

TRANSPORT STATEMENT

Kingsman Homes Ltd

Proposed Residential Development at Royd Moor Farm,
Thurlstone

10/07/2023

Transport Statement

Report control

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Appendices

Appendix A – Site Layout Plan

Appendix B – TRICS Output File (Existing)

1 Introduction

Background

- 1.1 Vectos has been appointed by Kingsman Homes Ltd to provide traffic and transportation advice as part of a prior notification planning application to convert some of the buildings at Royd Moor Farm, Thurlstone into five residential dwellings.
- 1.2 The site is located to the west of the village of Thurlstone, which itself is adjacent to the town of Penistone. The site is accessed from Royd Moor Road, that lies to the north of the Site.
- 1.3 A site visit was undertaken on Thursday 22nd June 2023 to inform the contents of this document.

Purpose of this Report

- 1.4 This Transport Statement (TS) has been prepared to inform highway officers and planning officers at Barnsley Metropolitan Borough Council (BMBC) of all traffic and transportation matters associated with the proposed residential development.

Report Structure

- 1.5 This TS contains the following:
 - i) Review of the conditions and description of the operation of the local highway network;
 - ii) Road safety assessment including an analysis of the accident history of the area;
 - iii) Audit the accessibility of the site by sustainable modes of travel;
 - iv) Description of the development proposals, including access, parking and the delivery and servicing strategy;
 - v) Calculation of traffic generation associated with the proposals;
 - vi) Calculation of traffic generation associated with the existing land use; and
 - vii) Combination of all the above into a TS report.
- 1.6 The contents of the report are consistent with the DfT's former Guidance for Transport Assessments.

2 Site Location and Local Highway Network

Site Location & Existing Conditions

- 2.1 The site is located to the west of the village of Thurlstone and was formerly a dairy farm. As would be expected it is surrounded primarily by farmland and countryside but there is an adjacent residential dwelling to the east and further dwellings to the north of the Site. The site is located immediately south of Royd Moor Road, from where it takes its access.
- 2.2 A plan of the site location is shown in **Figure 2.1**.

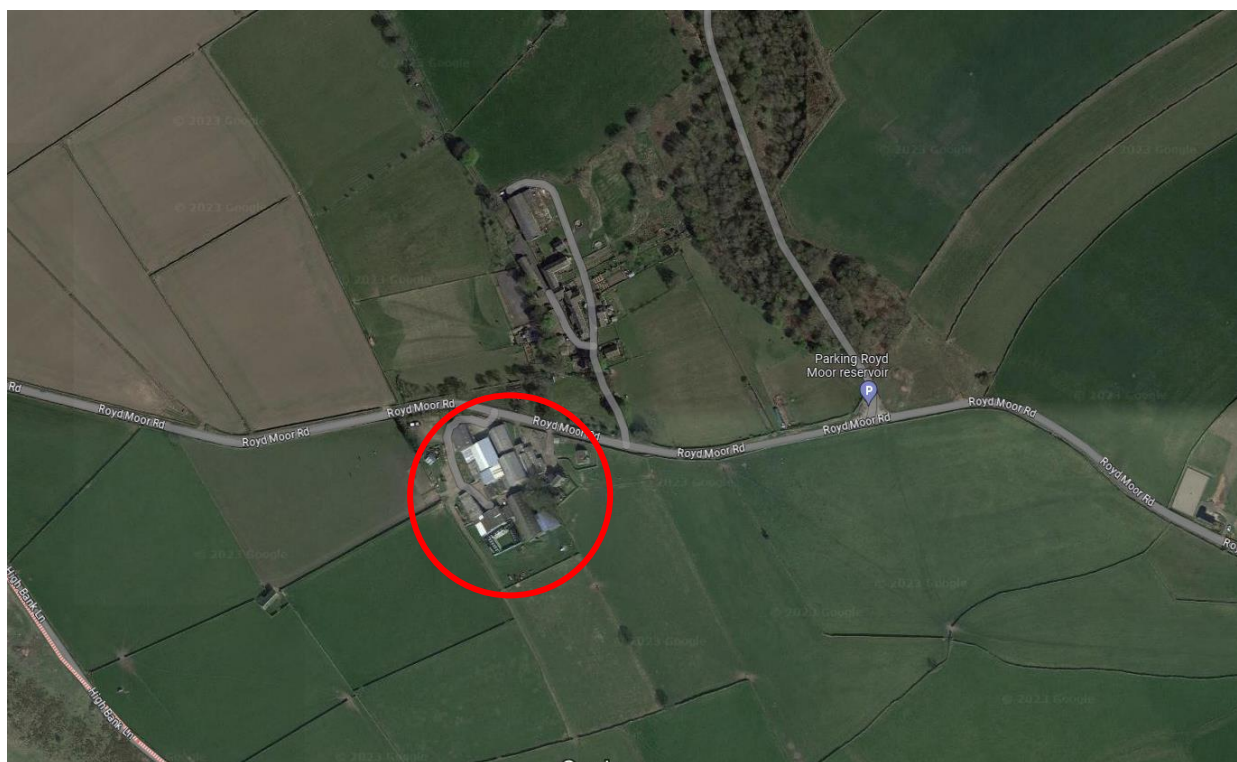


Figure 2.1 – Site Location (Source : Google Earth)

- 2.3 The site itself is currently consented to operate as a dairy farm, which appeared to be no longer in operation during the Site visit.
- 2.4 Direct access into the site is taken via two existing access points on to Royd Moor Road. The eastern access point is shown in **Photo 1**, with the western access point shown in **Photo 2**.



