



Regent Street, Heckmondwyke

Technical Note

March 2026

Project Number - 2538

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Quality Management

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1.0 Introduction

1.1 This Technical Note has been prepared to support a revised proposal for the change of use of an existing taxi booking office and taxi parking area located on Regent Street, Heckmondwike, to a hand car wash facility. The layout has been revised following initial comments from the Local Highway Authority to ensure that sufficient internal vehicle circulation and waiting space is provided within the site.

1.2 The map at Figure 1 shows the site location in relation to the local highway network.

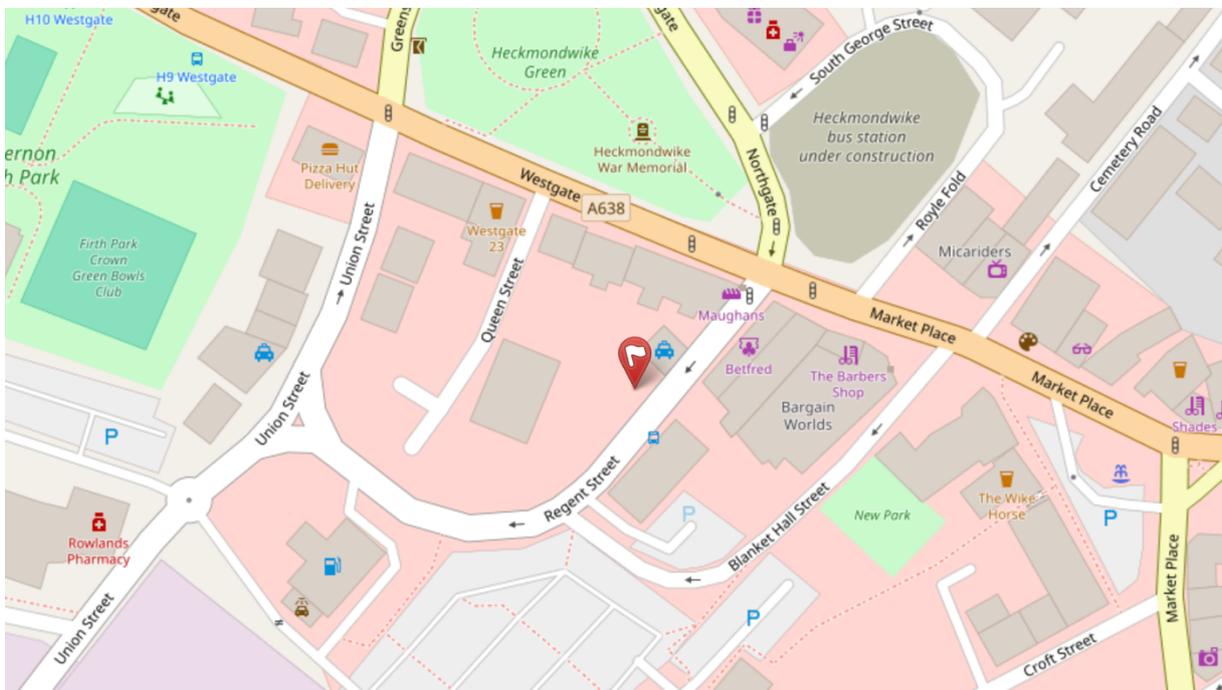


Figure 1 Site location

1.3 The site currently operates as a taxi office with associated parking for up to 15 taxis. The proposals seek to utilise the existing site and access arrangements to accommodate a hand car wash operation with internal vehicle circulation and waiting areas.

1.4 This note provides a brief overview of the site location, the surrounding highway network, the development proposals and a summary of the anticipated traffic impacts.

2.0 Existing Situation

Site Description

- 2.1 The site is located on the northern side of Regent Street within Heckmondwyke town centre. Regent Street forms part of a one-way loop road which connects Westgate with Union Street and provides access to the Morrisons supermarket and surrounding commercial premises.
- 2.2 The application site is currently occupied by a small office building used as a taxi booking office, together with a surfaced yard area which is used for taxi parking. The site benefits from two existing dropped kerb accesses along the Regent Street frontage. See Figure 2 below which shows the current arrangement.

