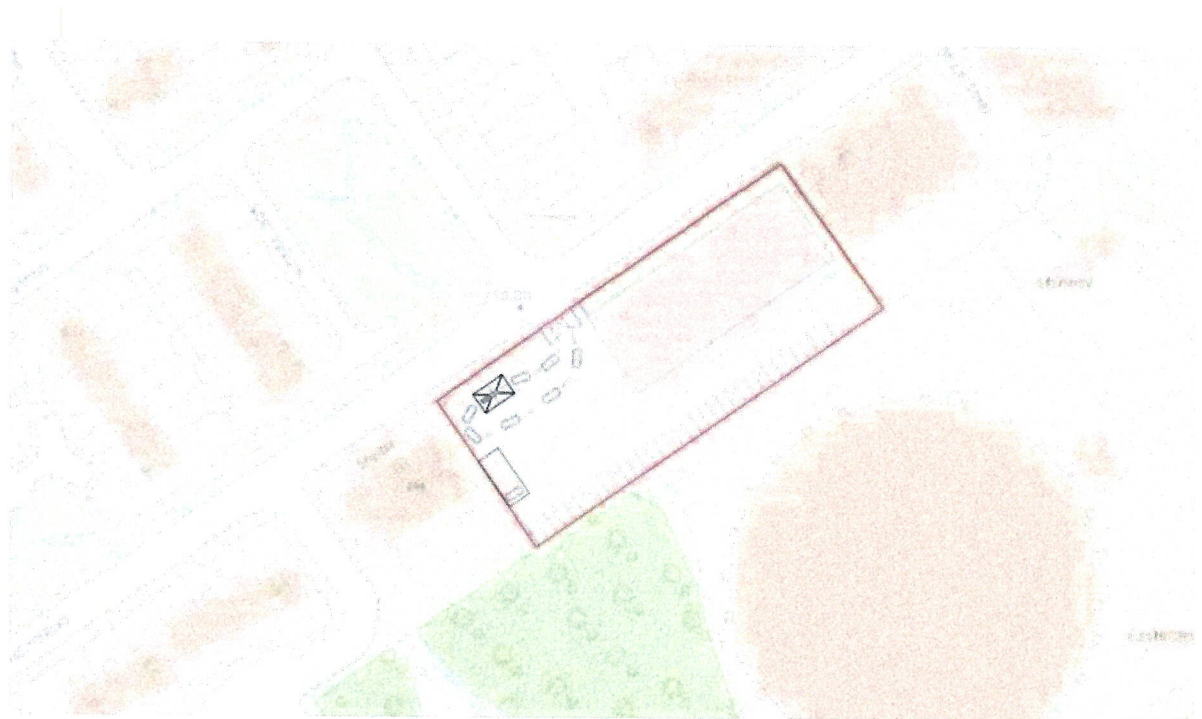
HIGHWAY COMMENTS

DEVELOPMENT

The proposed development involves the construction of a single bay car wash and valet point within the existing service yard of premises at 144 Bradford Rd.

LOCATION

The site lies to the south of Bradford Road, Manchester M40 7AS.



Bradford Road connects at its eastern end to A6010 Hulme Hall Road and after becoming Old Mill Street joins Great Ancoats Street, Manchester inner ring road.