Photo 1 – Eastern Site Access



Photo 2 – Western Site Access

Local Highway Network

Royd Moor Road

- 2.5 Royd Moor Road roughly runs in a southeast to northwest alignment from its junction with Towngate, in the centre of Thurstone, past the local primary school and the Site before joining Royd Lane/Whiteley Hill at a priority junction, at which it is the minor arm.
- 2.6 Royd Moor Road serves predominantly residential dwellings within the village of Thurlstone. It then serves commercial and agricultural uses, along with occasional residential dwellings along the remainder of its length.
- 2.7 Royd Moor Road, within the vicinity of the Site has a single carriageway arrangement in both directions and was measured to be 4.7m to 5m in width close to the Site, with no footways present.
- 2.8 Royd Moor Road is subject to the national speed limit, which is 60mph at this location, although observed vehicle speeds were much lower. There are no parking restrictions in place along its length.
- 2.9 From site visit observations, Royd Moor Road is extremely lightly trafficked, as would be expected given the number of properties that it serves.



Photo 2 – Royd Moor Road, within the vicinity of the Site

Road Safety Analysis

- 2.10 Road safety data has been obtained from the CrashMap website (www.crashmap.co.uk) to provide baseline data to assess existing conditions around the vicinity of the development site. The collision data covers the most recent five-year period for which data is available (2017 – 2021).
- 2.11 The location plot of any collisions from CrashMap is provided in **Figure 2.2**.

