

Huddersfield Road, Meltham

Highway Statement

August 2020

Project 1719

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Quality Management

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1.0 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to a proposed residential development at Huddersfield Road, Meltham in the district of Kirklees. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are for the conversion of a substantial three storey property known locally as Midway House, use class B1 to two cottages, along with the demolition of an ancillary barn and construction of two detached, four bedroom dwellings with amenity area.
- 1.1.3 The development will incorporate an improved vehicular access arrangement and a new turning facility, together with designated car parking and garaging for the proposed dwellings.
- 1.1.4 This Highway Statement considers such matters as access, car parking, servicing, traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 EXISTING CONDITIONS

2.1.1 Site Description

2.1.2 The site is located off the Huddersfield Road (B6108) situated directly in the centre of Meltham, a sizable town sited directly to the south west of the large town of Huddersfield, a distance of approximately 7.2km. Its central location offers immediate access to a wide selection of locally operated shops, primary school, primary care facilities and lies within close proximity of the neighbouring settlements of South Crossland and Wilshaw.

2.1.3 The site is located within a predominately commercial location combined with elements of residential properties in varying forms. It is bounded by Huddersfield Road (B6108) to the south, commercial properties to the west, residential properties to the east with a combination of open fields, mature trees and residential properties to the north and north west collectively.

2.1.4 The development area is made up of several elements, a substantial three storey property, namely Midway House (see photograph below) fronting directly on to the main Huddersfield Road, originally constructed as a residential dwelling, the building was most recently utilised as office space in conjunction with a large scale hospitality business, supplying and installing bespoke bar and refrigeration systems to nationwide locations; an ancillary barn located to the rear of the offices (Midway House) used for storage purposes along with a large hard standing area used for the parking of vehicles and regular collection/deliveries in relation to the previous on-site business.



- 2.1.5 The site is accessed via a private drive arrangement directly off Huddersfield Road positioned directly between Midway House and a two-storey property which presently operates as a cafe (see photograph below). The drive is a short narrow access approximately 22 metres in length which serves Midway House, ancillary barn and parking/delivery area. It also allows access to a small cluster of residential properties which lie to the north west of the site access.



- 2.1.6 The site is located within close proximity of good public transport facilities in the form of bus services along the full length of Huddersfield Road and has excellent access to shops, primary care facilities, together with the numerous amenities situated within Meltham and the adjoining settlements, as identified on the pedestrian and cycle catchment plan at Appendix B.

2.1.7 Local Highway Network

- 2.1.8 The existing single width private drive commences to the south of the site at its junction with Huddersfield Road via a simple dropped vehicular crossing arrangement and is appropriately surfaced to a good standard. It is proposed, as part of the redevelopment of the site to upgrade and improve this private drive to a suitable standard together with removal of the existing boundary hedge line located within the curtilage of Midway House as identified on the layout plan at Appendix C. This will greatly improve visibility in an easterly direction on to Huddersfield Road which is presently partially obscured - illustrated on the photograph on the subsequent page - and also provide minor junction widening.



2.1.9 Huddersfield Road (B6108) is a major class two highway and is a two-way single carriageway with footway provision provided to both sides and several side road junctions along the full length of the highway. Both the carriageway and footway are considered suitable in terms of width and construction for their day to day use. Huddersfield Road contains street lighting to main road standards commencing to the north east of the site entrance and offers exceptional links to numerous towns and settlements together with the large town of Huddersfield. There are traffic regulations orders along Huddersfield Road and to the immediate site frontage, and at the point of access it is the subject of a 20mph speed limit.

2.1.10 There is a pedestrian crossing facility and associated road markings placed on Huddersfield Road to the south east of the proposal, situated less than 20 metres from the site entrance – see photograph below.



- 2.1.11 The site is located within close proximity of public transport facilities in the form of bus services, with stops in the immediate vicinity available along the full length of Huddersfield Road. These stops are located within the recommended walking distances for commuting as identified on the pedestrian and cycle catchment plan at Appendix B. The nearest bus stop is situated less than 15 metres to the west of the site access – see photograph below.



