Huddersfield Road (Adj 33), Meltham

Highway Statement

October 2021

Project number 1719B

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell Estate

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	October 2021			
Prepared by	CH			
Checked by	LO			

Contents

Appendices

1.0 Introduction

1.1.1 Paragon Highways have been appointed to prepare this Highway Statement relating to a proposed residential development on 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 3-storey property known locally as Midway House, use Class B1 to two cottages, along with the conversion of the existing barn and construction of 4 x semi-detached dwellings with amenity areas.

1.1.3 The development will incorporate an improved vehicular access arrangement and a new turning facility, together with designated car parking 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 Situation

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 sizeable town sited directly to the southwest 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 Crosland and Wilshaw.

2.1.3 The site is located within a predominantly 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 northwest collectively.

2.1.4 The development area is made up of several elements. A substantial 3-storey property, namely Midway House as seen in the photograph below, fronts directly onto the main Huddersfield Road and was originally constructed as a residential dwelling. More recently, it has been 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 is located to the rear of Midway House and is used for storage purposes, along with a large hardstanding area used for vehicle parking and delivery/collections in relation to the previous commercial use.

Photograph 1: Midway House from site frontage

2.1.5 The site is accessed via a private drive arrangement directly off Huddersfield Road, positioned between Midway House and a 2-storey property which presently operates as a café. This arrangement can be seen in the photograph below.

Photograph 2: Current access arrangements

2.1.6 As can be seen above, the drive is a short narrow access measuring approximately 22 metres in length which serves Midway House, the ancillary barn and parking/delivery/collection area. It also allows access to a small cluster of residential properties which lie to the northwest of the site access.

2.1.7 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 and primary care facilities, together with the numerous amenities located in Meltham and its adjoining settlements. These can be seen on the pedestrian and cyclist catchment plan at Appendix B.

2.1.8 Local Highway Network

2.1.9 The existing single width private drive commences at 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 condition. It is proposed, as part of the redevelopment of the site, to upgrade and improve the private drive to a suitable standard, together with the 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 onto Huddersfield Road which is presently partially obscured and also provide minor junction widening.

Photograph 3: Current visibility onto Huddersfield Road (easterly direction)

2.1.10 Huddersfield Road (B6108) is a major Class 2 highway and is a two-way single carriageway with footway provision to both sides and several side road junctions along the full length of the highway. Both the carriageway and footways are considered suitable in terms of width and construction for their day to day use. Huddersfield Road contains streetlighting to main road standards commencing at the northeast of the site entrance and offers exceptional links to numerous towns and settlements as well as the large town of Huddersfield. There are Traffic Regulation Orders along Huddersfield Road and to the immediate site frontage, and at the point of access the road is subject to a 20mph speed limit.

2.1.11 There is a pedestrian crossing facility and associated road markings on Huddersfield Road to the southeast of the proposed development site, situated less then 20 metres from the site access as can be seen in the photograph below.

Photograph 4: Pedestrian crossing facilities in the vicinity of the site

2.1.12 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 distance of 2km, as identified on the pedestrian and cyclist catchment plan at Appendix B. The nearest bus stop is situated less than 15 metres away to the west of the site access, as can be seen in the photograph below.

Photograph 5: Public transport facilities in the vicinity of the site

2.1.13 Road Traffic Accidents

2.1.14 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Department for Transport identifies that there have been 2 recorded injury accidents within 100 metres of the site access for the period up to December 2020. The accident data can be found at Appendix D.

2.1.15 Both incidents occurred in June 2019 within days of each other. The first incident occurred on 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.

2.1.16 The second incident occurred on 11th June during late evening with wet road surface conditions. This incident involved 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.

2.1.17 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 the slight change in flows as a result of the development proposals.

3.0 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 3-storey property known locally as Midway House into 2no. cottages. One cottage will have 2 beds and the other will have 3 beds, as can be seen on the development plans at Appendix C.

3.1.3 The development also involves the conversion of the existing barn into a 3-bed dwelling and the construction of 4no. 3-bed semi-detached dwellings with amenity area.

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

3.1.5 Access

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

3.1.7 Visibility along the site frontage onto 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. All vegetation within the garden area will be removed before any works commence on site.

3.1.8 The proposed layout will incorporate a large turning facility positioned to the front of the 4 semi-detached properties to the north of the site. The turning area will be able to accommodate a fire tender and will allow vehicles to enter and exit the site in a forward gear. Individual driveways and designated parking areas are intended to branch off from the improved access and turning head, as can be seen in the development plans at Appendix C.