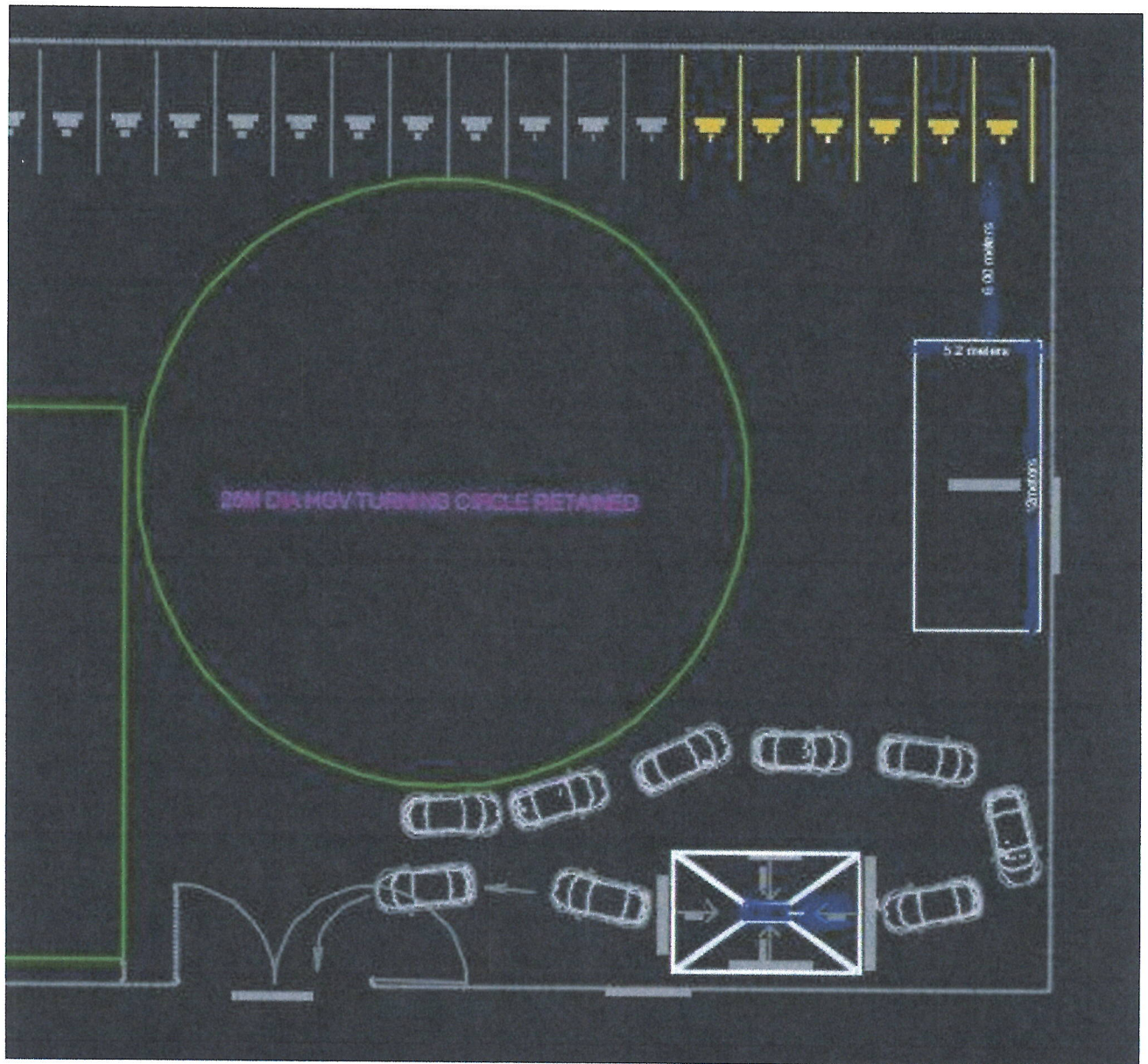
The north side of Bradford Rd is primarily residential in character, the south side generally industrial.

Bradford Road is adopted being surfaced, lit and has footways to both sides. Carriageway width is approximately 7m. No waiting at any time restrictions are in place on both sides of Bradford Rd.

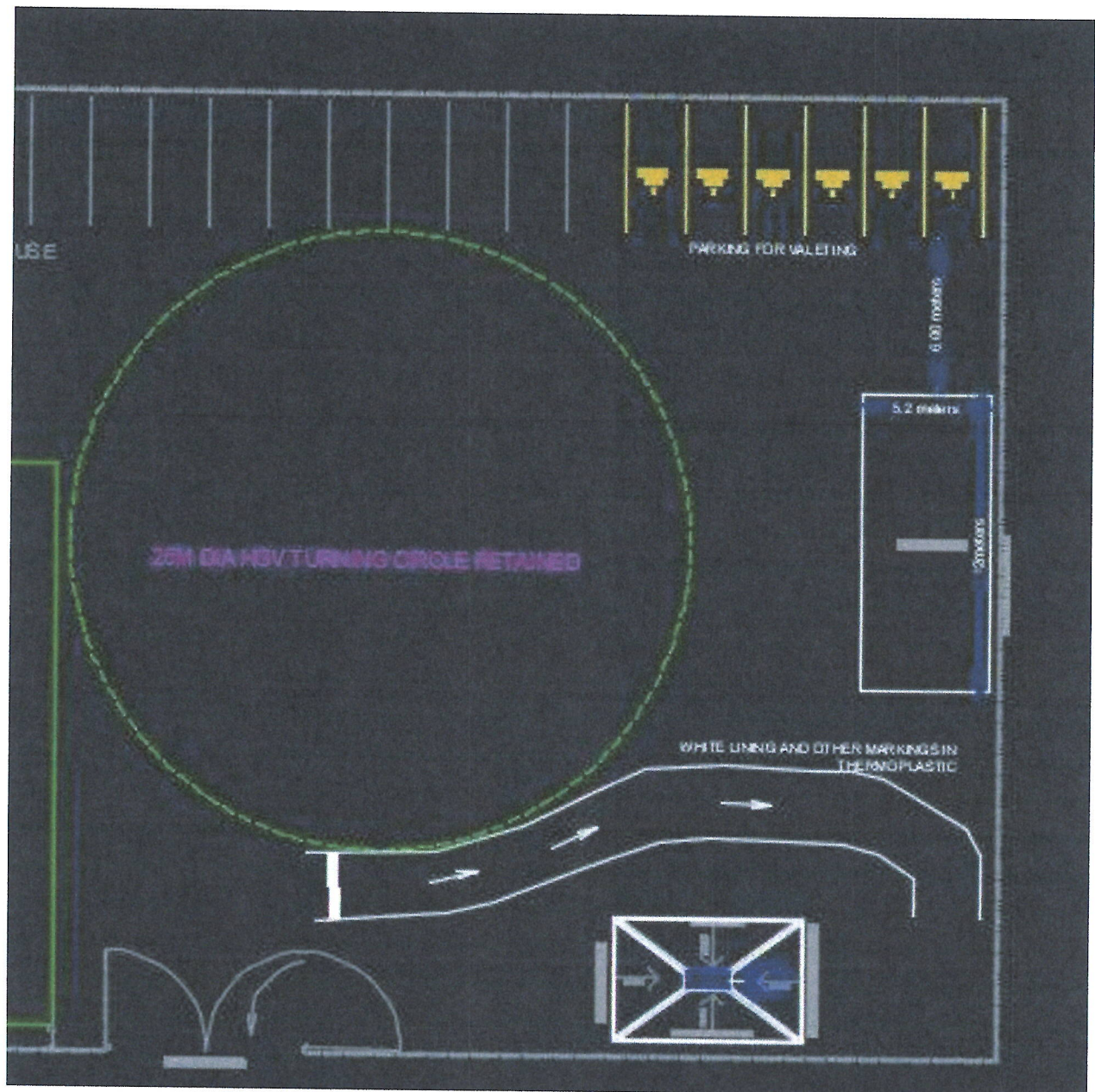
The road is subject to a 30mph speed limit.

