

Job Name: Wythenshawe Town Football Club, Manchester
Job No: 332611422
Note No: TN01
Date: June 2025
Prepared By: Alice Lister
Reviewed By: Mark Loveridge
Approved By: Brian Laird
Subject: Wythenshawe Town Football Club, Timpson Road, Manchester, M23 9LL
Planning Application Ref: 141898/FO/2025
Highways Technical Note

1. Introduction

- 1.1. Stantec UK Limited (Stantec) has been appointed by Padel and Pickle Limited to provide transport and highways advice in support of a planning application for the redevelopment of the existing secondary football pitch located on the southern half of the Wythenshawe Town Football Club site.
- 1.2. Planning permission is sought for the *“Creation of a 3G football pitch, 2no. tennis/multi use courts, 6no. doubles padel courts, 4no. shipping containers to create cafe, terrace and storage facilities, 1no. shipping container to provide changing facilities and associated parking, secure cycle storage, private access road, fencing, lighting posts and canopies following demolition of existing buildings.”*
- 1.3. The development has a site area of 0.81ha and the Proposed Site Layout is included as **Appendix A**.
- 1.4. Stantec prepared a Transport Statement (TS), which was submitted in support of the planning application in December 2024 (application reference: 141898/FO/2025). Following submission of the planning application, a consultation response was received in March 2025 from Manchester City Council. The consultation response is included as **Appendix B**.
- 1.5. This Technical Note (TN) has been produced to address the highway comments outlined within the consultation response and should be read in conjunction with the previously submitted Transport Statement. The remainder of this TN is structured for ease of reference using the same headings as the consultation response where an issue is to be addressed, which is as follows:
 - **Section 2:** Trip Generation;
 - **Section 3:** Parking Accumulation; and
 - **Section 4:** Parking and Access;

2. Trip Generation

- 2.1. Within the December 2024 TS, a trip generation assessment for a weekday was undertaken by Stantec based on a similar site located within Aylesbury. The area of the Aylesbury site was 3.6 hectares (ha), and the proposed development has a site area of 0.81ha. In order to calculate the proposed trip generation, the Aylesbury site was factored down to reflect the proposed Wythenshawe site.
- 2.2. With reference to trip generation, Manchester City Council has requested that a trip generation assessment is also undertaken for a Saturday, to forecast the trip generation associated with weekend football matches.

- 2.3. Within the March 2025 consultation response, Manchester City Council confirmed that the trip generation assessment methodology was acceptable in principle. The same methodology that was applied within the TS for a weekday period has therefore been applied to a Saturday.
- 2.4. An assessment of the Trip Rate Information Computer System (TRICS) has been undertaken, which is a current recognised method for forecasting trip generation associated with development. Sites were analysed from the “16- Mixed (A- Miscellaneous)” category for a Saturday.
- 2.5. The search identified one sports club including football pitches located within Bournemouth, with a site area of 26.3ha. The proposed development has a site area of 0.81ha. Therefore, in order to calculate the proposed trip generation for a Saturday, the Bournemouth site has been factored down to reflect the proposed Wythenshawe site. The full TRICS output is included as **Appendix C**.
- 2.6. The resultant trip generation for the proposed development comprising a site area of 0.81ha, during a Saturday is summarised in **Table 1**.

Table 1: Proposed Saturday Trip Generation (0.81ha)

Time Period	Arrivals	Departures	Total
0800-0900	0	0	0
0900-1000	2	1	3
1000-1100	2	2	4
1100-1200	1	0	1
1200-1300	1	2	3
1300-1400	2	1	3
1400-1500	3	1	4
1500-1600	2	1	4
1600-1700	1	3	3
1700-1800	0	2	3
1800-1900	1	2	2
1900-2000	1	1	2

- 2.7. As can be seen in **Table 1**, the proposed development is forecast to generate a maximum of four two-way vehicle trips (arrivals and departures) from 9am to 10am, 2pm to 3pm and 3pm to 4pm. This level of trip generation equates to, on average, one vehicle trip every 15 minutes.
- 2.8. The additional number of trips generated by the proposed development on a Saturday will have a negligible traffic impact on the local highway network. No further traffic impact assessment is therefore required.

3. Parking Accumulation

- 3.1. Within the December 2024 TS, Stantec prepared a weekday parking assessment using first principles, based on the maximum number of peoples/players using the facilities provided at the development. In addition, a further weekday parking assessment was undertaken based on a survey carried out at the existing Aylesbury sports centre site.
- 3.2. Within the March 2025 consultation response, Manchester City Council confirmed that the parking assessment methodology was acceptable in principle.

- 3.3. With reference to the parking assessment, Manchester City Council has requested a Saturday parking assessment is undertaken. The same methodology that was applied within the TS for a weekday period has therefore been applied to a Saturday.