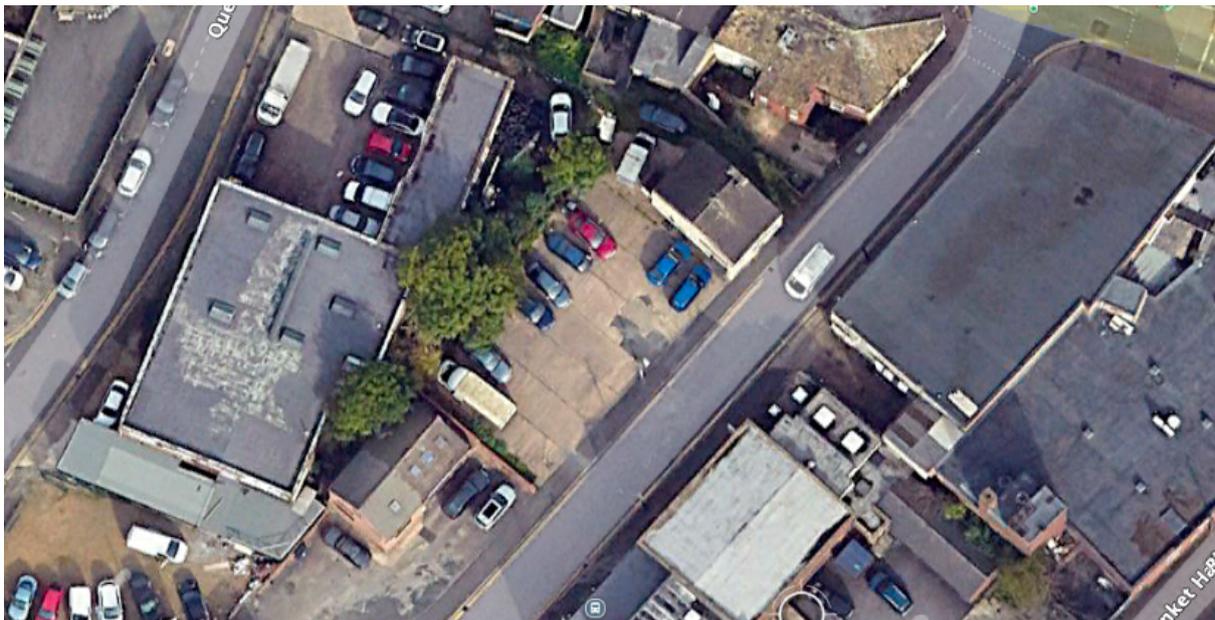


Figure 2 Birds-eye view of site

- 2.3 The surrounding area comprises a mix of commercial and town centre uses including retail premises, food outlets and leisure facilities. Morrisons supermarket and its associated car park are located approximately 80 metres to the south of the site.

Local Highway Network

- 2.4 Regent Street is subject to a 30mph speed limit and is provided with street lighting to a main road standard. The carriageway is approximately 5.6 metres wide and footways are provided on both sides of the road measuring approximately 1.8 – 2.0 metres in width.
- 2.5 Regent Street is also subject to a No Waiting at Any Time Traffic Regulation Order (TRO) along its full length. A bus stop with clearway markings is located directly opposite the site frontage.
- 2.6 Regent Street forms part of a one way circulation route within Heckmondwike town centre. The road begins at the signalised junction with Westgate and Greenside, located approximately 30 metres north of the site, before running southwards and looping around to join Union Street.
- 2.7 Westgate forms a key distributor route through Heckmondwike town centre and provides connections to the A638 Leeds Road and the wider strategic highway network.
- 2.8 Regent Street also provides access to a number of town centre destinations including Morrisons supermarket, surrounding commercial premises and residential areas located off Union Street.
- 2.9 Given the town centre location, the surrounding highway network is designed to accommodate regular vehicular movements associated with retail, service and commercial activities.

