

Punch Partnerships (PML) Limited

The Swan Inn,
Havant

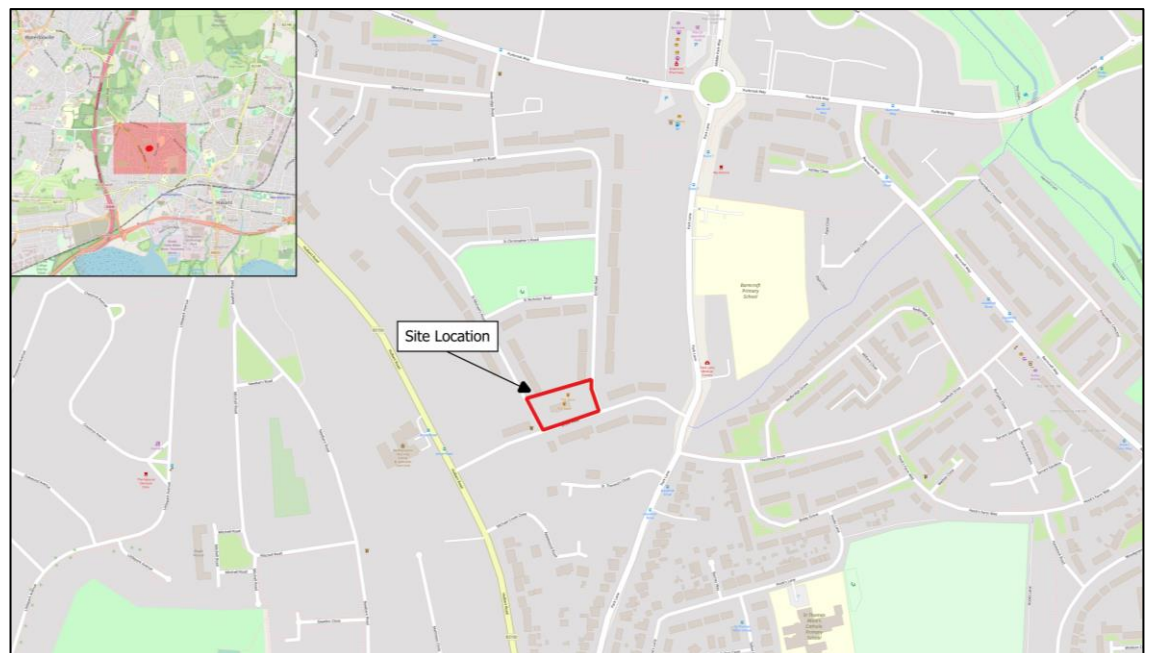
Project Reference: 1710-46/TN/01

Technical Note

1 Introduction

- 1.1 Transport Planning Associates has been appointed by Punch Partnerships (PML) Limited to provide transport and highways advice in relation to the proposed development of three residential dwellings on part of the 24 space public house car park at The Swan Inn, Jessie Road, Bedhampton, Havant.
- 1.2 The location of the site and its position within the broader context of Havant is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.3 As part of the consultation process to the submitted planning application¹, Hampshire County Council as highway authority provided a response in a letter dated 25 August 2023. The letter included a number of comments on the submitted Transport Statement.
- 1.4 The purpose of this Technical Note is to address each comment in turn. For reference, a copy of the response letter is reproduced at **Appendix A**.

¹ Havant Borough Council planning reference APP/23/00588

2 Response to highways comments

- 2.1 As noted, each of the points raised by the County in its consultation response is addressed below, with a sub heading to identify the point. Where necessary, the point is reproduced for clarity and convenience.

Crossover widths

"Two vehicular accesses are proposed, one along Jessie Road and the other via Ernest Road in the form of a vehicle crossover. The width of both vehicle crossovers should be confirmed. The distance from the junction should be confirmed for the access along Jessie Road. Additionally, should the dropped kerb along Ernest Road be an extension of an existing vehicular access, the full length should be confirmed."

- 2.2 The widths of the two proposed crossovers on Jessie Road and Ernest Road are 5.0 m excluding transition kerbs. The proposed crossover on Jessie Road would be approximately 20 m from the junction with Ernest Road. The Ernest Road crossover would not be an extension of the existing crossover that serves the adjacent residential properties.

Visibility Splays

"The TS states that visibility splays have been provided within appendix C to support these access arrangements in accordance with Manual for Streets Guidance. This drawing does not appear to be submitted, and in the absence of visibility splays, the Highway Authority are unable to confirm whether the access(es) are suitable."

- 2.3 It is understood that the Transport Statement² submitted as part of the planning application did not include a set of completed appendices. Appendix C of the Transport Statement was intended to show the visibility splays at the proposed crossovers (TPA drawing no. 1710-46/VS01) and this is reproduced at **Appendix B**. As both Jessie Road and Ernest Road are subject to a 30 mph speed limit, the two crossovers are provided with 2.4 x 43 m splays in accordance with Manual for Streets.
- 2.4 The drawing also shows the provision of pedestrian visibility splays of 2.0 x 2.0 m in accordance with the County's Technical Guidance Note TG3.