First Principles

- 3.4. It is understood that there is potential for the proposed development to host mini-football tournaments on a Saturday for children aged 10 to 16 years old. If the football tournaments were to occur it would likely be during the following times:
- Tournament 1 – 9am to 10:30am
 - Tournament 2 – 10:30am to 12pm; and
 - Tournament 3 – 12pm to 1:30pm.
- 3.5. It should be noted however that the football tournament is not guaranteed to occur at the site at this time. If the football tournament were to occur, it is envisioned that up to nine 5-a-side teams could be present on-site at any one time.
- 3.6. Based on first principles, it is forecast that a maximum of 45 players could be on-site at any one time, if the football tournament were to occur and all nine teams were to attend.
- 3.7. As demonstrated in Section 5 of the December 2024 TS, the site benefits from access to regular public transport and is highly accessible by walking and cycling. In addition, if traveling by car it is also unlikely that all players will arrive by single occupancy car trips.
- 3.8. Assuming that no players walk or cycle to the site, and based on an average of two players per car, the proposed development would require a total of 23 parking spaces. This should be considered to be a worst case scenario.
- 3.9. A car parking provision of 35 spaces for the proposed development would therefore be sufficient to meet the level of demand associated with the potential football tournament.

Parking Accumulation

- 3.10. A parking accumulation assessment has also been undertaken for the proposed development based on the trip generation outlined in **Section 2**.
- 3.11. The resultant parking accumulation assessment for the proposed development, accommodating 35 parking space is summarised in **Table 2**.

Table 2: Parking Accumulation Assessment

Time Period	Arrivals	Departures	Parking Accumulation	Occupancy (%)
0800-0900	0	0	0	0%
0900-1000	2	1	2	6%
1000-1100	2	2	2	6%
1100-1200	1	0	2	7%
1200-1300	1	2	1	4%
1300-1400	2	1	3	8%
1400-1500	3	1	6	16%

Time Period	Arrivals	Departures	Parking Accumulation	Occupancy (%)
1500-1600	2	1	7	19%
1600-1700	1	3	5	13%
1700-1800	0	2	2	7%
1800-1900	1	2	1	4%
1900-2000	1	1	0	0%

Note: Inconsistencies within the table are due to rounding

- 3.12. As can be seen in **Table 2**, the maximum parking demand for the proposed development during a Saturday based on the existing Bournemouth site is forecast to occur from 3pm to 4pm. It is forecast that 7 out of a possible 35 spaces will be occupied, equating to a 19% occupancy rate.
- 3.13. In comparison, the proposed parking demand would provide an additional 28 spaces than the maximum demand required based on the existing Bournemouth site. Therefore, a car parking provision of 35 spaces for the proposed development will be sufficient to meet the level of demand during a Saturday peak period.

4. Parking and Access

Access

- 4.1. Within the March 2025 consultation response, Manchester City Council has requested that the proposed access road is a minimum of 5m in width and has requested details regarding the width of the proposed internal footpaths.
- 4.2. Following submission of the TS the proposed site layout has been updated. As can be seen in the proposed site layout (**Appendix A**), the proposed access road measures 5m in width. In addition, all internal footpaths will be 2m in width.
- 4.3. Following receipt of the updated site layout, the swept path analysis contained within the December 2024 TS has been updated. As stated in the December 2024 TS, it has been confirmed that delivery vehicles to the site will be small, with the largest vehicle being a commercial van. Swept path analysis has been carried out for a delivery van accessing the site. **Drawing 332611422/100/001B** shows a delivery van entering the site from Timpson Road and turning within a dedicated turning head, located at the southern boundary of the site, before exiting the site in forward gear.
- 4.4. In addition, **Drawing 33261122/100/002B** shows an estate car accessing the proposed car park. The swept path analysis demonstrates that the tested car parking spaces are accessible. In addition, **Drawing 332611422/100/002B** shows that an estate car can turn within the proposed turning head when exiting the parallel parking spaces located to the west of the multi-use courts.
- 4.5. The proposed internal layout including access road and internal footpaths should therefore be deemed acceptable.

Parking

- 4.6. With reference to parking provision, Manchester City Council has requested that a minimum of three parking spaces have Electric Vehicle (EV) charging provisions.
- 4.7. As can be seen in **Appendix A**, the proposed development will provide three EV parking spaces, including one disabled space, located to the north of the tennis courts.

- 4.8. The proposed parking provision, with the addition of three EV parking spaces, should therefore be deemed acceptable.