3.0 Development Proposals

Proposed Development

- 3.1 The proposals involve the change of use of the site from a taxi booking office with associated taxi parking to a hand car wash facility.
- 3.2 The site layout has been designed to ensure that vehicles associated with the proposed use can enter, circulate and exit the site safely whilst remaining within the site boundary.
- 3.3 Vehicles will enter the site via the existing northern access on Regent Street, which will operate as an entry only access, before circulating around the site in a one-way loop arrangement. Vehicles will then exit the site via the existing southern access, which will operate as an egress only point onto Regent Street.
- 3.4 The internal layout includes clearly defined operational areas associated with the washing process including:
- Two hand wash bays
 - A rinse area
 - A hand wipe / dry area
 - Two valet bays located adjacent to the existing office building
 - An overflow waiting area
 - Four formalised parking bays
 - Two staff parking spaces located adjacent to the office building (tandem arrangement)
- 3.5 Vehicles entering the site will follow the internal loop arrangement and progress sequentially through the washing process before exiting the site.

- 3.6 The layout allows for up to seven vehicles to be accommodated within the internal circulation loop, including vehicles within the wash bays and associated waiting areas.
- 3.7 In addition, the central manoeuvring area within the site provides flexibility for vehicles to manoeuvre and can also provide temporary waiting space during busier periods if required.
- 3.8 Staff parking is provided adjacent to the existing office building and accessed via a separate dropped kerb access located along the site frontage.
- 3.9 The existing concrete surface within the site will be repaired, sealed and drained, and lining will be provided throughout the site to clearly indicate the vehicle circulation route and waiting areas.
- 3.10 Signage will be provided at the access and egress points to clearly indicate the one-way circulation arrangement within the site.
- 3.11 A low level birds mouth fence (maximum height 1 metre) will be installed along the site frontage between the access and egress points to prevent vehicles entering or leaving the site outside of the designated access locations.
- 3.12 Visibility splays of 2.4m x 43m are achievable from the site egress which accords with the Manual for Streets stopping sight distance requirements for a 30mph road.
- 3.13 The proposals utilise the existing dropped kerb accesses and therefore no alterations to the public highway are required.
- 3.14 The proposed site layout, including swept path analysis of a large car manoeuvring the proposed internal loop can be found at Appendix A.
- 3.15 During the previous review of the proposals it was suggested that the site accesses could potentially be reduced to a single access point. However, due to the constrained nature of the site frontage and the position of the existing building, a single centralised access would significantly reduce the achievable internal circulation space and restrict vehicle manoeuvrability within the site.

- 3.16 Furthermore, a single access arrangement would introduce conflicting movements between vehicles entering and exiting the site which could reduce operational efficiency.
- 3.17 The use of the existing accesses in a dedicated entry and exit arrangement therefore represents the most appropriate solution for the site and maximises the internal capacity available for vehicle circulation and waiting.

4.0 Traffic Impact

Existing Traffic

- 4.1 The site currently operates as a taxi booking office with parking for approximately 15 taxis. Whilst there is no specific TRICS land use category available for a taxi office, it is reasonable to conclude that the existing use already generates a regular level of vehicular activity associated with taxis arriving, waiting and departing from the site.
- 4.2 It is also likely that the existing taxi office use experiences its busier periods during the traditional highway peak periods, when demand for pre-booked journeys, school runs, commuting and general town centre trips is typically greater. In addition, unlike the proposed car wash use, the taxi office operation is also likely to continue into the evening period, generating vehicle activity later into the day.