² TPA document reference 1710-46/TS02 dated June 2023

Parking bay dimensions

- 2.5 The proposed parking bays for the dwellings would be set out at 4.8 x 2.4 m in accordance with Havant Borough Council Supplementary Planning Guidance: Parking³.

Parking layout – Jessie Road

“6 parking spaces (2 per dwelling) are proposed for the proposed dwellings in accordance with Havant Borough Council’s Parking SPD. For those parking spaces being accessed via Jessie Road, the aisle width should be confirmed to ensure that there is appropriate space for vehicles to manoeuvre and access the allocated parking spaces. This should also be supported by tracking for a private car at a minimum speed of 10mph.”

- 2.6 The aisle width for the four residential parking spaces on the Jessie Road frontage is 6.0 m, which is a standard aisle width to allow access to perpendicular parking bays. The highways requirement to provide a swept path plot of a car accessing the spaces at a minimum speed of 10 mph (16 km/h) is surprising. For reference, the speeds for a car set out in AutoTrack are 5.0 km/h for forward manoeuvres and 2.5 km/h for reversing. In practice, speeds when manoeuvring into parking spaces adjacent to parked cars would be far slower.
- 2.7 By comparison, a typical walking speed is 4.8 km/h and the suggested analysis speed would be four times greater than that. It is highly unlikely that drivers would approach or leave a parking space on their property at or near walking speed let alone at 16 km/h as site constraints would not allow this.
- 2.8 To demonstrate the point, the manoeuvres of a car attempting to access a standard parking space from a 6.0 m aisle at 16 km/h is shown at **Appendix C**, together with a swept path plot analysis of the proposed site layout using minimum manoeuvring speeds. The analysis shows that if a 16 km/h design speed is utilised, a standard parking arrangement, with a 6.0 m aisle and a 2.7 m wide parking bay would not be accessible and would require an aisle width of 11.2m to allow cars to park. The use of a 16 km/h manoeuvring speed is therefore both unrealistic and impractical.

Public House parking

“The construction of the dwellings leads to a reduction of 10 parking spaces at the public house, with 12 parking spaces and 2 disabled parking spaces now proposed. This parking provision is a reduction to that previously approved under planning reference (APP/17/01189). Whilst parking is a matter for Havant Borough Council to comment on as the Local Parking Authority, the Highway Authority need

³ Dated 2016 and partially updated September 2019

to be satisfied that appropriate parking is provided on site to accommodate demand so that no overspill parking on the highway occurs. The applicant is therefore required to carry out a parking survey to review the occupancy rate at different times of the day, to assess the parking demand and justify the reduction in parking."

Parking occupancy survey

- 2.9 To address this point, a parking occupancy survey of The Swan Inn was undertaken on Friday 15 to Sunday 17 September 2023 between 12:00 and 00:00, based on 30 minute beats. The survey results are summarised in the following table.

Table 2.1 Car park occupancy (12:00 – 00:00)

Date	No of spaces	Average occupancy	Peak occupancy	
		No.	No.	Time
Friday 15.9.23	24 (22 + 2 disabled)	10	19	17:30 – 18:00
Saturday 16.9.23		11	21	14:30 – 15:00, 16:00 – 17:00
Sunday 17.9.23		7	10	12:30 – 14:00

- 2.10 As can be seen, the survey recorded a peak car park occupancy of 21 vehicles over two periods on Saturday, while the highest average occupancy was 11 vehicles, again on the Saturday.
- 2.11 The proposed parking layout for The Swan Inn has been reviewed and a revised arrangement, which reverts to the existing echelon arrangement along the western edge of the site is shown at **Appendix D**. This layout would provide a total of 14 spaces (12 + 2 disabled).
- 2.12 Based on that arrangement, the 14 spaces would be able to accommodate the average peak demand. However, there would be a limited overspill of up to 7 cars during the Friday and Saturday as indicated by the parking survey.

Parking stress survey

- 2.13 To put this into context, a daytime parking stress survey was also undertaken on the roads surrounding the site during the same period as the car park survey. This was undertaken using Lambeth methodology to derive the number of available spaces within a 200 m walk from the site.

Based on the use of a 5.0 m parking space, a total of 100 unrestricted parking spaces were identified. The results of the two surveys are reproduced at **Appendix E**.

- 2.14 Based on the results of 30 minute beats, the survey was used to derive the maximum parking stress levels in the surrounding streets. The following table provides a summary of the maximum stress levels for the area as a whole and for Jessie Road.