5. Summary and Conclusion

Summary

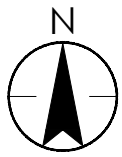
- 5.1. Stantec UK Limited has been appointed by Padel and Pickle Limited to provide transport and highways advice in support of a planning application for the redevelopment of the existing secondary football pitch located on the southern half of the Wythenshawe Town Football Club site.
- 5.2. Planning permission is sought for the *“Creation of a 3G football pitch, 2no. tennis/multi use courts, 6no. doubles padel courts, 4no. shipping containers to create cafe, terrace and storage facilities, 1no. shipping container to provide changing facilities and associated parking, secure cycle storage, private access road, fencing, lighting posts and canopies following demolition of existing buildings.”*
- 5.3. Stantec prepared a Transport Statement, which was submitted in support of the planning application in December 2024 (application reference: 141898/FO/2025). Following submission of the planning application, a consultation response was received in March 2025 from Manchester City Council.
- 5.4. This Technical Note has been produced to address the highway comments outlined within the consultation response and should be read in conjunction with the previously submitted Transport Statement.
- 5.5. With reference to trip generation, Manchester City Council has requested that a trip generation assessment is undertaken on a Saturday to assess the trip generation associated with weekend football games. The same methodology that was applied within the Transport Statement for a weekday period has therefore been applied to a Saturday assessment.
- 5.6. A trip generation assessment has therefore been carried out within this Technical Note based on an existing sport centre site in Bournemouth. The trip generation assessment has demonstrated that the proposed development is forecast to generate a maximum of four two-way vehicle trips (arrivals and departures) from 9am to 10am, 2pm to 3pm and 3pm to 4pm. The traffic impact associated with the proposed development therefore will be negligible on the local highway network.
- 5.7. With reference to the parking assessment, Manchester City Council has requested that a Saturday parking assessment is undertaken.
- 5.8. It is understood that there is potential for the proposed development to host a mini-football tournaments on a Saturday morning for children aged 10 to 16 years old. It should be noted however that the football tournament is not guaranteed to occur at the site at this time. If the football tournament were to occur, it is envisioned that up to nine 5-a-side teams could be present on-site at any one time.
- 5.9. Based on first principles, it is forecast that a maximum of 45 players could be on-site at any one time, if the football tournament were to occur and all nine teams were to attend.
- 5.10. As demonstrated in Section 5 of the December 2024 Transport Statement, the site benefits from access to regular public transport and is highly accessible by walking and cycling. In addition, if traveling by car it is also unlikely that all players will arrive by single occupancy car trips.
- 5.11. Assuming that no players walk or cycle to the site, and based on an average of two players per car, the proposed development would require a total of 23 parking spaces. This should be considered to be a worst case scenario. A car parking provision of 35 spaces for the proposed development would therefore be sufficient to meet the level of demand associated with the potential football tournament.

- 5.12. A parking accumulation assessment has also been undertaken for the proposed development based on the trip generation assessment. The parking assessment also demonstrated that a parking provision of 35 spaces would cater for the maximum parking demand for the site. The proposed parking provision should therefore be deemed acceptable.
- 5.13. Within the March 2025 consultation response, Manchester City Council has requested that the proposed access road is a minimum of 5m in width and has requested details regarding the width of the proposed internal footpaths.
- 5.14. Following submission of the December 2024 Transport Statement the proposed site layout has been updated. The proposed access road will measure 5m in width and all internal footpaths will be 2m width.
- 5.15. Following receipt of the updated site layout, the swept path analysis contained within the December 2024 has been updated. As stated in the December 2024 Transport Statement, it has been confirmed that delivery vehicles to the site will be small, with the largest vehicle being a commercial van.
- 5.16. Swept path analysis has been carried out for a delivery van accessing the site. The swept path demonstrates that a delivery van entering the site from Timpson Road and turning within a dedicated turning head, located at the southern boundary of the site, before exiting the site in forward gear.
- 5.17. Swept path analysis has also been carried out for an estate car accessing the proposed car park. The swept path analysis demonstrates that the tested car parking spaces are accessible. In addition, the swept path shows that an estate car can turn within the proposed turning head when exiting the parallel parking spaces located to the west of the multi-use courts.
- 5.18. With reference to parking, Manchester City Council has requested that a minimum of three parking spaces have Electric Vehicle charging provisions. The proposed development will provide three Electric Vehicle parking spaces, including one disabled space, located to the north of the tennis courts. The proposed parking provision, with the addition of three Electric Vehicle parking spaces, should therefore be deemed acceptable.

Conclusion

- 5.19. In conclusion, the additional information provided within this Technical Note should address the highway comments provided by the Manchester City Council.
- 5.20. The proposed development should therefore be deemed acceptable in transport and highway terms.