3.1.9 Parking Provision

3.1.10 15no. parking spaces are proposed to serve the proposed units. Each of the 3-bed semi-detached properties will have 2 car parking spaces each and the converted 3-bed barn will also have 2 car parking spaces. The 2-bed cottage and the 3-bed cottage will also have 2 car parking spaces each. A single visitor space is also proposed.

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

3.1.12 Pedestrian and Cycle Provision

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

3.1.14 Individual secure cycle storage facilities will be provided in the sheds in the rear gardens of each property.

3.1.15 Servicing

3.1.16 A bin store is proposed allowing for convenient waste collection.

3.1.17 Internal turning provision is proposed allowing for a large fire appliance and delivery vehicles appropriate to residential use to enter and exit the site in a forward gear.

4.0 Transport Sustainability

4.1.1 The application site is located in a very sustainable location, having excellent links to the local public transport services and being within a short walking distance of numerous fare stages along the full length of Huddersfield Road; the closest of which is just 15 metres from the site access. The proposed development site is also within walking distance of an abundance of local shops, services and amenities located in and around the centre of Meltham.

4.1.2 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends 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. Within this context, applications for development should consider the following:

Considerations	Proposals
Consider the potential impacts of the development on the transport network	This matter will be dealt with as part of Section 6 -Traffic Impact
Provide opportunities to promote walking, cycling 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

4.1.3 The former guidance within PPG 13: Transport is still useful as a reference and the relevant policies within the Council's Local Plan still apply.

4.1.4 Kirklees Local Plan

4.1.5 The current Local Plan covers the period 2013 to 2031 and Policy LP21 specifically relates to highways and access:

- Proposals shall demonstrate that they can safely accommodate modes of transport and be accessed effectively and safely by all users.
- New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of the development are not severe.
- Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impact on the Strategic Road Network.
- All proposals shall ensure the safe and efficient flow of traffic within the development and on the surrounding highway network.
- Where needed, provide new infrastructure of improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles.
- Be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions.
- Take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport.
- Take into account access for emergency vehicles, refuse collections and service vehicles.
- Provide on-site safe, secure and convenient cycle parking / storage facilities to encourage sustainable travel modes.

5.0 Transport Policy

5.1.1 Walking

5.1.2 With reference to pedestrians, there are continuous footways along both sides of the carriageway along Huddersfield Road, and street lighting is to a good standard. As such, the site is well placed for residents to walk to the numerous facilities in and around Meltham, along with public transport facilities.

5.1.3 The catchment areas for the preferred maximum walking distance of 2km is shown on the plan at Appendix B. There are primary schools 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, a building society, convenience store, a library, restaurants, hot and cold food takeaways, cafes, public houses and a Post Office together with places of worship. There is also a large supermarket offering ATM facilities with ancillary café and petrol filling station. Primary healthcare facilities are also available in the immediate vicinity in the form of a GP surgery, dental practice, opticians and pharmacy.

5.1.4 Cycling

5.1.5 With regards to cycling, PPG 13: Transport states, "Cycling also has the potential to substitute for short car trips, particularly 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 area are the additional areas of South Crosland, Blackmoorfoot, Upperthong, Linthwaite, Slaithwaite, Honley and Holmbridge; all of which offer their own unique employment, retail, social and leisure opportunities.

5.1.6 National Cycle Route No.68 and No.689 pass through the settlement of Meltham.

5.1.7 National Cycle Route No.68 passes through the Derbyshire Dales, Mickleover Greenway, Tissington Trail, the Midshires Way north of Buxton and the Longdendale Trail. It also passes through the south Pennines, Eden Valley, the north Pennines, South Tyne Valley, Hadrian's Wall and the Northumberland National Park.

5.1.8 National Cycle Route No.689 connects Meltham on the edge of the Peak District National Park with Lockwood railway station in the southwest of Huddersfield via a dismantled railway and connects with the Pennine Cycleway on National Cycle Route No.68.