Table 2.2 Parking stress results

Location	Calculated unrestricted spaces (5.0 m)	Survey date					
		Friday 15.9.23		Saturday 16.9.23		Sunday 17.9.23	
		Parking stress (%)	Free spaces	Parking stress (%)	Free spaces	Parking stress (%)	Free spaces
Surrounding streets	100	41	60	43	58	47	54
Jessie Road	16	63	6	69	5	69	5

- 2.15 Parking stress is generally taken to be present when the value reaches 90%, at which point only 10% of the available parking spaces are free and drivers/residents are required to search for a space. In this instance, it can be seen that the surrounding area has a low level of parking stress, with a maximum value of 47% recorded on Sunday, leaving 54 spaces available (where 90% equals 10 spaces). For Jessie Road itself, the maximum parking stress was 69%, leaving 5 spaces free (where 90% equals 2 spaces).
- 2.16 Based on the above, the limited overspill that would result from the revised car park layout could be accommodated on the surrounding streets, with the majority able to park on Jessie Road. Given the limited duration of this potential parking overspill, it is considered that this would have no significant impact on the roads in the vicinity of the site.

Cycle parking

"No commentary has been provided within the TS regarding cycle parking provision and this should be provided in accordance with Havant Borough Council's parking SPD."

- 2.17 Agreed. The proposed development of three, two bed dwellings would be provided with 2 cycle spaces/dwelling in accordance with the Borough Council's parking SPD.

Public house deliveries/refuse collection

"The TS states that deliveries to the public house are to remain as existing. Reference is made to swept path analysis being submitted for a 10m long brewer's dray accessing and egressing the site to ensure that these movements can be accommodated appropriately following the alterations to the parking layout. A drawing has not been provided within the appendices of the TS and it is requested that this is submitted for consideration. Tracking should be undertaken at a minimum speed of 10mph and annotated appropriately on the drawing."

- 2.18 As noted earlier, the Transport Statement⁴ submitted as part of the planning application did not include a set of completed appendices. The swept path of a brewer's dray entering and reversing within the car park is reproduced at **Appendix F**.
- 2.19 With regard to the minimum speed for a swept path plot, the comments in relation to the residential parking are reiterated here; namely that the speeds for a vehicle set out in AutoTrack are 5.0 km/h for forward manoeuvres and 2.5 km/h for reversing. By comparison, a typical walking speed is 4.8 km/h and the suggested analysis speed would be four times greater than that. It is highly unlikely that a driver of an HGV negotiating a car park full of parked cars would approach or reverse at or near walking speed.
- 2.20 With regard to refuse collection, the Transport Statement noted at paragraph 4.7 that it was anticipated that the existing arrangements would be maintained. For reference, refuse collections for the public house are undertaken by private contract. As a result, a suitable vehicle size for the site will be selected by the service provider. The swept path analysis in **Appendix F** shows that a vehicle of at least 10 m length would be able to turn on site, even with a full car park. This indicates that a refuse vehicle of the same size could be utilised.

Residential refuse collection

"Refuse collection for the proposed dwellings is to occur along the public highway as per the arrangements for the existing dwellings. The applicant should confirm that drag and carry distances for refuse accord with the distances laid out within Manual for Streets."

- 2.21 The proposed dwelling with access taken from Jessie Road would require residents to carry their waste bins approximately 12 m to the edge of the highway. The single dwelling on Ernest Road would be located close to the edge of highway at circa 2.5 m. These distances fall comfortably within the 30 m carry distance referenced in Manual for Streets⁵. As refuse vehicles will be able to

⁴ TPA document reference 1710-46/TS02 dated June 2023

⁵ Manual for Streets paragraph 6.8.9

stop immediately in front of the proposed dwellings, the drag distances for the collection operatives will be well within the permitted range.

Fire access

"Fire tender arrangements should also be confirmed for both the Public House and proposed dwellings with distances according with Manual for Streets".

- 2.22 The existing western access to the Swan Inn will be retained, allowing a fire tender to pull up within 45 m of the building⁶. The proximity of the proposed dwellings to the public highway (i.e. a maximum distance of 12 m) will allow access by fire fighters with a fire tender parked on the highway.

⁶ Manul for Street paragraph 6.7.2

Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	RJM	NH	NH	09 10 23
-	Issue	RJM	NH	NH	10 10 23

APPENDIX A

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 25 August 2023

My reference 050674

Your reference APP/23/00588

Email havantdc@hants.gov.uk

Dear Ms Wells,

The Swan, Jessie Road, Havant, PO9 3TH

Erection of 3 two-bed dwellings (Use Class C3) on the land adjacent to the public house, utilising new vehicular access, with associated parking and landscaping, including reconfiguration of beer garden and car park of the public house

Thank you for your consultation on the above full planning application. To support this application, a Transport Statement (hereafter, TS) has been submitted, which the Highway Authority have reviewed and have the following comments to make.

Policy Status

The TS provides a summary of the relevant transport planning policies.

Previous Planning Consent

Planning consent was previously provided for the construction of 3 dwellings and alterations to the Public House (planning reference APP/17/01189). It is however noted that as part of this planning consent the layout for the Public House has been altered reducing the available parking on site. This is discussed further within this response.

Site Location

The proposed development is located on land currently occupied by a Public House. The site is in a residential area.