Proposed Traffic

- 4.3 The proposed use comprises a hand car wash facility. TRICS data is available for this land use, although the database presents trip rates on a per hectare basis. The application site extends to approximately 0.0542 hectares and therefore the surveyed trip rates have been factored accordingly.
- 4.4 Based on the TRICS trip rates provided, the proposed hand car wash is estimated to generate approximately:
- 2.99 two-way vehicle movements in the AM peak hour
 - 5.42 two-way vehicle movements in the PM peak hour
- 4.5 In practical terms, this equates to approximately 3 two-way movements in the AM peak hour and 5 to 6 two-way movements in the PM peak hour. The TRICS data can be seen at Appendix B.
- 4.6 Although no directly comparable TRICS data exists for the existing taxi office use, it is considered reasonable to conclude that the existing lawful use of the site is capable of generating at least a comparable, if not greater, level of vehicle activity, particularly during peak periods and later into the evening.

This is due to the existing use accommodating up to 15 taxis, with vehicle movements associated with taxis arriving, departing, repositioning and waiting between fares.

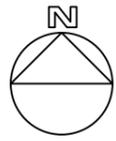
- 4.7 The proposed hand car wash use would instead result in a small number of customer vehicle arrivals spread through the day, with vehicles remaining within the site whilst being washed before departing. As such, the nature of the proposed use is more contained and predictable than the existing taxi office operation.
- 4.8 The revised layout has also been specifically designed to ensure that sufficient internal space is available to accommodate vehicles waiting for the washing process. The layout allows for up to seven vehicles to be accommodated within the operational loop, including vehicles within the wash bays, rinse area, drying area and waiting areas.
- 4.9 In addition, the central manoeuvring area provides further flexibility within the site should additional temporary waiting space be required during busier periods.
- 4.10 This internal capacity ensures that vehicles associated with the development can be accommodated within the site without the need for vehicles to queue on Regent Street.
- 4.11 Regent Street is subject to a No Waiting at Any Time restriction, meaning vehicles cannot legally wait on the highway outside the site frontage. Regent Street also forms part of a one-way circulation route within Heckmondwike town centre. In the unlikely event that the facility is operating at full capacity upon arrival, vehicles would simply continue circulating around the local highway network before returning to the site. This ensures that the operation of the site would not result in vehicles queueing on Regent Street or impacting the nearby signalised junction with Westgate.
- 4.12 Overall, when having regard to the likely traffic characteristics of the existing taxi office use, together with the low forecast peak hour trip generation associated with the proposed hand car wash, it is considered that the proposals would not result in a material increase in traffic impact and may in fact represent a less intensive form of vehicular activity during the network peak periods.