DRAWINGS



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Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

1. DRAWING BASED ON 'PROPOSED SITE LAYOUT'
(DRAWING REFERENCE: 24/019/P01 REV B),
PRODUCED BY LMP ARCHITECTS, MAY 2025.

KEY:

- FORWARD GEAR
REVERSE GEAR

VEHICLE DETAILS:

Car Derived Van	4.390m
Overall Length	1.832m
Overall Width	1.746m
Overall Body Height	0.271m
Min Body Ground Clearance	1.832m
Track Width	4.006m
Lock to lock time	5.600m
Kerb to Kerb Turning Radius	

B		UPDATED SITE LAYOUT		AL	BL	2025.05.30
A		UPDATED SITE LAYOUT		AL	BL	2024.12.20
Issued/Revision				By	Appd	YYYY.MM.DD
				AL	AL	2024.12.19
		Dwn.	Dsgn.	Chkd.		YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

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Client/Project Logo

PADEL AND PICKLE LIMITED

Client/Project

WYTHENSHAW TOWN FOOTBALL CLUB,
WYTHENSHAW

Title

PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS:
CAR DERIVED VAN

Project No.
332611422

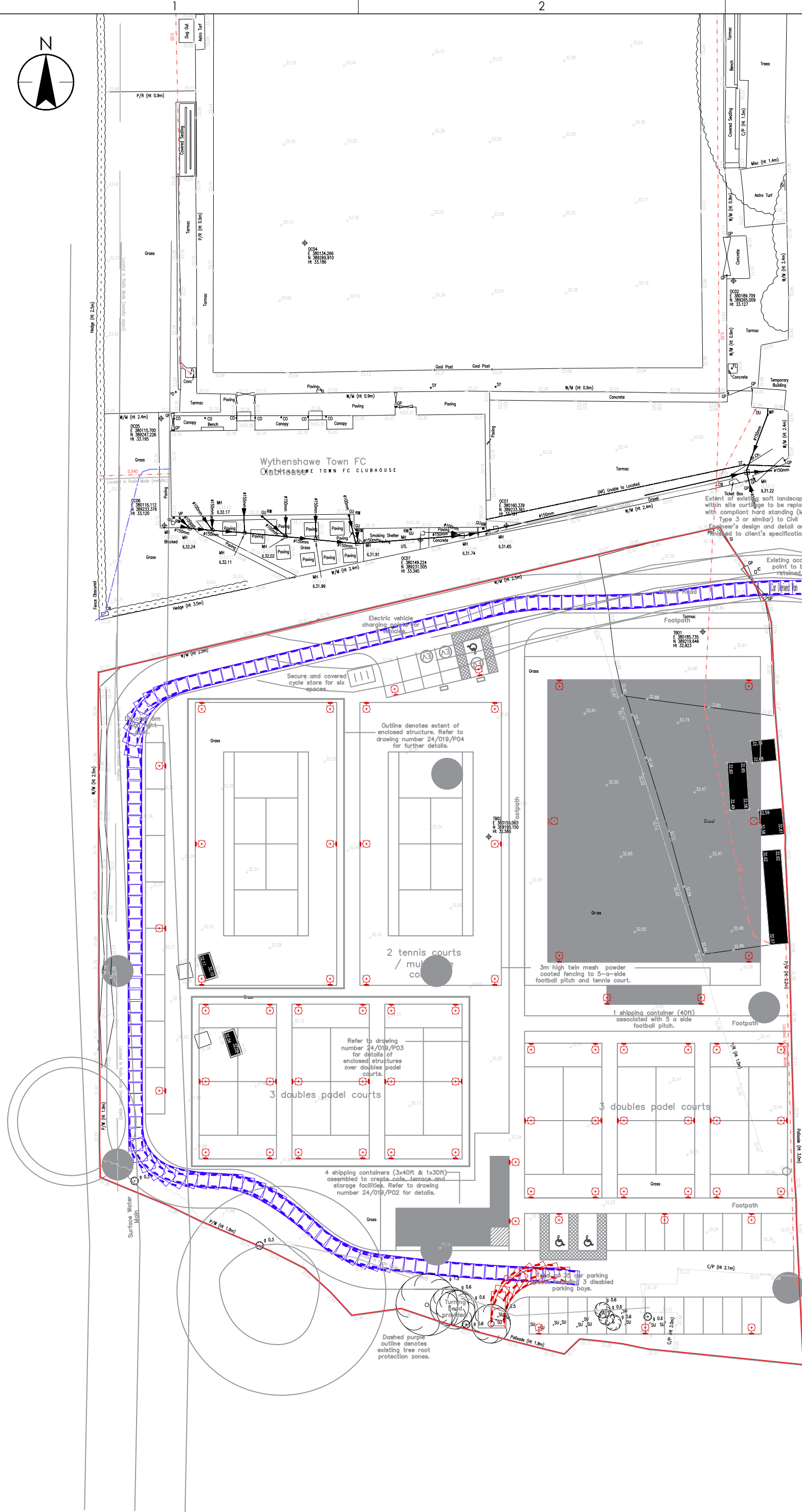
Revision

B

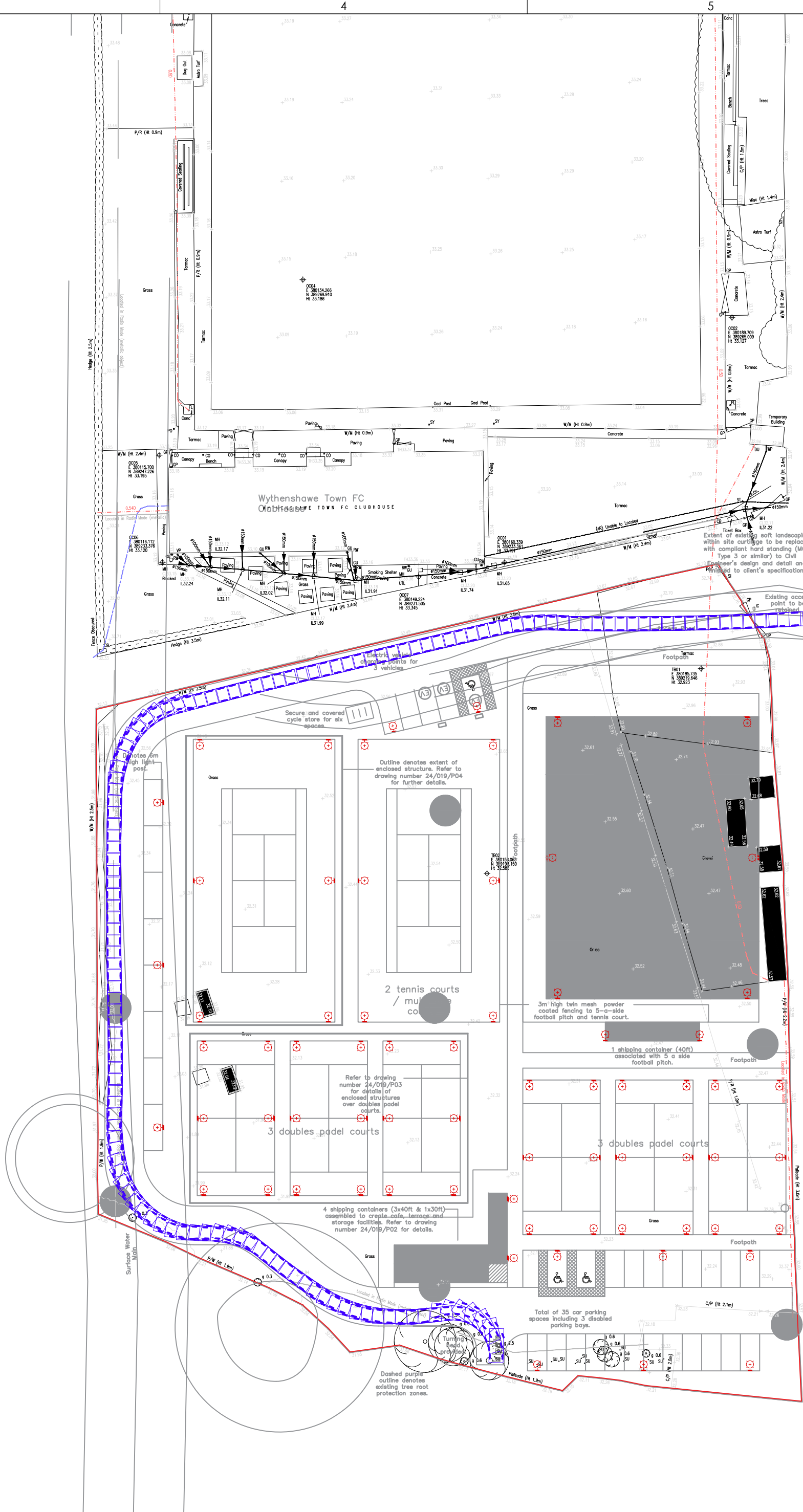
Drawing No.

A2 Scale
1:500

332611422/100/001



VEHICLE ENTERING THE SITE



VEHICLE EXITING THE SITE



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1. DRAWING BASED ON 'PROPOSED SITE LAYOUT'
(DRAWING REFERENCE: 24/019/P01 REV B)
PRODUCED BY LMP ARCHITECTS, MAY 2025.

- ☐ FORWARD GEAR
- ☐ REVERSE GEAR



Estate Car (2006)	4.71m
Overall Length	1.80m
Overall Width	1.42m
Overall Body Height	0.14m
Min Body Ground Clearance	1.56m
Max Track Width	5.0m
Lock to Lock Turn	5.0m
Kerb to Kerb Turning Radius	

B	UPDATED SITE LAYOUT	AL	BL	2025.05.30
A	UPDATED SITE LAYOUT	AL	BL	2024.12.20
Issued/Revision		By	Appd	YYYY.MM.DD
		AL	AL	2024.12.19
		Dwn.	Dsgn.	Chkd.
				YYYY.MM.DD