Sustainable Access

Walking and Cycling:

Footways flank both sides of the carriageway along Jessie Road varying between 1.5m and 2.0m in width. Along Ernest Road and St Michaels Road, footways fluctuate in

Director of Hampshire 2050
Gary Westbrook

width however are present on both sides of the carriageway. Junction crossing points are equipped with dropped kerbs, however, lack tactile paving. No formal crossing facilities are present within the vicinity of the proposed site.

Regarding cycling, National Cycle Network (NCN) Route 22 runs circa 2.0km east of the proposed development site providing connections to Portsmouth and the wider cycle network.

Pedestrian and cycle access into the Public House will be via Jessie Road/St Michaels Road and Jessie Road/Ernest Road for the proposed dwellings.

Buses:

The closest bus stops are located along the B2140 Hulbert Road, circa 200m west from the site, however these are only served by school services 654, SD4 and SD5 at typical school pick up and drop off times.

Bus service 21 runs from stops circa 250m east of the site along Park Lane providing frequent connections to Havant and Portsmouth. Alternatively, bus route 20 and 37 can be accessed from bus stops along Purbrook Way circa 600m north providing connections to Waterlooville, Clanfield and Petersfield.

Rail:

The site is located circa 1.1km north of Bedhampton railway station which provides services to Havant, Portsmouth, Southampton, Brighton, and London.

Personal Injury Accidents (PIA)

The applicant has provided PIA data using the Crashmap database for a period between 2017-2021. The use of Crashmap data is unacceptable and PIA data should be obtained from Hampshire Constabulary records for the most recent 5-year period. The data submitted is also nearly 2 years out of date which is also unacceptable.

Notwithstanding the above, the Highway Authority have undertaken their own internal review of accident data for the most recent 5-year period from May 2018-April 2023 and are content that no alternative conclusions are to be made. Therefore, the applicant is not required to obtain any further data sets.

Within the study period a total of 5 accidents have occurred, 4 'slight' and 1 'serious', with 2 of these 'slight' accidents occurring within 200m of the proposed site. The Highway Authority is content that these are all isolated accidents with no particular trend that is unlikely to be exacerbated by the quantum of development.

Local Facilities

The TS provides a summary of local facilities and services within the vicinity of the proposed development site, with the majority located within the acceptable walking and cycling distance.

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Site Access

Public House:

Access into the public house is to remain in the southeastern corner of the site via Jessie Road/St Michaels Road. The secondary existing access via Jessie Road/Ernest Road is to be closed and the dropped kerb to be reinstated with full height kerbs. The applicant should be made aware that they will require a S171/184 license to undertake these reinstatement works on the highway. Further information can be found at the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/apply-for-a-vehicular-access)

Dwellings:

Two vehicular accesses are proposed, one along Jessie Road and the other via Ernest Road in the form of a vehicle crossover. The width of both vehicle crossovers should be confirmed. The distance from the junction should be confirmed for the access along Jessie Road. Additionally, should the dropped kerb along Ernest Road be an extension of an existing vehicular access, the full length should be confirmed.

Dropped kerbs should be no greater than 10.0m in length to be undertaken via a S171/184 license, otherwise it is likely that a minor S278 agreement would be required to facilitate these access points.

The applicant should be made aware that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: [Apply for a vehicular access | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/apply-for-a-vehicular-access).

The TS states that visibility splays have been provided within appendix C to support these access arrangements in accordance with Manual for Streets Guidance. This drawing does not appear to be submitted, and in the absence of visibility splays, the Highway Authority are unable to confirm whether the access(es) are suitable. Visibility splays should be drawn in accordance with HCC TG3 and pedestrian intervisibility splays should also be submitted for consideration.

Parking Provision

Vehicular parking:

The dimensions of parking spaces should be confirmed to ensure compliance with HBC's standards.

Dwellings:

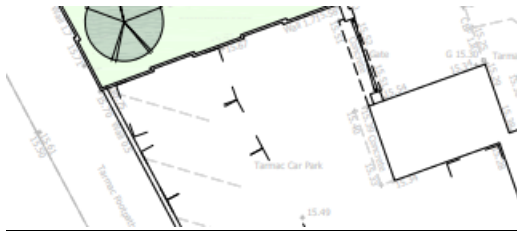
6 parking spaces (2 per dwelling) are proposed for the proposed dwellings in accordance with Havant Borough Council's Parking SPD. For those parking spaces being accessed via Jessie Road, the aisle width should be confirmed to ensure that there is appropriate space for vehicles to manoeuvre and access the allocated parking spaces. This should also be supported by tracking for a private car at a minimum speed of 10mph.

Director of Hampshire 2050
Gary Westbrook

Public House:

The construction of the dwellings leads to a reduction of 10 parking spaces at the public house, with 12 parking spaces and 2 disabled parking spaces now proposed. This parking provision is a reduction to that previously approved under planning reference (APP/17/01189). Whilst parking is a matter for Havant Borough Council to comment on as the Local Parking Authority, the Highway Authority need to be satisfied that appropriate parking is provided on site to accommodate demand so that no overspill parking on the highway occurs. The applicant is therefore required to carry out a parking survey to review the occupancy rate at different times of the day, to assess the parking demand and justify the reduction in parking.