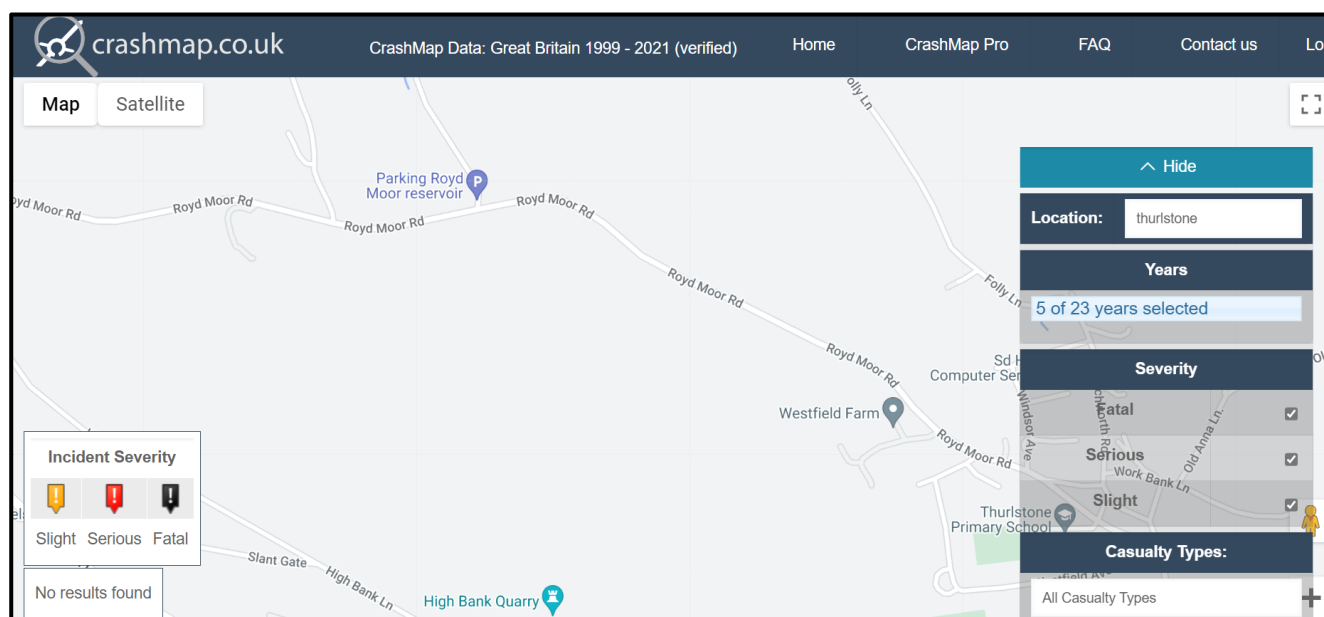


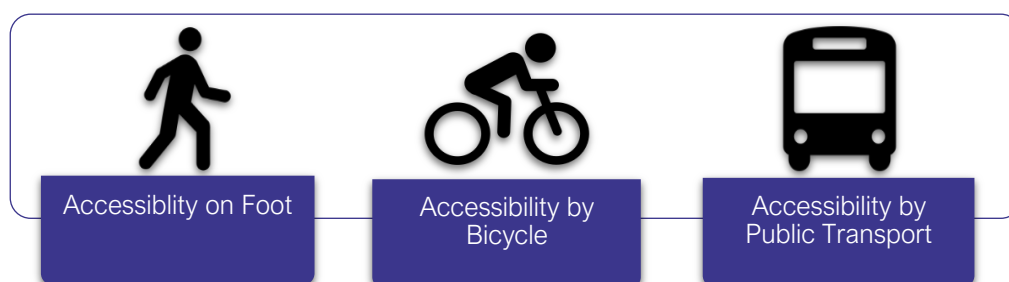
Figure 2.2 – Collision Location Plot (2017 – 2021) (Source: Crashmap)

- 2.12 It can be seen from **Figure 2.2** that there have been no collisions recorded within the extensive study area.
- 2.13 This low collision record demonstrates that there is an excellent safety record in the vicinity of the site, and on the adjoining highways.
- 2.14 In summary, the collision record does not reveal any safety concerns that would need to be addressed in relation to the proposed development.

3 Accessibility by Sustainable Modes of Transport

Introduction

- 3.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available and are not isolated but located close to complementary land uses and local amenities. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 3.2 This section considers the accessibility of the site by sustainable transport modes including:



Pedestrian Accessibility

- 3.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 3.4 The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 3.1**.

CIHT Classification	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.1 – Suggested acceptable walking distances

- 3.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Figure 3.1** shows an approximate distance of 2,000m around the site.

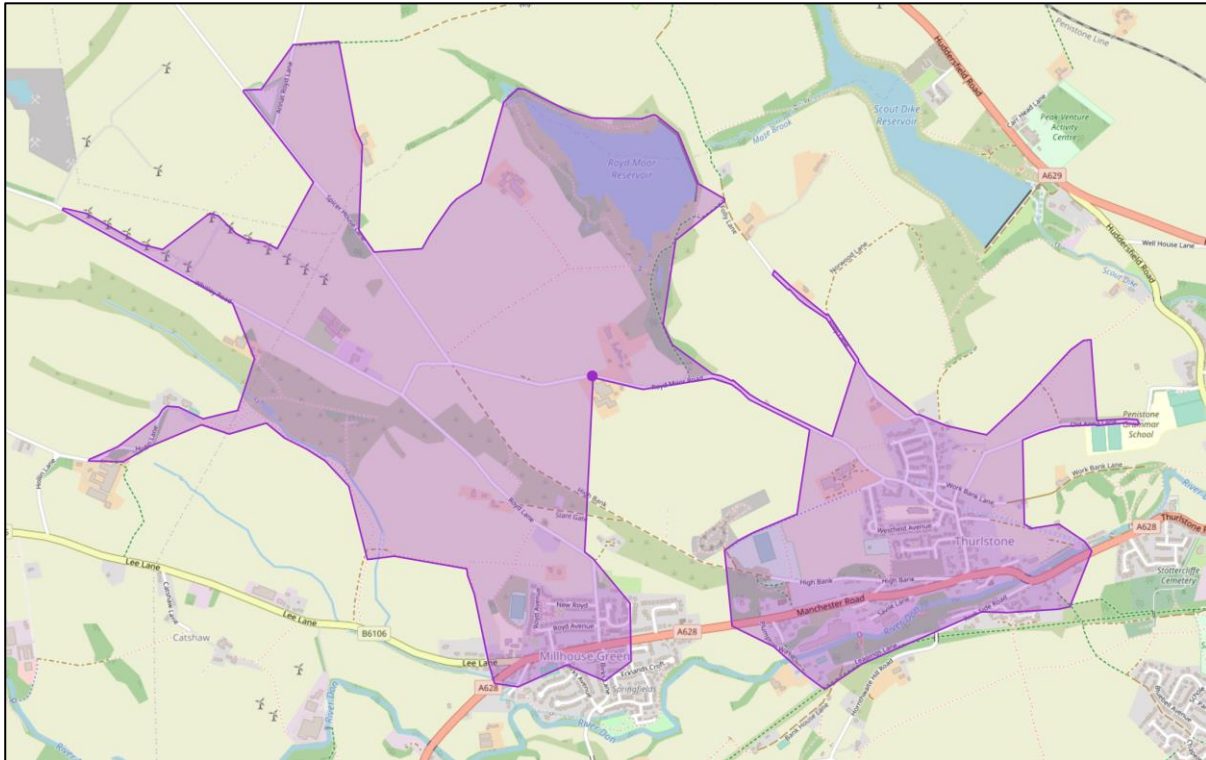


Figure 3.1 – 2,000m Walking Catchment

3.6 As is shown with the 2,000m catchment from the Site, pedestrians can reach the whole of Thurlstone village centre, including the following key amenities:

- Thurlstone Primary School;
- Nursery Daisy Chains, breakfast club & after school club;
- Bus stop on Westfield Avenue;
- Bus stop on Towngate;
- The Crystal Palace Public House;
- Bus stops on Manchester Road;
- The Little Bakery;
- Windmill Garden Centre and Coffee shop;
- The Huntsman Public House; and
- Various places of potential employment off Manchester Road.