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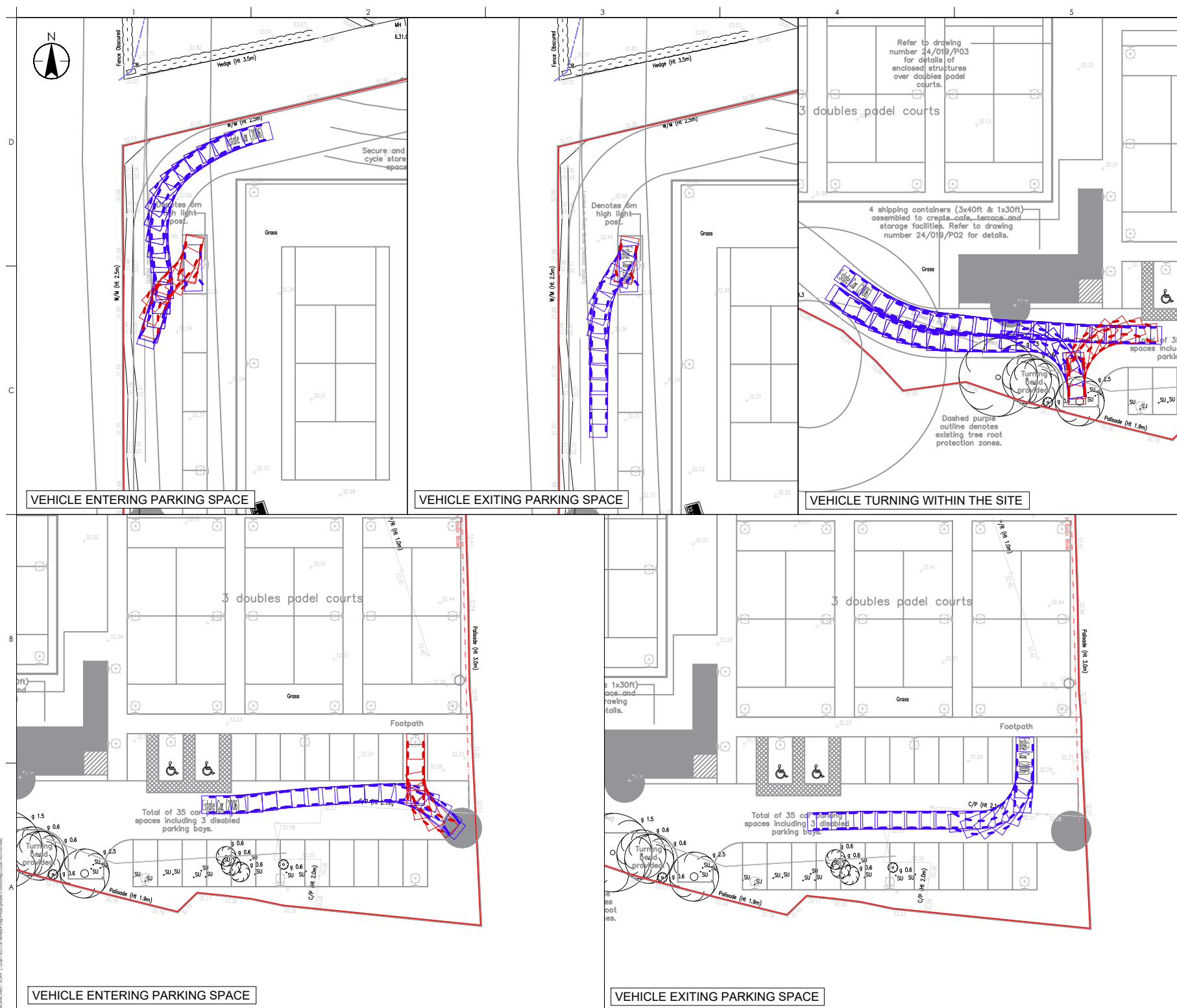
PADEL AND PICKLE LIMITED