The parking layout is constrained in the northeastern corner of the site (as shown below) and appears challenging for vehicles to access and egress these spaces. Tracking should be provided or a private car to ensure that these spaces can be accessed in an appropriate manner. The aisle width should also be confirmed for consideration.



Cycle parking:

No commentary has been provided within the TS regarding cycle parking provision and this should be provided in accordance with Havant Borough Council's parking SPD.

Deliveries, Refuse Storage and Collection

Public House:

The TS states that deliveries to the public house are to remain as existing. Reference is made to swept path analysis being submitted for a 10m long brewer's dray accessing and egressing the site to ensure that these movements can be accommodated appropriately following the alterations to the parking layout. A drawing has not been provided within the appendices of the TS and it is requested that this is submitted for consideration. Tracking should be undertaken at a minimum speed of 10mph and annotated appropriately on the drawing.

Refuse arrangements are to remain as existing however these should be confirmed for consideration. Should refuse collection be undertaken internally than tracking should be provided for an 11.20m 'super large' refuse vehicle at a minimum speed of 10mph.

Dwellings:

Refuse collection for the proposed dwellings is to occur along the public highway as per

Director of Hampshire 2050
Gary Westbrook

the arrangements for the existing dwellings. The applicant should confirm that drag and carry distances for refuse accord with the distances laid out within Manual for Streets.

Fire tender arrangements should also be confirmed for both the Public House and proposed dwellings with distances according with Manual for Streets.

Trip Generation

The TS lays out the proposed trip generation for the dwellings utilising the TRICS database. The proposed trip generation is as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12-hour
	Arr.	Dept.	Two-way	Arr.	Dept.	Two-way	
Trip Rate	0.326	0.465	0.791	0.403	0.236	0.639	5.832
Trip Generation (3 dwellings)	1	1	2	1	1	2	18

The Highway Authority have undertaken their own TRICS assessment and are satisfied with the proposed trip generation for the site.

Recommendations

The Highway Authority require the further information requested before a formal recommendation can be made.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook

APPENDIX B

A3
ORIGINAL
PLOT SIZE



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- NOTES:
- = 2.4m x 43m Visibility Splay
 - = 2m x 2m Pedestrian Visibility Splay
 - = Existing Lining
 - = Proposed White Lining
 - = Proposed Yellow Lining

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City

tpa
Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

PROJECT:
**The Swan
Havant**

TITLE:
**Visibility splays at proposed
access points**

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 19.6.23	DRAWN: NH	CHECKED: RJM	APPROVED: NH
JOB NO: 1710-46	DRAWING NO: VS01	REVISION: -		