- 2.1.12 Details of the bus services available from these local fare stages are available in the transport sustainability section below.
- 2.1.13 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there have been 2no. recorded injury accidents within the local area for the period up to December 2019. The accident data can be found in Appendix B.
- 2.1.14 Both incidents occurred in June 2019 within days of each other. The first accident occurred on the 7th June close to the Carlile Street / Huddersfield Road junction during daylight hours and during fine weather conditions. This accident involved a private car and a young male pedestrian. The pedestrian stepped out into the path of the car on the driver's side but was some distance away from the zebra crossing. The pedestrian received serious injuries.
- 2.1.15 The second incident occurred on the second of June during the late evening with wet road surface conditions. This incident involved just a single vehicle which collided with a permanent

object within the highway close to the Victoria Road junction. The young male driver of the car received serious injuries.

- 2.1.16 The injury accident record in the local area does not indicate a major road safety problem which would warrant treatment or be a cause for concern as a result of slight change in flows as a result of the development proposals.

2.1.17 Transport Sustainability

2.1.18 The site is in a very sustainable location having excellent links to the local public transport services and being within very short walking distance of numerous fare stages situated at regular intervals available along the full length of Huddersfield Road, with the closest bus stop located less than 15 metres from the site access. The proposal is within walking distance of an abundance of local shops and services located in the immediate area and around Meltham centre.

2.1.19 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Governments planning policies for England and how these are expected to be applied. It recommends that the 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. Within this context the applications for development regarding transport should:

Considerations	Proposals
Consider the potential impacts of development on the transport network;	This matter will be dealt with as part of Section 4 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified;	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;	On-site parking will be provided as part of the development proposals.
Allow for the efficient delivery of goods, and access by service and emergency vehicles;	The site access and internal circulation area will allow for safe access within the site and an improved access and egress onto the major road.
Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.	Charging points for plug in vehicles will be installed as part of the overall parking scheme

2.1.20 The former guidance within PPG 13 is still useful as a reference in relation to cycling and walking as a means of commuting.

2.1.21 Paragraph 35 of the NPPF states that development should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles
- Consider the needs of people with disabilities via all modes of transport.

2.1.22 The catchment areas for the preferred maximum walking distance of 2km is shown on the plan at Appendix B. The site is well placed for residents to walk to the numerous facilities placed in and around the centre of Meltham, along with public transport facilities.

2.1.23 There is a primary school along with numerous facilities available on foot within the surrounding area located in and around Meltham centre. These include a wide range of locally operated shops consisting of newsagents, butchers, building society convenience store, restaurants, hot and cold food outlets, cafe, public houses and post office together with places of worship. There is a large supermarket offering ATM facilities with ancillary cafe and petrol filling station. Primary health care facilities are also available immediate vicinity in the form of GP surgery, dental practice and pharmacy.

2.1.24 With regards to cycling, PPG13 Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport". The plan at Appendix B shows the 5km cycle catchment area from the site. Within the cycle catchment are the additional areas of South Crossland, Blackmoorfoot, Upperthong, Linthwaite, Slaithwaite, Honley and Holmbridge all of which offer numerous employment, retail and leisure opportunities.

2.1.25 Rail services are available at the nearby town of Slaithwaite, also located within the recommended cycling distances to the north west of the site offering residents the potential of multi modal journeys. It is acknowledged that the terrain between the site and Slaithwaite would probably only suit the most experienced cyclists.

2.1.26 The site is within easy reach of bus services available from the immediate site frontage and along the full length of Huddersfield Road, with the nearest stop sited within 15 metres to the west of the proposals site access (see photograph below). Available flag/pole bus stops on Huddersfield Road also benefit from timetable cases with several of the stops having the welcome addition of passenger shelters.



2.1.27 The services that use these stops are identified at Table 2 below.

Service Number	From - To	Frequency Mon - Sat	Late evenings and Sundays
321	Huddersfield – Netherton – Meltham	Infrequent	Infrequent
324	Huddersfield – Lockwood – Netherton – Meltham	15 mins	60 mins – Sunday 15 mins – evenings
937	Honley – Meltham – Marsden	Infrequent	n/a
933	Meltham Town Service	60 mins	n/a