3.7 The BMBC definitive map of Public Rights of Way (PRoW) has been consulted and is presented as **Figure 3.2** below.

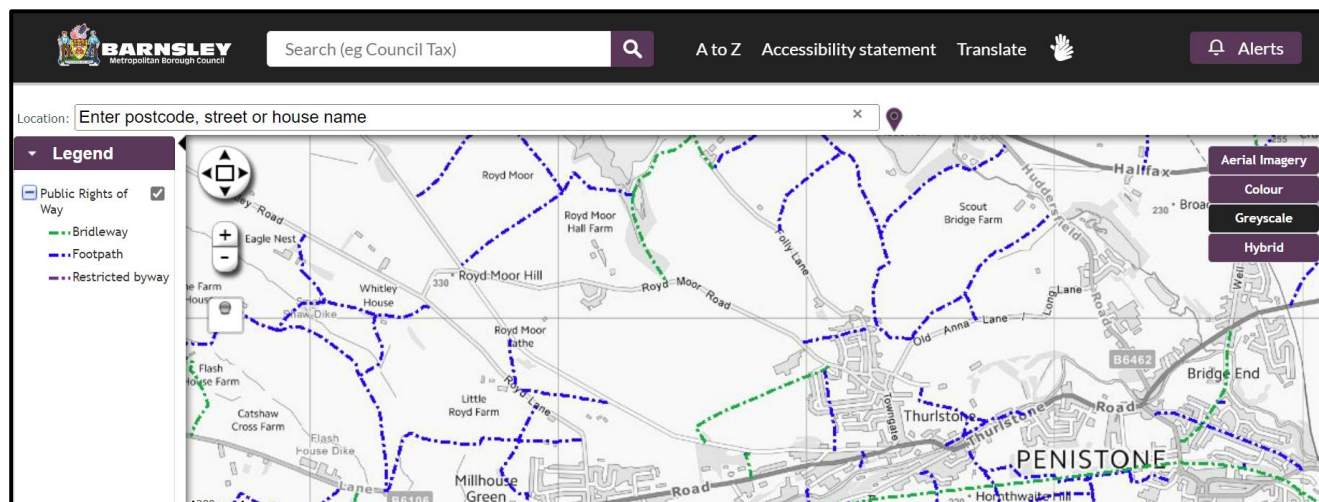


Figure 3.2 – PRoW in the Vicinity of the Site (Source: BMBC)

- 3.8 As is shown in **Figure 3.2**, the site benefits from a wide variety of off road and safe pedestrian routes in the vicinity.

Cycle Accessibility

- 3.9 In order to assist in assessing the accessibility of the site by cycle, **Figure 3.3** presents a 5km cycle catchment around the site. This distance is considered an ‘acceptable’ cycle distance for most cyclists.