The scheme retains the existing access which is of sufficient width to permit cars to pass each other within the access.

Existing levels of visibility are retained.



INDICATIVE SITE LAYOUT



INDICATIVE LINING SCHEME

PARKING

Car parking spaces within the yard can be allocated to car valeting customers whilst retaining adequate parking for the current use of the site. It is suggested that 6 spaces be allocated for staff and customer parking with 27 retained for the existing commercial premises use which exceeds requirements for the existing 1000m² Industrial Unit (Core Strategy requires max 1 space per 45 m² = 22 spaces).

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
B1: Business					
Stand alone offices	1 space per 35sqm	1 space per 30sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces
Business Parks	1 space per 40sqm	1 space per 35sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces
B2: General Industry					
General Industry	1 space per 60sqm	1 space per 45sqm	Individual bays for each disabled employee plus 2	6 bays plus 2% of total capacity	1 space per 450sqm minimum of 2 spaces

Car Parking Standards.

Access and manoeuvre space for goods vehicles serving the existing premises is retained with the area for car wash users to be marked out and signed. A 25m turning circle is kept clear for other users of the existing building.

ACCESSIBILITY

Clients are unlikely to visit the site other than in private cars/vans but public transport is available for staff with frequent bus services along Bradford Rd to/from Oldham and Piccadilly Gardens in Manchester. Excellent connections are available from Piccadilly to the wider GM area. Alternative bus services run along Ashton New Rd with stops at 0.6 miles walking distance with routes between Piccadilly and Ashton. All routes provide good links to residential areas for potential employees.

Trams are available at Holt Town at 0.5miles walking distance, with services between Ashton, Manchester Centre, Eccles and points between. Connections to the wider tram and train network are available in Manchester.

Ashton Canal towpath (NCN regional route 86 then NCN60) runs to the south of the site and provides easy connection to the wider cycle network. Varley St north of the site provides a route for cyclists within a 20-mph zone to NCN66.

If required appropriate cycle storage can be provided on site for staff to encourage use of sustainable modes.

TRIP GENERATION

An interrogation of the TRICS database indicates likely total daily flows to the car wash site of 34 trips, and many of these trips are likely to be pass-by trips already on the network. This level of traffic is insignificant relative to overall traffic in the area even without making allowance for pass-by trips.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH
TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	5	0.119	9	5	0.024	9	5	0.143
08:00 - 09:00	11	5	0.608	11	5	0.353	11	5	0.961
09:00 - 10:00	11	5	1.471	11	5	1.235	11	5	2.706
10:00 - 11:00	11	5	2.020	11	5	1.902	11	5	3.922
11:00 - 12:00	11	5	1.824	11	5	1.824	11	5	3.648
12:00 - 13:00	11	5	2.333	11	5	2.176	11	5	4.509
13:00 - 14:00	11	5	1.725	11	5	1.824	11	5	3.549
14:00 - 15:00	11	5	2.157	11	5	2.314	11	5	4.471
15:00 - 16:00	11	5	1.667	11	5	1.549	11	5	3.216
16:00 - 17:00	11	5	1.824	11	5	1.765	11	5	3.589
17:00 - 18:00	11	5	0.765	11	5	1.255	11	5	2.020
18:00 - 19:00	10	5	0.400	10	5	0.644	10	5	1.044
19:00 - 20:00	4	3	0.077	4	3	0.308	4	3	0.385
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.990			17.173			34.163