5.1.9 Public Transport

5.1.10 The site is well located in terms of access to public transport with services available to the site frontage on Huddersfield Road; the closest stop being just 15 metres away. Both the eastbound and westbound stops have the benefit of a passenger shelters, flagpoles and timetable cases. The table below identifies the bus services available from these stops.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
321	Meltham Market Place (Stop B) Meltham Market Place (Stop A)	Meltham, Netherton, Huddersfield Bus Station	1 x service per day at 23.27 2 x services per Saturday at 06.45 and 23.27	Last service at 23.27 2 x services per Sunday at 21.38 and 22.38
324 (First Halifax, Calder Valley & Huddersfield)	Meltham Market Place (Stop B) Meltham Market Place (Stop A)	Meltham, Netherton, Huddersfield Bus Station	15 mins	Last service at 21.46 30 mins
324 (Team Pennine)	Meltham Market Place (Stop B) Meltham Market Place (Stop A)	Meltham, Netherton, Huddersfield Bus Station	1 x service per day at 22.30	Last service at 22.20 N/A

Table 2: Bus Services

5.1.11 As can be identified from the above table, there are 3 separate bus services that operate from the nearest stops, all of which are located within the recommended maximum walking distance of 2km, providing in excess of 4 services per hour around the settlements of Meltham and Netherton and the large town of Huddersfield. There are also several school bus services providing connections to the nearby high schools at Honley and Holmfirth.

5.1.12 There are two railway stations located within the cycling catchment of 5km from the proposed development site. Slaithwaite is situated 4.13km to the northwest and Honley is located 4.98km to the east.

5.1.13 Slaithwaite operates on the Manchester to Stalybridge and Huddersfield line, providing hourly services to Manchester Piccadilly, Huddersfield and Hull. It has the benefit of 10 cycle storage spaces which are sheltered and covered by CCTV, as well as a station car park with space for 15 vehicles.

5.1.14 Honley operates on the Huddersfield to Sheffield (Penistone Line), providing services every 20 minutes or so to Lockwood, Berry Brow, Brockholes, Stocksmoor, Shepley, Denby Dale, Penistone, Silkstone Common, Dodworth, Barnsley, Wombwell, Elsecar, Chapeltown, Meadowhall and Sheffield.

5.1.15 Numerous railway services are also available from Huddersfield railway station, which can be reached via the bus services available from Huddersfield Road.

5.1.16 The site is considered to be in a very sustainable location being within walking distance of an abundance of local services and bus stops, as well as being within cycling distance of further settlements around the local area and railway links. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable areas.

6.0 Traffic Impact

6.1.1 The proposals are for the construction of a small residential development comprising of the conversion of a substantial 3-storey property known locally as Midway House to a 2-bed cottage and a 3-bed cottage. The development also includes the conversion of the existing barn into a 3-bed dwelling and the construction of 4x 3-bed semi-detached dwellings with amenity area.

6.1.2 The development incorporates the relocation of a large well-established bar and refrigeration business which previously occupied the site. The site operated 5 days a week and employed up to 7 members of staff.

6.1.3 Existing Traffic

6.1.4 On average the previous operation had the potential to create in excess of 14 trips per day by employees at peak times. Additionally, the site received daily deliveries and regular collections by large vehicles/lorries to the ancillary storage barn throughout the day, thus creating additional trips to and from the site.

6.1.5 The current use of the site generates on average 18 trips by staff/visitors and between 2-4 two-way trips by delivery vans or large HGVs. A traffic survey was undertaken between 6 January 2020 and 17 January 2020 to provide some background to the Local Authority on the journeys made utilising the existing access onto Huddersfield Road. The survey data can be found at Appendix E.

6.1.6 The number of journeys, discounting the journeys made by local residents, was between 22 and 26 trips overall on most days.

6.1.7 Proposed Traffic

6.1.8 To determine the traffic generations of the proposed development it has been necessary to consider the typical trip rates and generations from the national TRICs database.

6.1.9 Table 3 below provides the typical peak hour trip rates (morning peak 0800 – 0900 hours and evening peak 1700 – 1800 hours) and the likely traffic generations of 7 dwellings.

	Morning Peak			Evening Peak		
	Arrive	**Depart**	**Total**	**Arrive**	**Depart**	**Total**
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Generated Trips	1	4	5	4	1	5

Table 3 – Trip Rates & Generations

6.1.10 As can be seen from the table above the proposed dwellings would generate around 5 vehicle movements during each of the network peak hours. When compared to the existing use of the site, this would provide net decrease of 2 vehicle movements using the access during the network peak times, and an overall decrease of vans and HGVs accessing the site.

6.1.11 The proposed development will provide improvements at the junction to allow for fire tender access. Therefore, on balance, the development will be provide an overall improvement to highway safety and the proposals should be acceptable to the Local Authority.

6.1.12 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 for deliveries/collections to the site by large vehicles via a narrow access with inadequate turning facilities for these vehicles, thus improving safety at the junction of Huddersfield Road for both drivers and pedestrians.