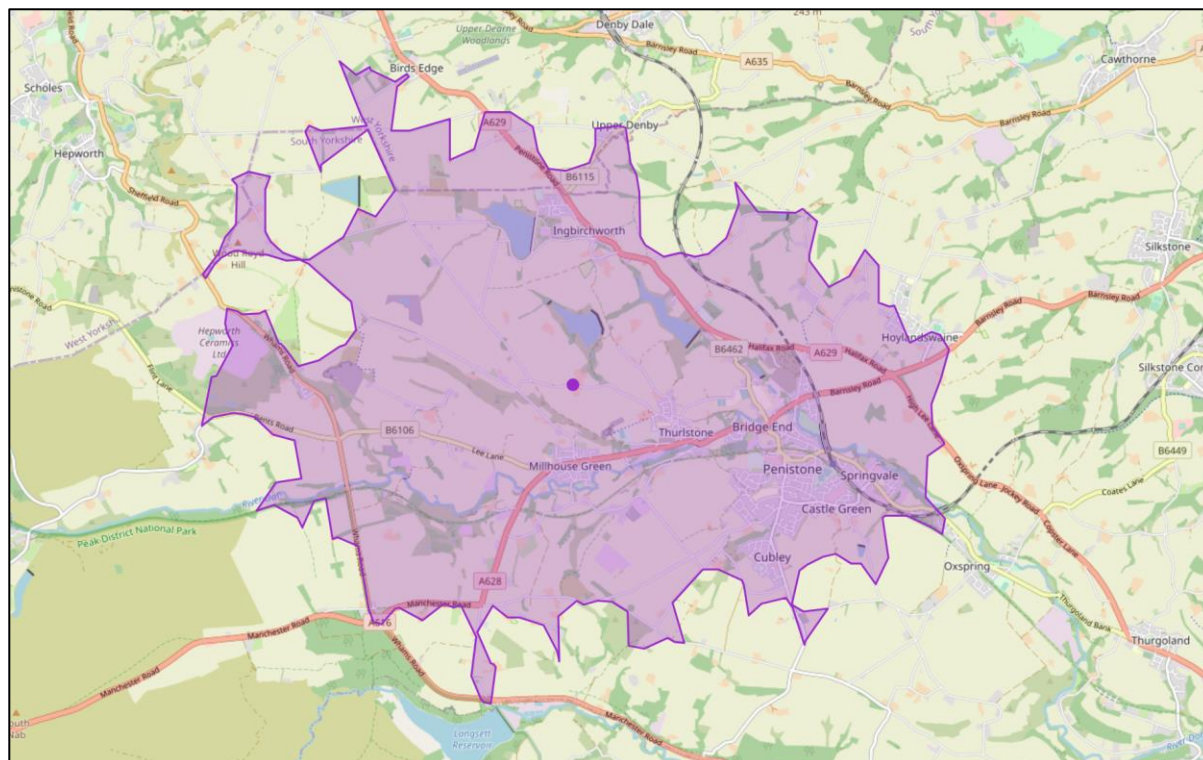


Figure 3.3 – 5km Cycle Catchment

- 3.10 As is shown, a 5km catchment area includes all of the facilities and services included within the walking section of this report.
- 3.11 It then extends to include the local town of Penistone, including its Town Centre, high school, railway station and Tesco and Co-Op stores. It also includes the outlying villages of Millhouse Green, Cubley, Hoylandswaine and Ingbirchworth.

Accessibility by Public Transport

- 3.12 The site is served by a bus stop on Whitefield Avenue, Thurlstone, which are just over 1km from the Site and within the preferred maximum distance of 1.2km displayed in Table 3.1. The services operate in a loop from Towngate and on to Whitefield Avenue.
- 3.13 **Table 3.2** below shows the bus services that operate to / from this stop.

Service No	Route	Average Frequency per Hr		
		Weekday	Sat	Sun
23	Millhouse Green – Penistone – Stocksbridge	4 per day	4 per day	-
23	Stocksbridge – Penistone – Millhouse Green	4 per day	4 per day	-
25	Penistone- Millhouse Green – Penistone – Oxspring – Penistone – Cubley - Penistone	4 per day	-	-
25A	Penistone – Millhouse Green – Hade Edge - Holmfirth	1 per day	-	-

Table 3.2 – Local Bus Services from Whitefield Avenue

- 3.14 As is shown in Table 3.2, the local bus services provide a connection to the main local town of Penistone, where many onward bus connections area available. There are also services to the local retail park at Fox Valley at Stocksbridge.
- 3.15 Further bus services are available slightly further away from the Site on Manchester Road.
- 3.16 **Table 3.3** shows the bus services that run to / from these stops.

Service No	Route	Average Frequency per Hr		
		Weekday	Sat	Sun
21/21A	Barnsley – Silkstone – Penistone – Millhouse Green	1 per hour	1 per hour	1 per hour
21/21A	Millhouse Green – Penistone – Silkstone - Barnsley	1 per hour	1 per hour	1 per hour
23	Millhouse Green – Penistone – Stocksbridge	4 per day	4 per day	-
23	Stocksbridge – Penistone – Millhouse Green	4 per day	4 per day	-
25	Penistone- Millhouse Green – Penistone – Oxspring – Penistone – Cubley - Penistone	4 per day	-	-
25A	Penistone – Millhouse Green – Hade Edge - Holmfirth	1 per day	-	-
29	Sheffield (1 per day) – Chapelton – Penistone – Holmfirth	3 per day	3 per day	-
29	Holmfirth – Penistone – Chapelton	3 per day	3 per day	-

Table 3.3 – Local Bus Services from Manchester Road

- 3.17 As is shown in Table 3.3, these additional bus services provide further services to Penistone, along with links to Barnsley and Holmfirth and further local villages and settlements.
- 3.18 The bus services in Table 3.2 and Table 3.3 allow a connection with trains at Penistone rail station. This is located on the Huddersfield to Sheffield line and has one train per hour in each direction. This allows connection with further trains at Huddersfield, which is on the main Transpennine rail route and at Sheffield which offers further connections to Manchester and to the Midlands, London and the North East.
- 3.19 Penistone station is also in cycling distance of the Site and has 16 covered cycle stands that are located within the car park and are covered by CCTV enabling cycling to be used as part of a multi model trip.
- 3.20 The hourly bus service to Barnsley also allows residents to have the chance to access many more bus services from Barnsley Interchange, along with rail services from the adjacent rail station. This offers services to Wakefield, Leeds, Sheffield, Nottingham and Lincoln.