Table 2

Bus Services

- 2.1.28 As can be identified from the above table, there are four separate bus services that operate from the nearest stops all located within the recommended walking distance, providing a service every 15 minutes to the nearby large town of Huddersfield along with the neighbouring settlements of Honley, Lockwood and Netherton. Huddersfield bus station can also be easily accessed via these services which is located within short walking distance of Huddersfield Rail Station, opening up options for residents to further bus and train services across the district and beyond.
- 2.1.29 The bus services are considered to be of a very good standard and will provide a good alternative to the private car in line with current Government guidelines.
- 2.1.30 Due to the country's restrictions owing to Covid-19 all of the available public transport services are currently subject to change and constraints.
- 2.1.31 Train services operate frequently from the station, providing access to destinations throughout the wider district including the large city of Manchester. However, the constraints for the majority of cyclists to access this facility are acknowledged.
- 2.1.32 The site is considered to be in an extremely sustainable location being within walking distance of an abundance of local services and bus stops, as well as being within cycling distance of the further towns and settlements around the local area together with the added benefit of good access to rail links. Therefore, the site generally conforms to current Government directives for ensuring developments are in sustainable locations.

3.0 THE DEVELOPMENT PROPOSALS

3.1.1 Proposed Development

3.1.2 The proposals are for the construction of a small residential development comprising of the conversion of a substantial three storey property, known locally as Midway House to a pair of cottages which will consist of a two bedroom, and a three bedroom property, both spanning over the three existing floors (see layout plan at Appendix C). The development also incorporates the demolition of an ancillary barn placed to the rear of the host property (Midway House) to allow for access improvements and the construction of two detached, four-bedroom dwellings with amenity area.

3.1.3 The development will incorporate an improved vehicular access arrangement and new turning facility, together with designated car parking and garaging for all of the proposed four dwellings.

3.1.4 Vehicular Access

3.1.5 The existing private drive access arrangement off Huddersfield Road will be upgraded and improved to a more suitable standard.

3.1.6 Visibility along the site frontage on Huddersfield Road, in the direction of Huddersfield town is presently restricted due to overgrown foliage set within the curtilage of Midway House, located to the back of the low, stone boundary wall. To improve visibility all the vegetation within garden area will be removed before any works commence on site.

3.1.7 The proposed site layout will also incorporate a large turning facility positioned to the front of the proposed detached properties to the north of the site. The turning area will be suitable to accommodate a fire tender and will allow the majority of vehicles visiting the site to safely enter and exit on to Huddersfield Road (B6108) in a forward gear. Individual driveways and designated parking areas are intended to branch off from the improved access, and turning head for the proposed dwellings – see layout plan at Appendix C.

3.1.8 Parking Provision

3.1.9 As part of the application, two designated parking spaces are proposed for each of the two cottages, with an element of visitor parking located to rear properties. The two detached dwellings will have appropriate parking allocation on the proposed driveways and within the garages – see proposed layout plan at Appendix C.

3.1.10 Electric vehicle charging points will be installed in accordance with current guidance to promote sustainable transport by encouraging low carbon forms of transport.

3.1.11 Pedestrian and Cycle Provision

3.1.12 Pedestrian access will be made via the proposed improved access off the Huddersfield Road.

3.1.13 Individual secure cycle storage facilities will be provided within the proposed garages.

3.1.14 Servicing

3.1.15 A bin store is proposed allowing for convenient waste collection as identified on the layout plan at Appendix C.

4.0 TRAFFIC IMPACT

4.1.1 Development Traffic

- 4.1.2 The proposals are for the construction of a small residential development comprising of the conversion of a substantial three storey property, known locally as Midway House to a pair of cottages consisting of a two bedroom, and a three bedroom property, both spanning over the three existing floors. The development also includes the demolition of an ancillary barn sited to the rear of the host property (Midway House) and the construction of two detached, four-bedroom dwellings with amenity area.
- 4.1.3 The development incorporates the relocation of a large, well established bar and refrigeration business which previously occupied the site. The site operated five days a week and employed up to seven members of staff.
- 4.1.4 On average the previous operation had the potential to create in excess of fourteen trips per day by the employees at peak times. In addition, the site received regular daily deliveries and collections by large vehicles/lorries to the ancillary storage barn throughout the day. Creating additional trips to and from the site.
- 4.1.5 The current use of the site generates on average 18 trips by staff / visitors and between 2 and 4 two-way trips by delivery vans or larger hgv. A traffic survey was undertaken between 6.1.20 and 17.1.20 to provide some background to the Local Authority on the journeys made utilising the existing access onto the Huddersfield Road. The survey data can be found at Appendix E.
- 4.1.6 The number of journeys, discounting the journeys made by local residents (neighbours on the description), there was between 22 and 26 trips overall most days generally the same number of trips generated by 4 dwellings. The proposed development will see improvements to visibility at the junction onto the Huddersfield Road and minor widening at the site entrance therefore, on balance, the development will provide an overall improvement to highway safety and the proposals should be acceptable to the Local Authority.
- 4.1.7 The site is within the immediate vicinity of fare stages and excellent retail and services nearby resulting in lowering the requirement for vehicle trips for residents of the development.