6.1.13 Therefore, the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at peak times on the local highway network.

7.0 Conclusion

7.1.1 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.

7.1.2 The site is considered to be in a very sustainable location, being located directly within the centre of Meltham, which offers an abundance of local services and good public transport facilities that provide connections to numerous neighbouring settlements and the large town of Huddersfield, as well as their unique services, amenities and employment opportunities. Therefore, the site generally confirms to current Government directives for ensuring developments are within suitable locations.

7.1.3 The proposed development will enhance and improve the existing access arrangements and provide a large turning facility which will improve highway safety and efficiency.

7.1.4 The proposal will maintain a number of private car trips to and from the site but will eradicate the requirement for any large scale deliveries. It is considered that the level of traffic generated by the proposals can be easily 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.

7.1.5 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
Site Location Plan

Legend:

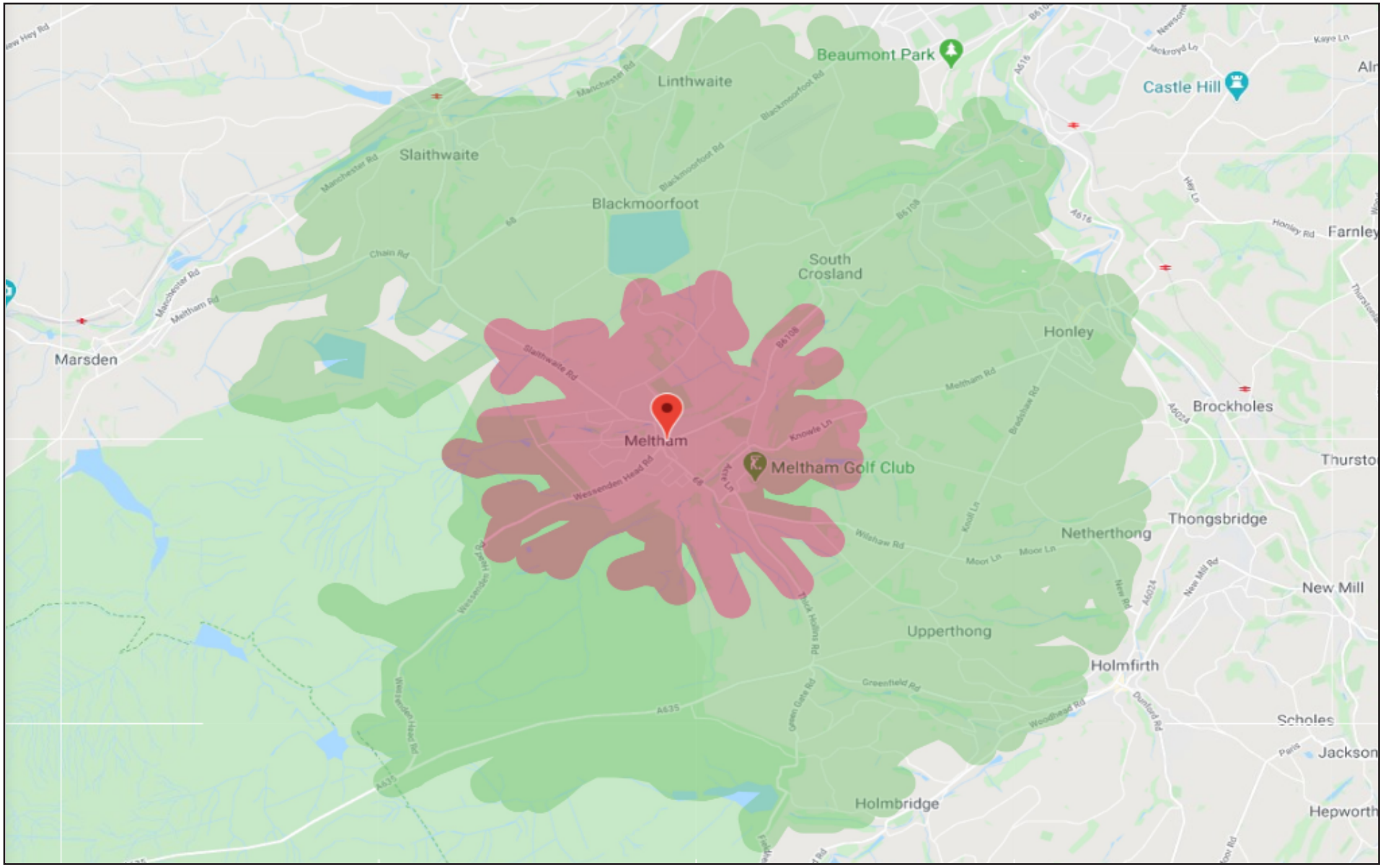
- Site Location
- Closest Unique Bus Stops