4 Development Proposals

Proposals

- 4.1 This planning application proposes the development for a total of 5 dwellings to take the place of the existing farm buildings. The layout consists of the following accommodation:
- Two three bedroom semi detached houses;
 - Two three bedroom detached houses; and
 - One five bedroom detached house.
- 4.2 The three bedroom houses will all be provided with in curtilage car parking, which is discussed later in this chapter. The five bedroom house has the addition of an integral garage.
- 4.3 Refer to **Appendix A** for the proposed site layout plan, which also is shown in **Figure 4.1**.

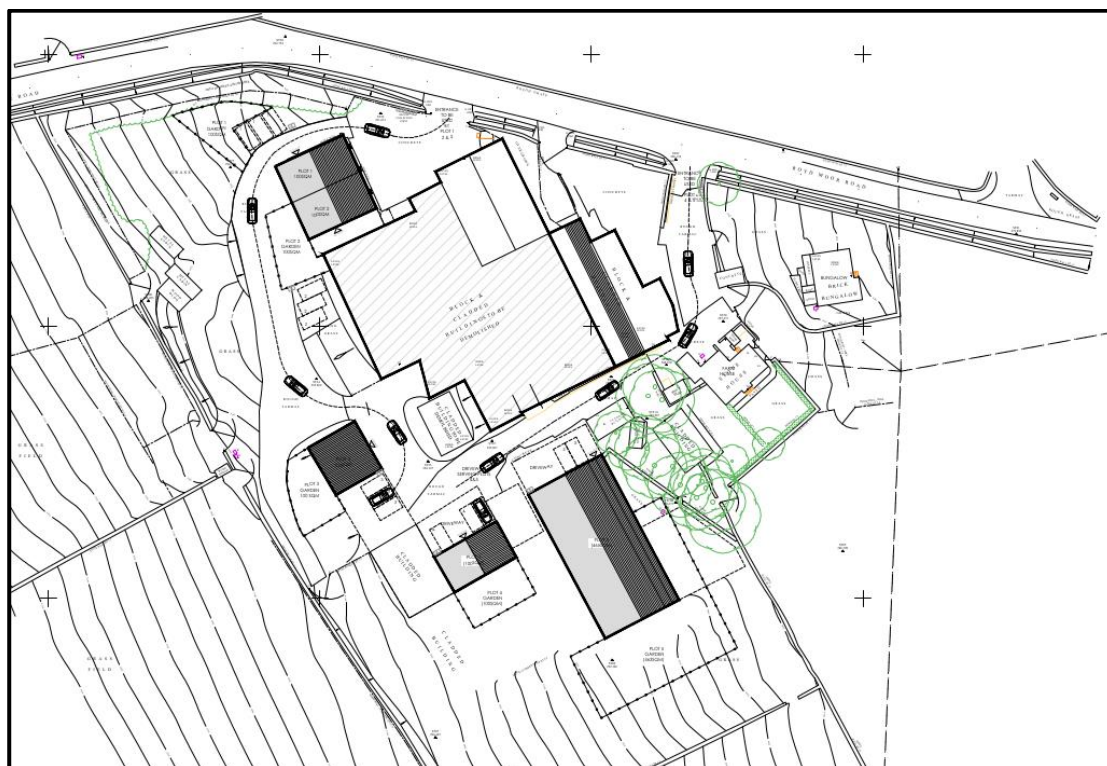


Figure 4.1 – Proposed Site Layout

Access

- 4.4 As discussed, vehicular access into the site will be taken from Royd Moor Road, utilising two existing access points. The access points will be split so that the western access points provides access for Plots 1 to 3, with plots 4 and 5 taking their access from the eastern access on to Royd Moor Road.

- 4.5 The access road through the Site will use the existing farms route and is therefore variable in width although on most of its route it is wide enough for two vehicles to easily pass each other.

Proposed Parking Provision

Car Parking

- 4.6 BMBC have a Supplementary Planning Document (SPD) on car parking standards that was adopted in March 2012. This suggests that the maximum parking provision should be 2 spaces for houses with three or more bedrooms. It should be noted that visitor car parking standards are not included within the SPD
- 4.7 Car parking will be provided within the curtilage of each property with the houses, having either a hard standing area for the three bedroom properties and a garage and hard standing for the five bedroom property.
- 4.8 The three bedroom properties have all been provided with three car parking spaces, which allows one for use by visitors to the dwellings. The five bedroom dwelling is provided with two car parking spaces and a garage.