5.0 Conclusion

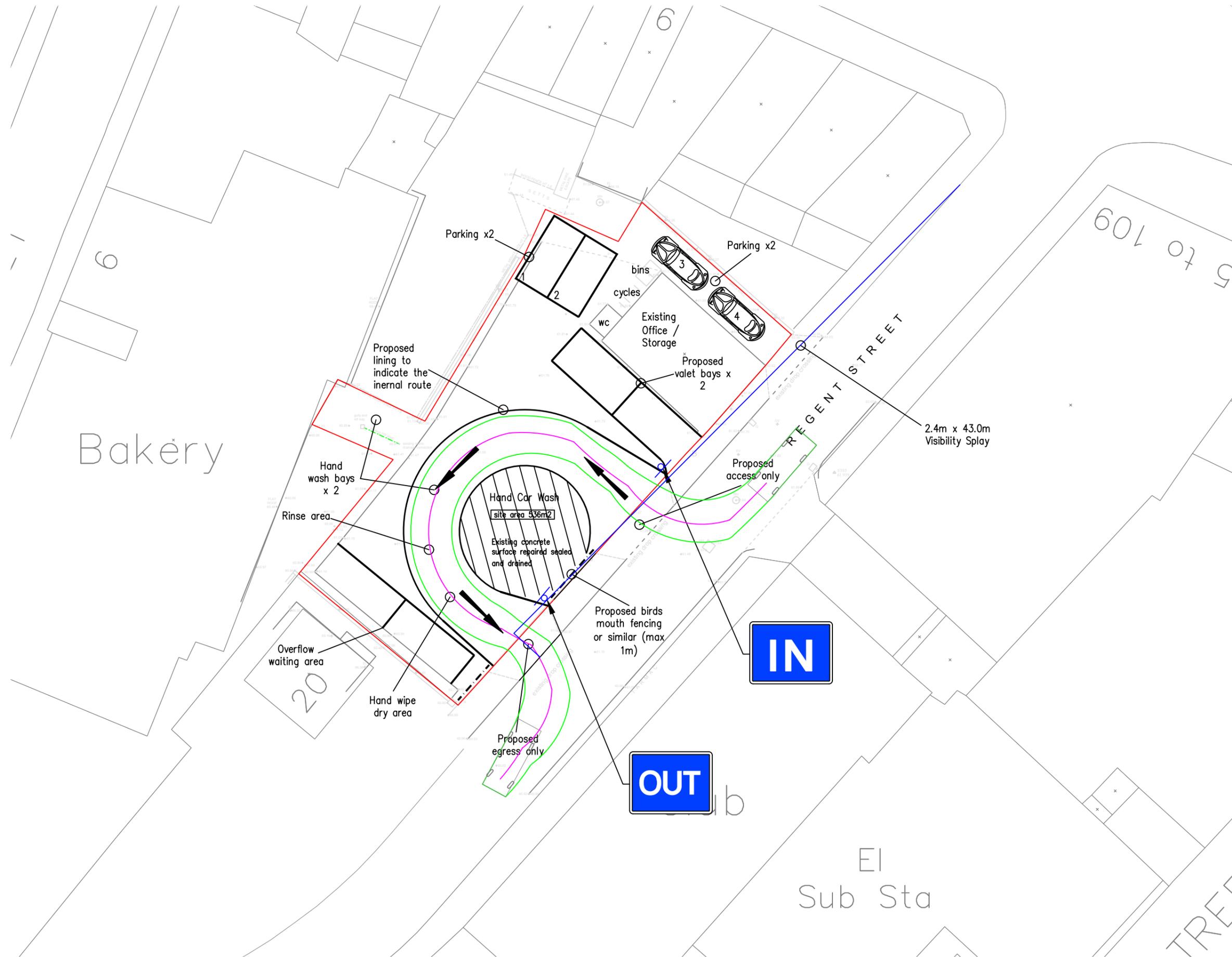
- 5.1 This Technical Note has considered the highway and access implications associated with the proposed change of use from a taxi booking office with associated parking to a hand car wash facility on Regent Street, Heckmondwyke.
- 5.2 The revised layout has been designed to ensure that vehicles can enter, circulate and exit the site safely using the existing accesses.
- 5.3 The internal layout provides sufficient capacity to accommodate vehicles progressing through the washing process, with space for up to seven vehicles within the operational loop in addition to further manoeuvring space within the site.
- 5.4 The provision of separate access and egress points improves the efficiency of vehicle movements within the site and maximises the available internal circulation capacity.
- 5.5 The proposals utilise the existing accesses and therefore no alterations to the public highway are required.
- 5.6 On the basis of the above, including the low forecast peak hour trip generation associated with the proposed hand car wash and the comparable nature of the existing taxi office use, it is considered that the proposed development will not result in a severe impact on the local highway network and is therefore acceptable from a highway and transportation perspective.