Peak traffic to the site is expected to be between 12.00 and 13.00, off peak in relation to general traffic within the area. At worst case, with an anticipated 3 arrivals within the hour and 2 leaving there is adequate space for vehicles to wait within the marked lane to be dealt with.

SUMMARY

- The proposed development has a suitable safe access from Bradford Road.
- Adequate queuing space is available off street.
- Adequate parking is available on site for the existing use and for the proposed use.
- Suitable space is retained within the service yard for existing users.
- The development will not result in any significant increase in traffic on the local network. The greatest number of visits to the site taking place off peak.

There is no reason to refuse the proposal on highway grounds as there will be no severe impact on the operation of the local highway network.

APPENDICES

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Calculation Reference: AUDIT-721101-241113-1155

Land Use : 15 - VEHICLE SERVICES
Category : D - CAR WASH

TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON	
EN ENFIELD	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	2 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
MS MERSEYSIDE NORTH	1 days
09	
TV TEES VALLEY	1 days
TW TYNE & WEAR	1 days
15 GREATER DUBLIN	
DL DUBLIN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bays
Actual Range: 2 to 8 (units:)
Range Selected by User: 1 to 8 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 22/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	3 days
Sunday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
Retail Zone	1
Built-Up Zone	1
Village	2
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

n / a 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	11 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days
4 Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DL-15-D-01	CAR WASH		DUBLIN
	FINGLAS ROAD			
	DUBLIN			
	GLASNEVIN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Retail Zone			
	Total Number of bays: Survey date: WEDNESDAY	8		
		24/05/23		Survey Type: MANUAL
2	EN-15-D-01 IMO CAR WASH			ENFIELD
	SOUTHBURY ROAD			
	ENFIELD			
	PONDERS END			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of bays:	4 20/11/18		
	Survey date: TUESDAY			Survey Type: MANUAL GREATER
3	GM-15-D-02	HAND CAR WASH		MANCHESTER
	TEMPLETON ROAD			
	NEAR WIGAN			
	PLATT BRIDGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of bays:	4		
	Survey date: FRIDAY	22/04/22		Survey Type: MANUAL
4	LN-15-D-01 HAND CAR WASH			LINCOLNSHIRE
	DIXON WAY			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Number of bays:	6 28/06/19		
	Survey date: FRIDAY			Survey Type: MANUAL
5	LN-15-D-02 HAND CAR WASH			LINCOLNSHIRE
	ESSENDINE ROAD			
	NEAR STAMFORD			
	RYHALL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of bays:	6 22/10/23		
	Survey date: SUNDAY			Survey Type: MANUAL MERSEYSIDE
6	MS-15-D-01	HAND CAR WASH		
	KENSINGTON			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bays:	4 28/04/21		
	Survey date: WEDNESDAY			Survey Type: MANUAL NORTH
7	NY-15-D-01	HAND CAR WASH		YORKSHIRE
	BAWTRY ROAD			
	SELBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of bays:	5 10/05/22		
	Survey date: TUESDAY TV-15-D-01 HAND CAR WASH			Survey Type: MANUAL TEES VALLEY
8				
	WATERLOO ROAD			
	MIDDLESBROUGH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of bays:	3 17/09/23		
	Survey date: SUNDAY			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-15-D-02	IMO CAR WASH	TYNE & WEAR
	WASHINGTON ROAD SUNDERLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of bays:	2 18/10/18	
	Survey date: THURSDAY		Survey Type: MANUAL
10	WK-15-D-01	IMO CAR WASH	WARWICKSHIRE
	CROFT ROAD NUNEATON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of bays:	6	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL
11	WM-15-D-01	HAND CAR WASH	WEST MIDLANDS
	GREEN LANE BIRMINGHAM SMALL HEATH		
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category		
	Total Number of bays:	3	
	Survey date: THURSDAY	18/11/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
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20:00 -21:00									
21:00 -22:00									
22:00 -23:00									
23:00 -24:00									
Total Rates:	1 6.990			1 7.173			3 4.163		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2 - 8 (units:)
Survey date date range:	01/01/16 - 22/10/23
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	1
Number of Sundays: 2	
Surveys automatically removed from selection: 0	
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.