Cycle Parking

- 4.9 The BMBC car parking standard SPD also set out the required minimum cycle parking standards by land use. These state that residential developments will be judged on an individual basis.
- 4.10 Each dwelling will be provided with a secure lockable facility for cycles with additional storage space being available within the garages if they have been provided for the dwelling.

Proposed Servicing Arrangements

- 4.11 It is anticipated that servicing i.e. refuse collection will be undertaken from Royd Moor Road. Bin collection points for the dwellings are located at the two access points on to Royd Moor Road.
- 4.12 It is anticipated that refuse collection will occur once weekly and will tie in with existing arrangements that currently take place locally.
- 4.13 In addition to the refuse collection, it is anticipated that the site will have a small number of general deliveries associated with its use, i.e. food deliveries and parcel deliveries. These will use smaller vehicles than the refuse collection vehicle and can therefore be accommodated on the access roads.

5 Highway Impact Assessment

Introduction

- 5.1 To determine the vehicle trip impact of the development proposal, appropriate vehicular trip rates have been obtained from the TRICS database.
- 5.2 Trip rates have been calculated using sites in the United Kingdom, excluding Greater London and Ireland, with care taken to match the location characteristics of the development site.
- 5.3 Due to the nature of the proposed development, both the weekday peak hours have been assessed.
- 5.4 A material consideration in any planning application is the existing use of the Site. The Site was previously used as a dairy farm, with the buildings still in place.

Trip Generation: Existing

- 5.5 The TRICS database does not have any suitable Sites that match the existing consented use of the Site. It is however considered that there would have been a level of traffic associated with the existing land use. This would include staff arriving and departing from the Site, deliveries and also as this was a dairy farm, there would have been tankers removing the milk from the Site, most likely on a daily basis.
- 5.6 All of this traffic will no longer be associated with the Site with the development proposal in place.

Trip Generation: Proposed

- 5.7 To establish suitable trip rates for the proposed residential land use, reference has been made to the latest version of the TRICS database (2023, v7.10.1). A search has been undertaken for the 03 – Residential, A – Houses Privately Owned classification.
- 5.8 Trip rates for the proposed residential land use have been forecast based on the number of dwellings. **Table 5.1** shows a breakdown of vehicle trip rates for the proposed use of the site during the weekday network AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours.

03 – Residential A – Houses Privately Owned	Existing Trip Generation					
	Trip Rate Per 1 Dwelling			Trip Generation: 5 Dwellings		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Network Peak	0.218	0.517	0.735	1	3	4
PM Network Peak	0.368	0.207	0.575	2	1	3

Table 5.1 – Proposed Vehicle Trips: Residential (note: may be some arithmetic errors due to rounding)

- 5.9 As is shown in **Table 5.1**, the site will experience 4 two-way movements in the AM Peak and 3 in the PM network peak, with the development in place. This equates to a vehicle arriving or departing every 15 minutes in the morning peak and every 20 minutes in the evening peak.
- 5.10 The full TRICS output file can be found in **Appendix B** of this report. Is this included in the report?

Trip Generation: Summary

- 5.11 Although the exact vehicular traffic levels associated with the consented land use cannot be quantified, the very low levels of traffic associated with the development proposals would suggest that there will be little change in traffic levels on the local highway.
- 5.12 With reference to NPPF, the impact of the development could therefore in no way be described as “severe”.

6 Summary and Conclusions

Summary

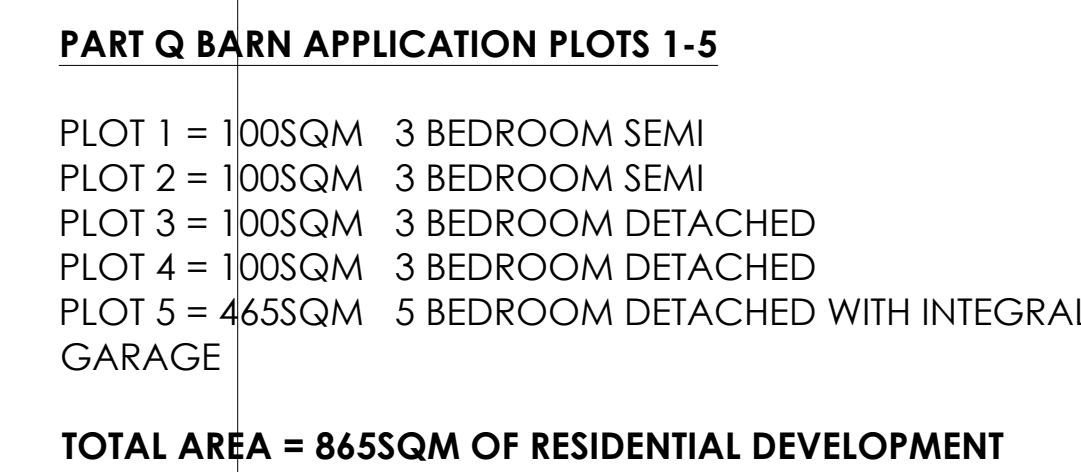
- 6.1 Vectos has been appointed by Kingsman Homes Ltd to provide traffic and transportation advice as part of a prior notification planning application for a proposed 5 unit residential development on a Site formerly used as a farm. The Site is located off Royd Moor Road, Thurlstone.
- 6.2 The following conclusions have been drawn in this TS report:
- The proposed development is located with good accessibility to sustainable modes, including a local bus service and many local facilities in walking distance, with many more in cycling distance, demonstrating that the Site is in a sustainable location;
 - The adjoining highway network collision record does not reveal any safety concerns that would need to be addressed in relation to the proposed development;
 - Vehicular accesses to the site will remain from Royd Moor Road, The internal highway layout will remain as it presently is, which provides an easy access to all properties. The route allows two cars to pass easily on both access routes into the Site;
 - The proposed development will be provided with a total of 5 dwellings; car and cycle parking will be set in accordance with the BMBC standards, with each dwelling also having a separate visitor space;
 - Refuse pick ups will take place from the main highway on Royd Moor Road and will be part of the existing route. Bin collection points will be provided at both access locations.
 - Servicing and deliveries will be infrequent and undertaken from within the curtilage of the site; and
 - The proposed development would not result in a significant change in vehicle trips in the peak hours when compared to the current consented use.