Appendix A

Proposed Site Layout



- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
REGENT STREET, HECKMONDWYKE

DRAWING TITLE
PROPOSED SITE LAYOUT

DRAWING NUMBER	PROJECT	VEL.	TYPE	ROLE	NUMBER
PRGN -	2538 -	HGN -	DR -	CH -	0001

CLIENT
MR S ALI & ADIL

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:250	A3	JH	LJO	LJO	MAR 26

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Appendix B

TRICS Data



Audit Code: 1ffd36ac-1641-401c-8b0b-b438d1e16c7b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 15 - VEHICLE SERVICES

Category: D - CAR WASH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
	WO	WORCESTERSHIRE	1 day
08	NORTH WEST		
	LC	LANCASHIRE	1 day
09	NORTH		
	TV	TEES VALLEY	1 day

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

Audit Code: 1ffd36ac-1641-401c-8b0b-b438d1e16c7b

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:	AREA
Actual Range:	0.03 to 0.1 (units:hect)
Range Selected by User:	0.03 to 0.1 (units:hect)
Parking Spaces Range:	2 - 21

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	31/10/92 to 26/10/24

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:

Friday	1 days
Saturday	1 days
Sunday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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	2 days
Neighbourhood Centre	2 days
Town Centre	1 days

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:

Built-Up Zone	2 days
High Street	1 days
No Sub Category	1 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days



Audit Code: 1ffd36ac-1641-401c-8b0b-b438d1e16c7b

Secondary Filtering Selection:

Use Class:

N/A 5 surveys

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:

72 - 5497

Population within 1 mile:

1,001 to 5,000	1 surveys
25,001 to 50,000	3 surveys
Not Known	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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	4 surveys
1.1 to 1.5	1 surveys

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.



Audit Code: 1ffd36ac-1641-401c-8b0b-b438d1e16c7b

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 surveys

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 5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 1ffd36ac-1641-401c-8b0b-b438d1e16c7b

1 WALKER STREET PRESTON Edge of Town Centre Built-Up Zone Site area: 0.10 hect Survey date: Saturday 31/10/1992	LC-15-D-01	CAR WASH	LANCASHIRE	Survey Type: Unknown
2 ESSENDINE ROAD NEAR STAMFORD RYHALL Neighbourhood Centre Village Site area: 0.06 hect Survey date:	LN-15-D-02	HAND CAR WASH	LINCOLNSHIRE	Survey Type: Unknown
3 WATERLOO ROAD MIDDLESBROUGH Edge of Town Centre Built-Up Zone Site area: 0.04 hect Survey date: Saturday 16/09/2023	TV-15-D-01	HAND CAR WASH	TEES VALLEY	Survey Type: Unknown
4 GREEN LANE BIRMINGHAM SMALL HEATH Neighbourhood Centre No Sub Category Site area: 0.05 hect Survey date: Thursday 18/11/2021	WM-15-D-01	HAND CAR WASH	WEST MIDLANDS	Survey Type: Unknown
5 AVON STREET EVESHAM Town Centre High Street Site area: 0.04 hect Survey date: Friday 22/10/2010	WO-15-D-01	HAND CAR WASH	WORCESTERSHIRE	Survey Type: Unknown

Audit Code: 1ffd36ac-1641-401c-8b0b-b438d1e16c7b

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

Total Vehicles

Calculation factor: 1 hect

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. AREA	Arrivals	Departures	Totals
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	1	0	20.000	0.000	20.000
08:00-09:00	5	0	41.379	13.793	55.172
09:00-10:00	5	0	124.138	89.655	213.793
10:00-11:00	5	0	162.069	155.172	317.241
11:00-12:00	5	0	155.172	162.069	317.241
12:00-13:00	5	0	141.379	144.828	286.207
13:00-14:00	5	0	127.586	134.483	262.069
14:00-15:00	5	0	162.069	148.276	310.345
15:00-16:00	5	0	117.241	106.897	224.138
16:00-17:00	5	0	117.241	137.931	255.172
17:00-18:00	5	0	31.034	68.966	100.000
18:00-19:00	4	0	26.087	17.391	43.478
19:00-20:00	2	0	13.333	33.333	46.666
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1238.728	1212.794	2451.522

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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Audit Code: 1ffd36ac-1641-401c-8b0b-b438d1e16c7b

Parameter Summary:

Trip rate parameter range selected:	0.03 - 0.1 (units: hect)
Survey date date range:	31/10/1992 - 22/10/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
Number of Sundays:	2
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.