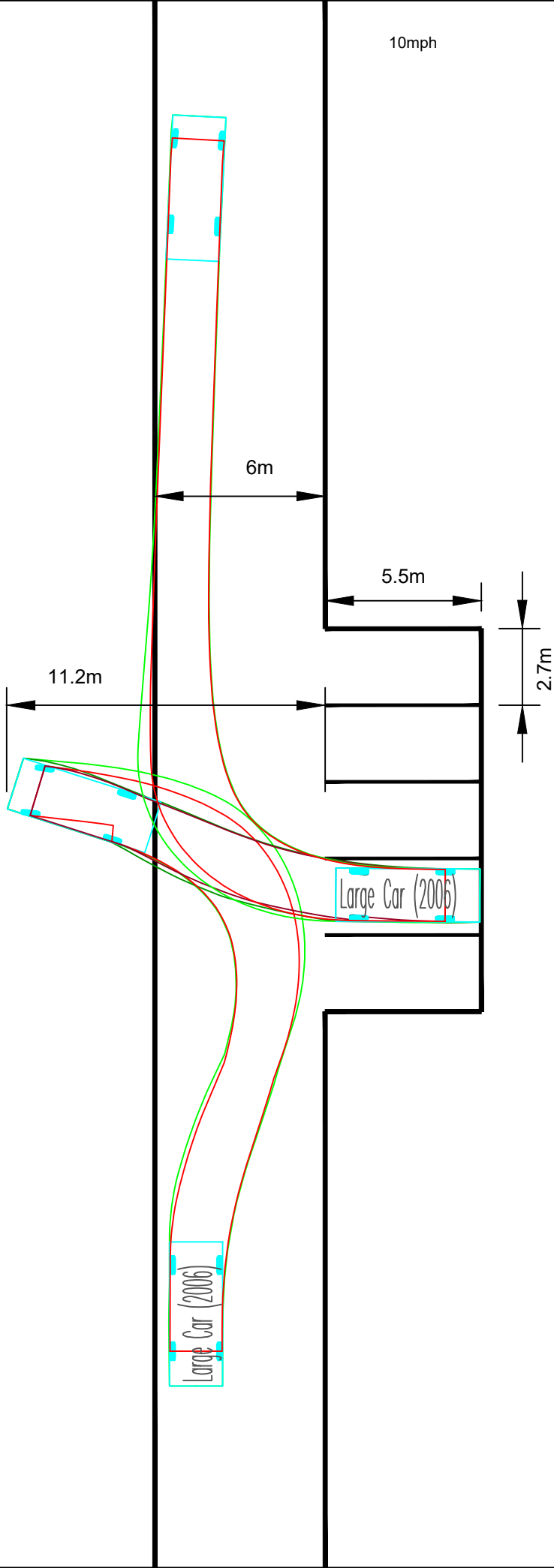
INDICATIVE

APPENDIX C

A3
ORIGINAL
PLOT SIZE



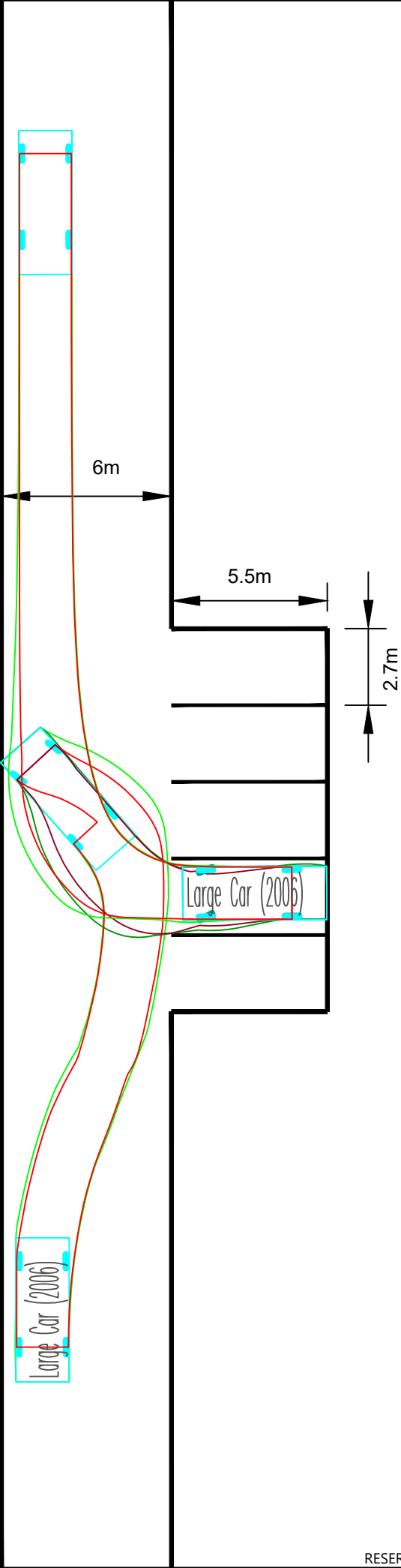
INDICATIVE



10mph

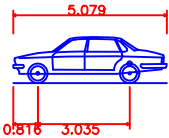
10mph

2mph



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NOTES:



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
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CLIENT:

PROJECT:
THE SWAN,
HAVANT

TITLE:
TYPICAL CAR PARK
TRACKING DIMENSIONS

STATUS:
FOR INFORMATION

SCALE: 1:200	DATE: 14/09/23	DRAWN: SMK	CHECKED: RJM	APPROVED: RJM
JOB NO: 1710-46	DRAWING NO: SP05	REVISION:		

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APPENDIX D

A3
ORIGINAL
PLOT SIZE

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NOTES:
Based on architects drawing: 'Proposed Plans_P12 EMAIL'

Existing Lining
Proposed White Lining
Proposed Yellow Lining

A	09/10/23	Minor changes to parking bays	TS	RJM	RJM
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol

Cambridge

London

Oxford

Welwyn Garden City

tpa

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1 Giltspur Street

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020 7119 1155

www.tpa.uk.com

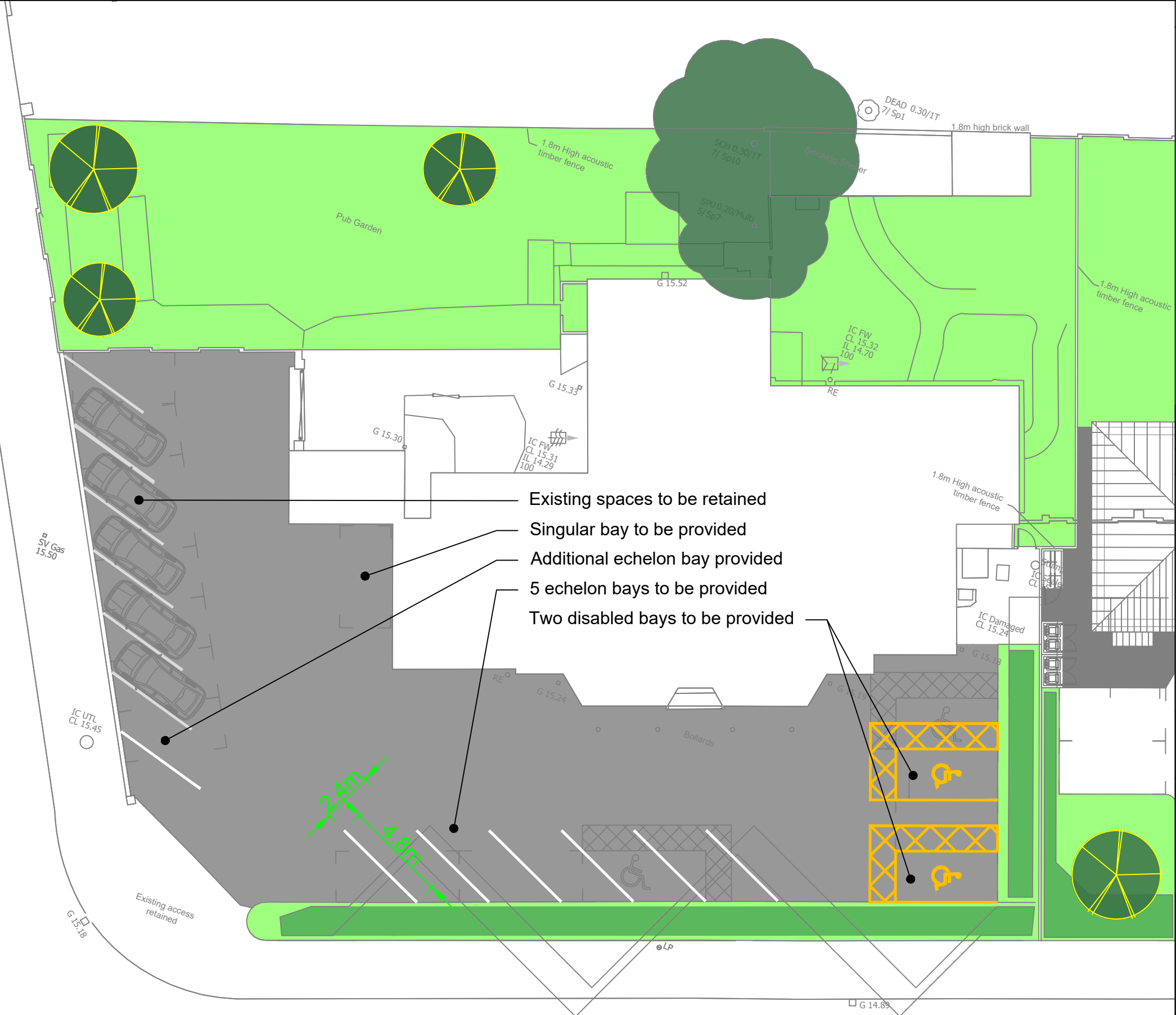
CLIENT:
CORDAGE

PROJECT:
**THE SWAN INN,
HAVANT**

TITLE:
**POTENTIAL CAR PARK
ARRANGEMENT**

STATUS:
FOR INFORMATION

SCALE: 1:200	DATE: 27/09/23	DRAWN: TS	CHECKED: RJM	APPROVED: RJM
JOB NO: 1710-46	DRAWING NO: PL01	REVISION: A		



INDICATIVE

APPENDIX E

Parking Beat Survey

The Swan, Jessie Road, Havant, PO9 3TH



Friday 15th September 2023

Saturday 16th September 2023

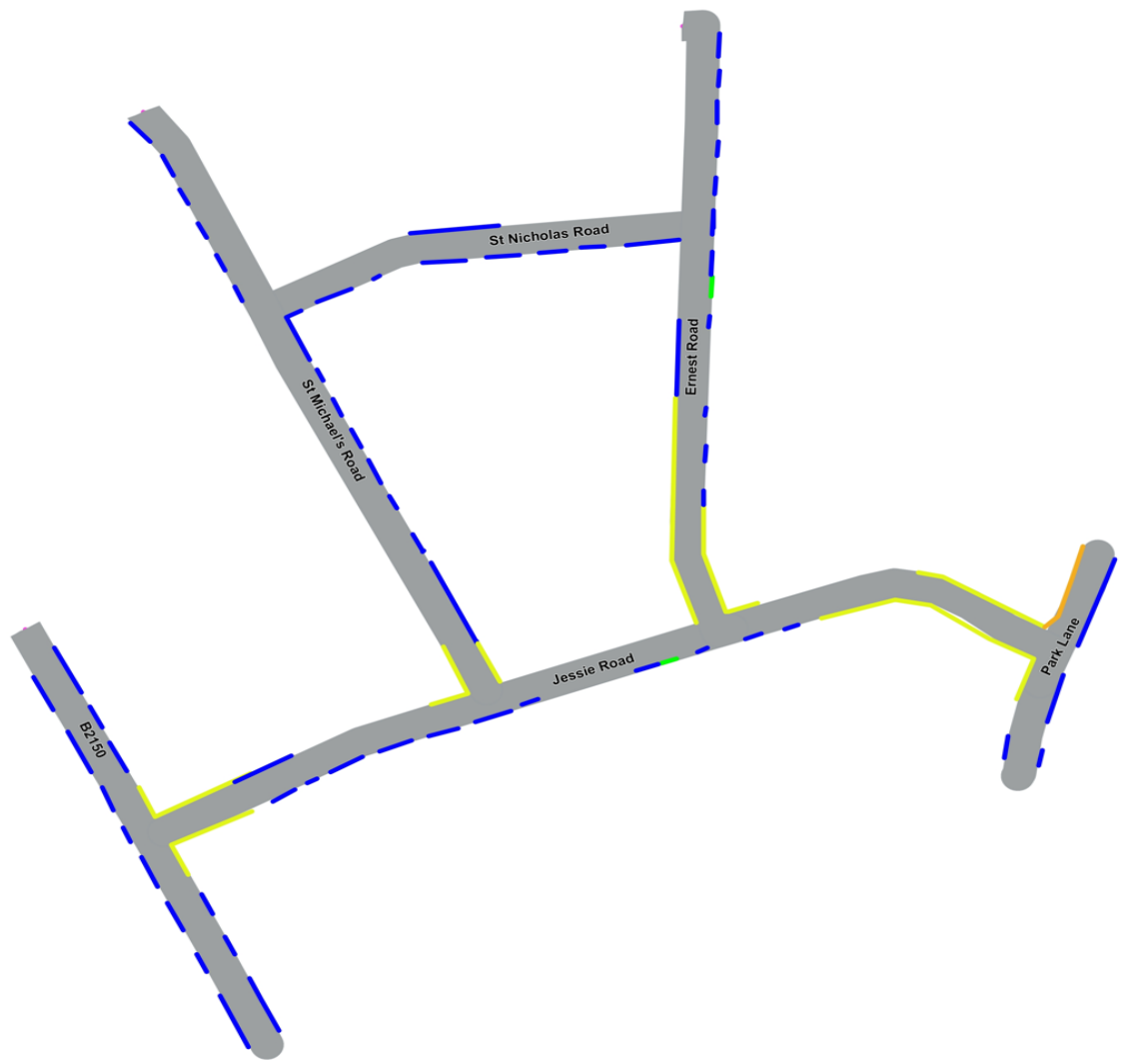
Sunday 17th September 2023



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY
Methodology	
Guidance	London Borough of Lambeth
Site	The Swan Inn, Jessie Road Havant, PO9 3TH
Survey Area	200 metre walking distance from site
Date/s	Friday 15th, Saturday 16th and Sunday 17th September 2023
Time/s	12:00 - 24:00
Beat Frequency	30 minute beats
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)



Area map
The Swan, Jessie Road, Havant, PO9 3TH

Unrestricted Parking

Unrestricted

Restricted Parking

Disabled Parking

Single Yellow Line

No Parking

Double Yellow Lines

[illegible][illegible][illegible]

The Swan Inn																											
Location	Description	Friday 15th September 2023							Friday 15th September 2023							Friday 15th September 2023							Friday 15th September 2023				
		12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	
Car Park	22 Std - 2 Dis	2	3	3	4	8	3	13	13	17	14	18	17	19	16	18	12	14	10	10	9	9	6	6	5	3	3
Total		2	3	3	4	8	3	13	13	17	14	18	17	19	16	18	12	14	10	10	9	9	6	6	5	3	3

[illegible]

[illegible][illegible][illegible]