Conclusion

- 6.3 National Planning Policy states that, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*. The TS report has demonstrated that the transport impact of the proposed 5 dwellings at the former farm will not be ‘severe’.
- 6.4 It is concluded therefore that the proposals are acceptable in highways and transport terms.

Appendix A

Station	Easting	Northing	Level
X701	622338.248	604115.982	1779.092
X702	622340.381	604133.721	206.116
X703	622341.613	604151.460	184.599
X704	622342.797	604169.199	186.709
X705	622344.030	604186.938	188.819
X707	622311.236	604052.423	1796.635
X708	623068.421	604026.728	1798.203
X709	623113.841	604000.902	180.407
X720	623124.200	604000.902	187.257
X721	623124.200	604000.902	187.257
X722	623117.719	604000.902	192.407
X723	623127.898	604000.902	194.167
X724	623091.156	604000.902	194.167
X725	623083.516	604129.268	204.779
X726	623111.156	604135.114	204.779
X728	623111.156	604135.114	204.779
X729	623083.516	604000.902	194.167
X731A	623206.299	604000.902	209.407
X731B	623206.299	604000.902	209.407



JOB TITLE _____

CLIENT _____

_____	_____	_____
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Appendix B

Calculation Reference: AUDIT-715001-230620-0622

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	MS MERSEYSIDE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 6 to 15 (units:)
 Range Selected by User: 5 to 15 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/05/17

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Friday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	9
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Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3 9 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 1 days

10,001 to 15,000 1 days

15,001 to 20,000 4 days

20,001 to 25,000 1 days

25,001 to 50,000 1 days

Population within 5 miles:

25,001 to 50,000 2 days

50,001 to 75,000 1 days

75,001 to 100,000 1 days

100,001 to 125,000 1 days

125,001 to 250,000 3 days

250,001 to 500,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 5 days

1.1 to 1.5 4 days

Travel Plan:

No 9 days

PTAL Rating:

No PTAL Present 9 days

LIST OF SITES relevant to selection parameters

1	AC-03-A-02	DETACHED		CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
2	AG-03-A-01	BUNGALOWS / DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
3	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
4	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
5	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
6	PB-03-A-03	DETACHED		PETERBOROUGH
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	9		
7	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
8	VG-03-A-01	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	ARTHUR STREET			
	BARRY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	12		
9	WK-03-A-01	TERRACED / SEMI / DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	6		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	0.080	9	10	0.356	9	10	0.436
08:00 - 09:00	9	10	0.218	9	10	0.517	9	10	0.735
09:00 - 10:00	9	10	0.126	9	10	0.264	9	10	0.390
10:00 - 11:00	9	10	0.253	9	10	0.195	9	10	0.448
11:00 - 12:00	9	10	0.207	9	10	0.287	9	10	0.494
12:00 - 13:00	9	10	0.264	9	10	0.322	9	10	0.586
13:00 - 14:00	9	10	0.230	9	10	0.299	9	10	0.529
14:00 - 15:00	9	10	0.241	9	10	0.195	9	10	0.436
15:00 - 16:00	9	10	0.287	9	10	0.172	9	10	0.459
16:00 - 17:00	9	10	0.345	9	10	0.218	9	10	0.563
17:00 - 18:00	9	10	0.368	9	10	0.207	9	10	0.575
18:00 - 19:00	9	10	0.264	9	10	0.195	9	10	0.459
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.883			3.227			6.110

Parameter summary

Trip rate parameter range selected:

6 - 15 (units:)

Survey date date range:

01/01/10 - 10/05/17

Number of weekdays (Monday-Friday):

9

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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