PARAGON HIGHWAYS

Offices 20/21
The Rear Walled Garden
Nostell Estate, WakefieldWF4 1AB

Appendix B

Pedestrian and Cyclist Catchment Plan



Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

PARAGON HIGHWAYS
Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

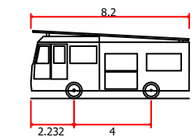
Appendix C

Proposed Access Arrangement

GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.



8.2m Fire Tender
Overall Length 8.200m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.100m

Key:

- Body outline (forward gear)
- Wheel outline (forward gear)
- Body outline (reverse gear)
- Wheel outline (reverse gear)

A	11.10.2021	NEW LAYOUT RECEIVED

PROJECT

HUDDERSFIELD ROAD, MELTHAM

TITLE

VEHICLE TRACKING

SCALE

1:500 @ A3

DRAWING

1719-101A

DATE

11.10.2021

PARAGON HIGHWAYS
OFFICE 20/21 THE REAR WALLED GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
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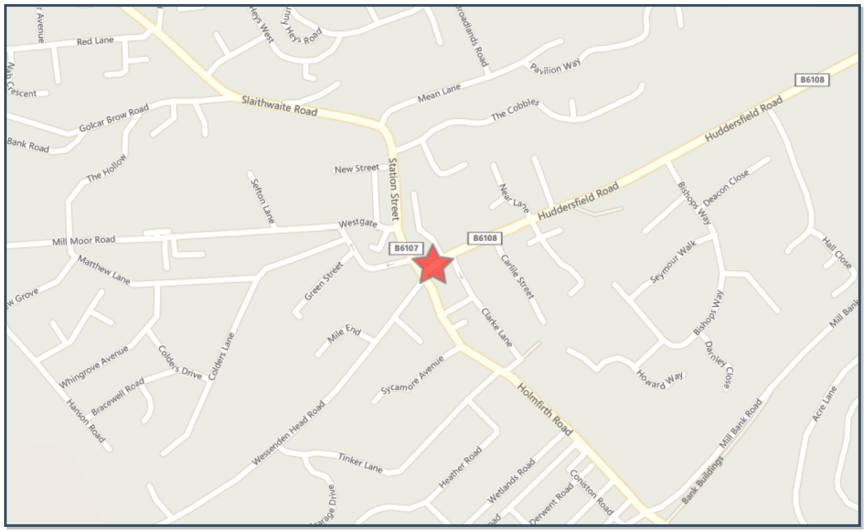
Appendix D
Accident Data

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*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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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 Maneouvre	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

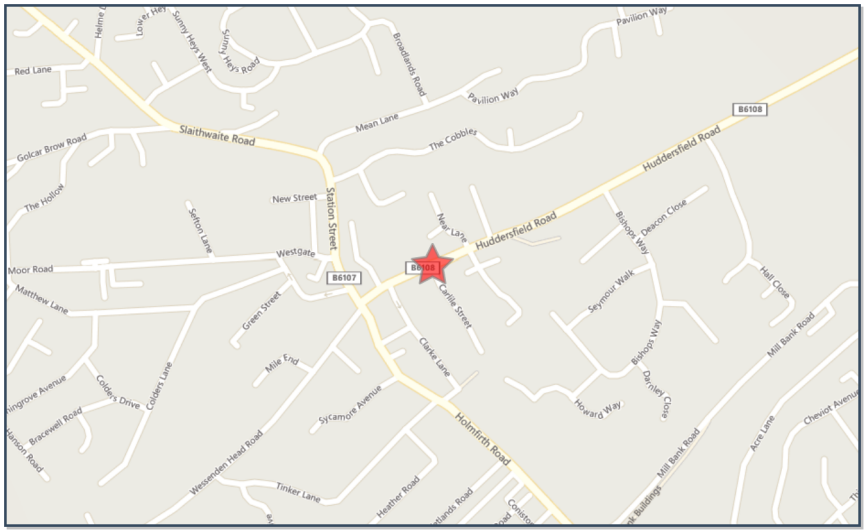
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16-24	Unknown or other	Unknown or other

crashmap.co.uk

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				



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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 Maneouvre	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

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