- 4.1.8 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could already be expected on the highway network and also removes the requirement of deliveries/collections to the site by large vehicles via a narrow access with inadequate turning facility, improving the safety at the site access on Huddersfield Road for both pedestrians and drivers. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5.0 CONCLUSIONS

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is also assessed and compares the traffic generations, highway safety, and access proposals with the existing situation.
- 5.1.2 The site is considered to be in a very sustainable location, being located directly within the centre of Meltham; offering an abundance of local services along with good public transport opportunities in the way of local fare stages placed to the immediate site frontage on Huddersfield Road which provide suitable connections to numerous neighbouring settlements, and the large town of Huddersfield. Local public transport services offer very good connections allowing residents to access additional amenities, along with further transport opportunities and employment prospects within the wider district and beyond. Therefore, the site generally conforms to current Government directives for ensuring developments are within suitable locations.
- 5.1.3 The proposed development will enhance and improve the existing access arrangements and will provide a large turning facility which will improve highway safety and efficiency. In addition, visibility at the site entrance will also be greatly improved with the removal of overgrown foliage.
- 5.1.4 The proposal will maintain the number of private car trips to and from the site but will eradicate the requirement for any large-scale daily deliveries. It is considered that the level traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 5.1.5 Therefore, it is concluded that the development is considered acceptable and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location Plan

Appendix B

Pedestrian & Cycle Catchments

Appendix C

Site Layout Plan

Appendix D

Accident Data



crashmap.co.uk

2019 data is provisional and is subject to change

Crash Date: Tuesday, June 11, 2019

Time of Crash: 12:30:00 AM

Crash Reference: 20191366B0137

Highest Injury Severity: Serious

Road Number: B6108

Number of Casualties: 1

Highway Authority: Kirklees

Number of Vehicles: 1

Local Authority: Kirklees

OS Grid Reference: 410001 410613

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 20

Light Conditions: Darkness: street lights present and lit

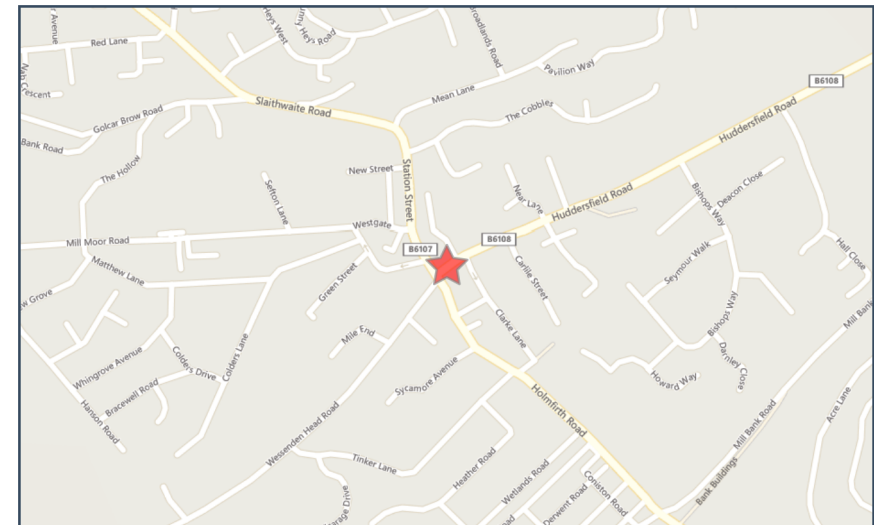
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16-24	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16-24	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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2019 data is provisional and is subject to change

Crash Date:

Friday, June 07, 2019

Time of Crash: 8:39:00 AM

Crash Reference: 2019136670380

Highest Injury Severity:

Serious

Road Number: B6108

Number of Casualties: 1

Highway Authority:

Kirklees

Number of Vehicles: 1

Local Authority:

Kirklees

OS Grid Reference: 410096 410659

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

20

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

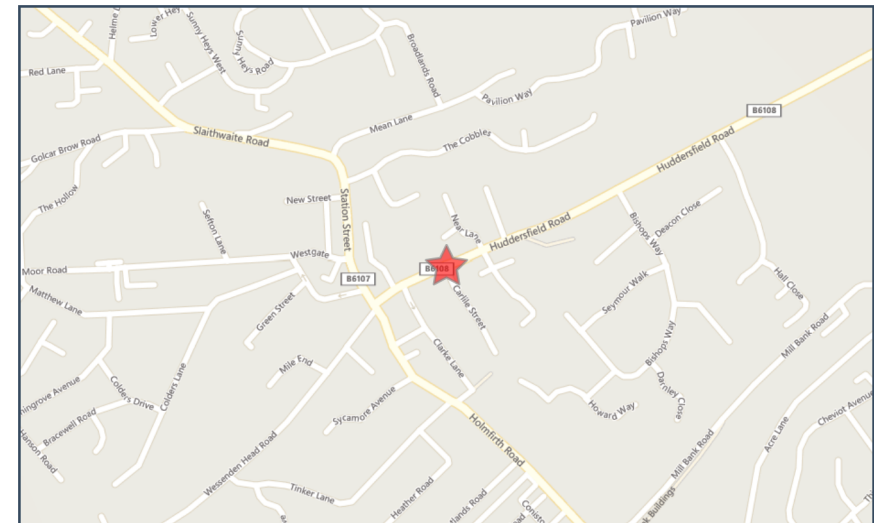
Zebra crossing

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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2019 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	16-24	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	5-15	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix E

Traffic Survey Data

MIDWAY HOUSE VEHICLE MOVEMENTS

DATE	TIME IN	TIME OUT	DESCRIPTION OF VEHICLE
6.1.2020		08:30	3 NEIGHBOURS CARS
	08:30		7 STAFF CARS
	08:30	10:00	1 WORKS LORRY
	09:00	09:20	1 DELIVERY LORRY
	09:30		1 STAFF CAR
		12:00	1 STAFF CAR
	13:00		1 STAFF CAR
		15:00	1 STAFF CAR
		17:00	2 STAFF CARS
		18:00	5 STAFF CARS
	18:00		3 NEIGHBOURS CARS
7.1.2020		08:30	3 NEIGHBOURS CARS
	08:30		3 STAFF CARS
	09:00		5 STAFF CARS
	09:45	09:50	1 DELIVERY VAN
		10:00	1 STAFF CAR
		12:00	1 STAFF CAR
	13:00		1 STAFF CAR
	13:30		1 STAFF CAR
	14:00	14:15	1 DELIVERY VAN
		15:00	2 STAFF CARS
		17:30	3 STAFF CARS
		18:00	2 STAFF CARS
	18:00		3 NEIGHBOURS CARS
		18:30	1 STAFF CAR
8.1.2020		08:30	3 NEIGHBOURS CARS
	08:30		4 STAFF CARS
	08:00	10:00	1 WORKS LORRY
	08:35	09:00	1 DELIVERY LORRY
	09:00		1 STAFF CAR
	11:30		1 STAFF CAR
	12:00	13:00	1 VISITOR CAR
		12:00	1 STAFF CAR
	13:00		1 STAFF CAR
	13:15	13:30	1 DELIVERY VAN
	14:00	14:10	1 DELIVERY VAN
		15:00	1 STAFF CAR
		17:30	2 STAFF CARS
		18:00	2 STAFF CARS
	18:00		3 NEIGHBOURS CARS
		19:00	1 STAFF CAR
9.1.2020		08:30	3 NEIGHBOURS CARS
	08:30		2 STAFF CARS
	08:45	09:00	1 DELIVERY LORRY
	09:00		2 STAFF CARS
		12:00	1 STAFF CAR
	13:00		1 STAFF CAR
	13:15	13:30	1 DELIVERY VAN
	14:00	14:10	1 DELIVERY VAN
	14:00	15:00	1 REPAIR ENGINEER VAN
		15:00	1 STAFF CAR
		17:30	2 STAFF CARS
		18:00	1 STAFF CAR
	18:00		3 NEIGHBOURS CARS
10.1.2020		08:30	3 NEIGHBOURS CARS
	08:30		3 STAFF CARS
	09:10	09:15	1 DELIVERY VAN
	09:00		3 STAFF CARS
	10:00	12:00	1 VISITOR CAR
		12:00	1 STAFF CAR
	12:30	12:40	1 DELIVERY VAN
		12:45	1 STAFF CAR
	13:00		1 STAFF CAR
	13:30		1 STAFF CAR
	14:00	14:10	1 DELIVERY VAN
	14:00	15:00	1 REPAIR ENGINEER VAN
	14:15	17:00	1 LARGE WORKS LORRY
		15:00	1 STAFF CAR
		17:30	2 STAFF CARS
		18:00	1 STAFF CAR
	18:00		3 NEIGHBOURS CARS