Client/Project

WYTHENSHAW TOWN FOOTBALL CLUB,
WYTHENSHAW

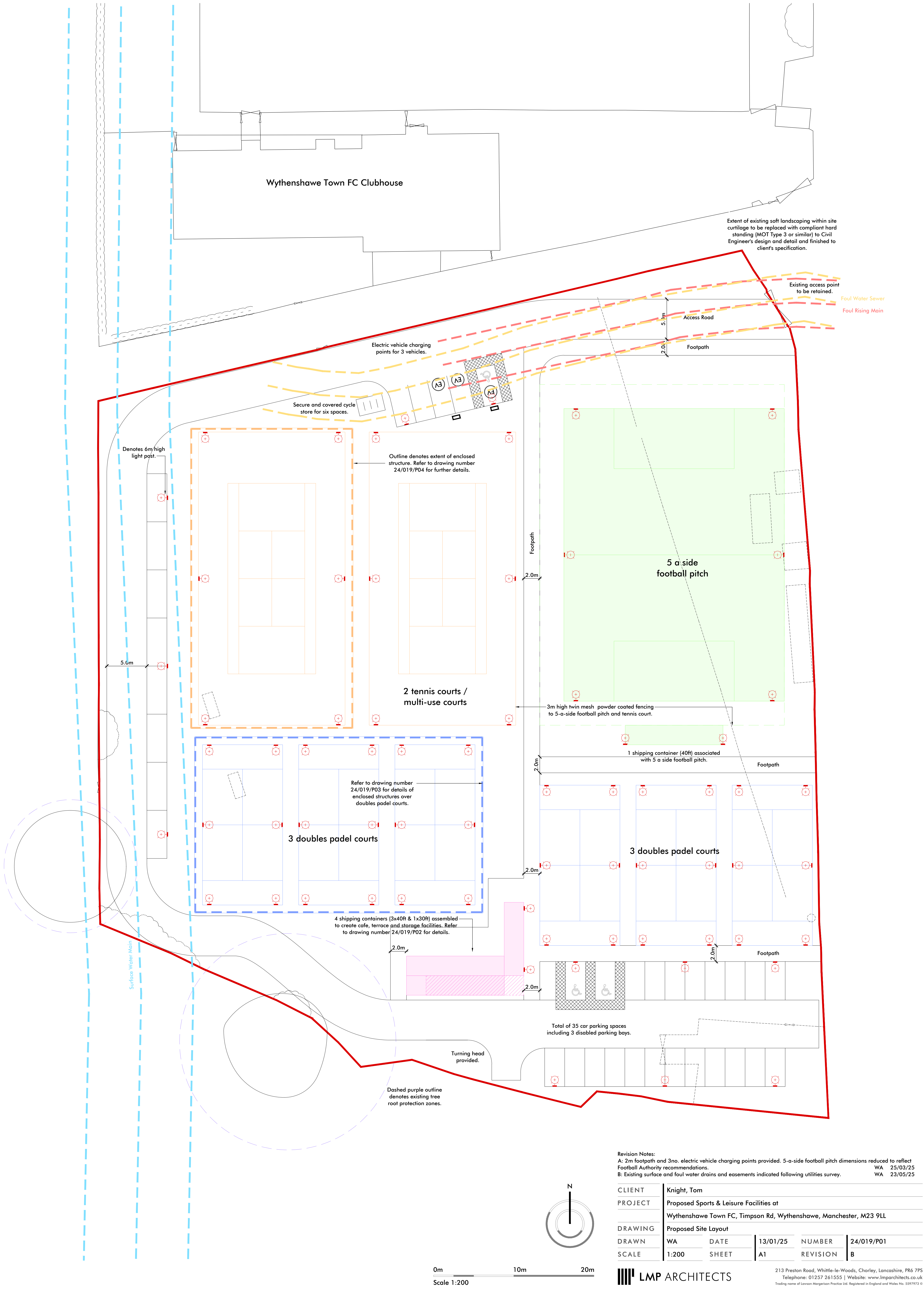
Title
PROPOSED CAR PARK
SWEPT PATH ANALYSIS:
ESTATE CAR

Project No. 332611422	A4 Scale 1:500
Revision B	Drawing No. 332611422/100/002



APPENDICES

Appendix A Proposed Site Layout



Appendix B Manchester City Council Consultation Response

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

Weekday:

- o Trip generation assessment methodology acceptable to Highways in principle.
- o Weekday TRICS assessment found:
 - 2 two-way trips anticipated in AM peak and 11 two-way trips anticipated in PM peak.
 - Overall assessment indicates that the proposed development will not result in a significant number of trips and the new access will operate well within capacity.

Weekend:

- o It is requested that anticipated trip generation associated with weekend football is assessed.

Parking Accumulation Assessment:

First Principles:

- o First principles assessment undertaken using maximum number of peoples/players (42) using the facilities (6 x double padel courts, 2 x multi-use courts and 1 x 5-side pitch).
- o Noted that this does not take into consideration the weekend football games.

Parking Accumulation:

- o Accumulation assessment undertaken using TRICs trip rates - methodology acceptable in principle.
- o
- o Acceptable in principle.
- o Note that the above only takes into account the weekday activities.
- o Request a TRICs assessment for weekend use to be undertaken and a parking accumulation assessment undertaken.

HIGHWAYS SAFETY:

- o Crashmap data reviewed.
- o 1 collision recorded at signalised junction.
- o No incidents recorded along Timpson Road or at site access.
- o No safety concerns adjacent to the site.

SITE ACCESSIBILITY:

- o The site is well accessed by sustainable modes.
- o Regular bus services and Metrolink services are available within walking distance of the site.

PARKING AND ACCESS:

Access:

- o Existing access from Timpson Road to be retained.
- o Request that the access be a minimum of 5m in width
- o Drawing '332611422/100/001 rev A' demonstrates that a large vehicle can enter, manoeuvre and use the turning head and egress the site in forward gear.
- o Plans indicate that the new access road will be 5.5m in width - acceptable in principle.
- o Request confirmation of footways and footway widths within the site.