13.1.2020		08:30	3 NEIGHBOURS CARS
	06:00	06:30	1 LARGE WORKS LORRY
	08:30		3 STAFF CARS
	08:45	09:00	1 DELIVERY VAN
	09:00		3 STAFF CARS
	09:00	11:00	1 REPAIR ENGINEER VAN
	10:00	11:30	1 VISITOR CAR
		12:00	1 STAFF CAR
	12:10	12:20	1 DELIVERY VAN
		13:00	1 STAFF CAR
	13:00		1 STAFF CAR
	14:00	17:00	1 VISITOR CAR
	14:00		1 STAFF CAR
		15:00	1 STAFF CAR
		17:30	2 STAFF CARS
		18:00	2 STAFF CAR
	18:00		3 NEIGHBOURS CARS
		19:00	1 STAFF CAR
14.1.2020		08:30	3 NEIGHBOURS CARS
	08:30		3 STAFF CARS
	09:00		2 STAFF CARS
		12:00	1 STAFF CAR
	13:00		1 STAFF CAR
	12:10	12:15	1 DELIVERY VAN
	13:35	13:45	1 DELIVERY VAN
		15:00	1 STAFF CAR
		17:30	2 STAFF CARS
		18:00	2 STAFF CARS
	18:00		3 NEIGHBOURS CARS
15.1.2020		08:30	3 NEIGHBOURS CARS
	08:00	08:30	1 LARGE WORKS LORRY
	08:30		3 STAFF CARS
	08:55	09:05	1 DELIVERY VAN
	09:00		3 STAFF CARS
	10:00	12:00	2 VISITOR CARS
		12:00	1 STAFF CAR
	12:00	17:00	1 LARGE WORKS LORRY
	13:00		1 STAFF CAR
		13:30	1 STAFF CAR
	14:00	17:00	1 VISITOR CAR
	14:45		1 STAFF CAR
		15:00	1 STAFF CAR
		17:30	2 STAFF CARS
		18:00	1 STAFF CAR
	18:00		3 NEIGHBOURS CARS
		19:00	1 STAFF CAR
16.1.2020		08:30	3 NEIGHBOURS CARS
	08:00	09:30	1 LARGE WORKS LORRY
	08:10		1 STAFF CAR
	08:30		3 STAFF CARS
	09:00		3 STAFF CARS
	11:00	11:30	1 DELIVERY VAN
	11:45	12:15	1 DELIVERY VAN
		12:00	1 STAFF CAR
	13:00		1 STAFF CAR
	14:00	15:00	1 VISITOR CAR
		14:00	1 STAFF CAR
	15:00		1 STAFF CAR
		15:00	1 STAFF CAR
	15:30	15:45	1 DELIVERY VAN
		17:30	2 STAFF CARS
		18:00	1 STAFF CAR
	18:00		3 NEIGHBOURS CARS
		19:00	2 STAFF CARS
17.1.2020		08:30	3 NEIGHBOURS CARS
	08:00		2 STAFF CAR
	08:30		3 STAFF CARS
	09:00		3 STAFF CARS
	09:15	09:30	1 DELIVERY VAN
	11:00	11:30	1 DELIVERY VAN
	12:00	17:00	1 LARGE WORKS LORRY
	12:00	13:00	1 DELIVERY LORRY
		12:00	1 STAFF CAR
	13:00		1 STAFF CAR
		15:00	1 STAFF CAR
		15:30	2 STAFF CARS
	15:30	15:45	1 DELIVERY VAN
		17:30	3 STAFF CARS
		18:00	1 STAFF CAR
	18:00		3 NEIGHBOURS CARS
		18:30	1 STAFF CAR