Parking:

- o 35 parking spaces proposed
- o Includes 3 disabled parking bays - acceptable in Principle.
- o Request that a minimum of 3 parking spaces have EV Charging.
- o Plan shows that parking to the north and south meet MCCs standard and disabled parking bay dimensions - acceptable in principle.
- o 8 parking bays to the west meet MCCs standard parking bay dimensions.
- o Drawing '332611422/100/002 Rev A' swept path analysis demonstrates that a vehicle can access and egress these parking spaces - acceptable in principle.
- o 6m aisle width noted at parking area to the south - acceptable in principle.

CAR PARK MANAGEMENT / EVENT MANAGEMENT STRATEGY:

- o The Planning Statement suggests that mini-football tournaments will take place every Saturday for up to 9 teams.
- o It is requested that a Car Park Management Plans is in place to manage parking on-site.
- o It is requested that an Events Management Strategy is in place. This should be implemented for larger events.
- o It is recommended that a Traffic Management Strategy is conditioned to any consent of the application to include the following:
 - o Marshalls during large events both on and off-site;
 - o Appropriate signage;
 - o Segregated areas for use by taxis and minibuses.
- o Sustainable travel to and from the site should be fully endorsed for both staff and visitors to the site.

CYCLE PARKING:

- o Provision of 6 cycle parking spaces - acceptable in principle.
- o Request that cycle parking use is monitored and additional cycle parking provided when necessary.
- o Cycle parking is secure and sheltered - acceptable to Highways.

BOUNDARY TREATMENTS:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

REFUSE AND SERVICING:

- o Request that waste and servicing details are provided. Must include:
 - Anticipated levels of waste
 - Proposed bin store location
 - Proposed waste collection point
 - Proposed servicing arrangements
 - Swept path analysis of largest anticipated refuse and service vehicle.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be conditioned.

The CMP is to be submitted prior to the start of works. This should include:

- o Phasing and quantification / classification of vehicular activity.
- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.
- o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

INFORMATION:

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.
Highways Reference: 16725/FO/2025

Appendix C TRICS Outputs

Stantec UK Limited Caversham Bridge House Reading

Licence No: 706701

Site Reference: BC-16-A-03
 Latitude/Longitude: 50.78239, -1.85910
 Land Use Type: 16 - MIXED/A - MISCELLANEOUS
 Region/Area: SOUTH WEST/BOURNEMOUTH CHRISTCHURCH & POOLE

Description: SPORTS CLUB
 Street: CHAPEL GATE
 District: BOURNEMOUTH AIRPORT
 Town: NEAR BOURNEMOUTH
 Post Code:
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 10
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5
 Reason for blank public transport table: No local PT

Is site associated with a travel plan:
 If not, are there any plans to implement
 a Travel Plan in the future?
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat:
 Urban Regeneration:

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in the district of Christchurch (as opposed to Christchurch town), at the western edge of Bournemouth International Airport, north of the town of Bournemouth. Nearby roads head into the airport, south towards Bournemouth, west towards Ferndown and Wimborne Minster, and north towards St Leonards and Ashley Heath. To the north and south of the site is open land, whilst to the west is the village of Parley Cross.

Bus (or tram) site accessibility

1. Is there a site specific company bus service associated with the development?: Yes
2. If Yes to question 1, for how many years: 12
3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

A bus stop is located at the southern edge of the site, but the only buses that stop there are university buses (Yellow Buses) which only run in term time, with one bus on Mondays and another on Wednesdays. The site is not served by public transport. There is a bus stop within Bournemouth International Airport, but this is more than 400 metres away. Services run at 4 per day per direction (Monday to Friday), between the airport and Bournemouth town centre (via Parley Cross).

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Stantec UK Limited Caversham Bridge House Reading

Licence No: 706701

Site reference: BC-16-A-03 Survey date: 29/09/01 Day of week: Saturday

Survey type: Manual Count
AM weather: Mild and Light Rain
PM weather: Mild and Clear

Initial car park occupancy: 8 Final car park occupancy: 20

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 90% (250 On-Site Spaces)

Data proportions in %

Motor cars	95	Motor cycles	2	Public service	0
Light goods	3	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 542	Dep 530	Totals 1072	Parking Accum
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				
08:00-09:00	12	1	13	19
09:00-10:00	80	22	102	77
10:00-11:00	73	72	145	78
11:00-12:00	25	14	39	89
12:00-13:00	23	59	82	53
13:00-14:00	80	31	111	102
14:00-15:00	110	20	130	192
15:00-16:00	74	42	116	224
16:00-17:00	22	86	108	160
17:00-18:00	8	80	88	88
18:00-19:00	17	55	72	50
19:00-20:00	18	48	66	20
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

Any taxis are included as cars within the total vehicles count.