The Swan Inn																														
Location	Description	Saturday 16th September 2023								Saturday 16th September 2023								Saturday 16th September 2023								Saturday 16th September 2023				
		12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00				
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied				
Car Park	22 Std - 2 Dis	5	6	12	15	17	21	20	20	21	21	20	17	15	7	7	6	8	8	6	5	5	4	4	4	4				
Total		5	6	12	15	17	21	20	20	21	21	20	17	15	7	7	6	8	8	6	5	5	4	4	4	4				

Illegal/Obstructive Parking																											
Location	Description	Saturday 16th September 2023						Saturday 16th September 2023						Saturday 16th September 2023						Saturday 16th September 2023							
		12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
Ernest Road	Crossover	0	0	0	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	
Total		0	0	0	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	

[illegible][illegible][illegible]

The Swan Inn																											
Location	Description	Sunday 17th September 2023						Sunday 17th September 2023						Sunday 17th September 2023						Sunday 17th September 2023							
		12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
Car Park	22 Std - 2 Dis	9	10	10	10	9	9	9	9	8	7	7	6	6	8	8	8	8	7	7	6	6	5	4	3	3	
Total		9	10	10	10	9	9	9	9	8	7	7	6	6	8	8	8	8	7	7	6	6	5	4	3	3	

Illegal/Obstructive Parking																											
Location	Description	Sunday 17th September 2023						Sunday 17th September 2023						Sunday 17th September 2023						Sunday 17th September 2023							
		12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
Ernest Road	Crossover	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	
Total		1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

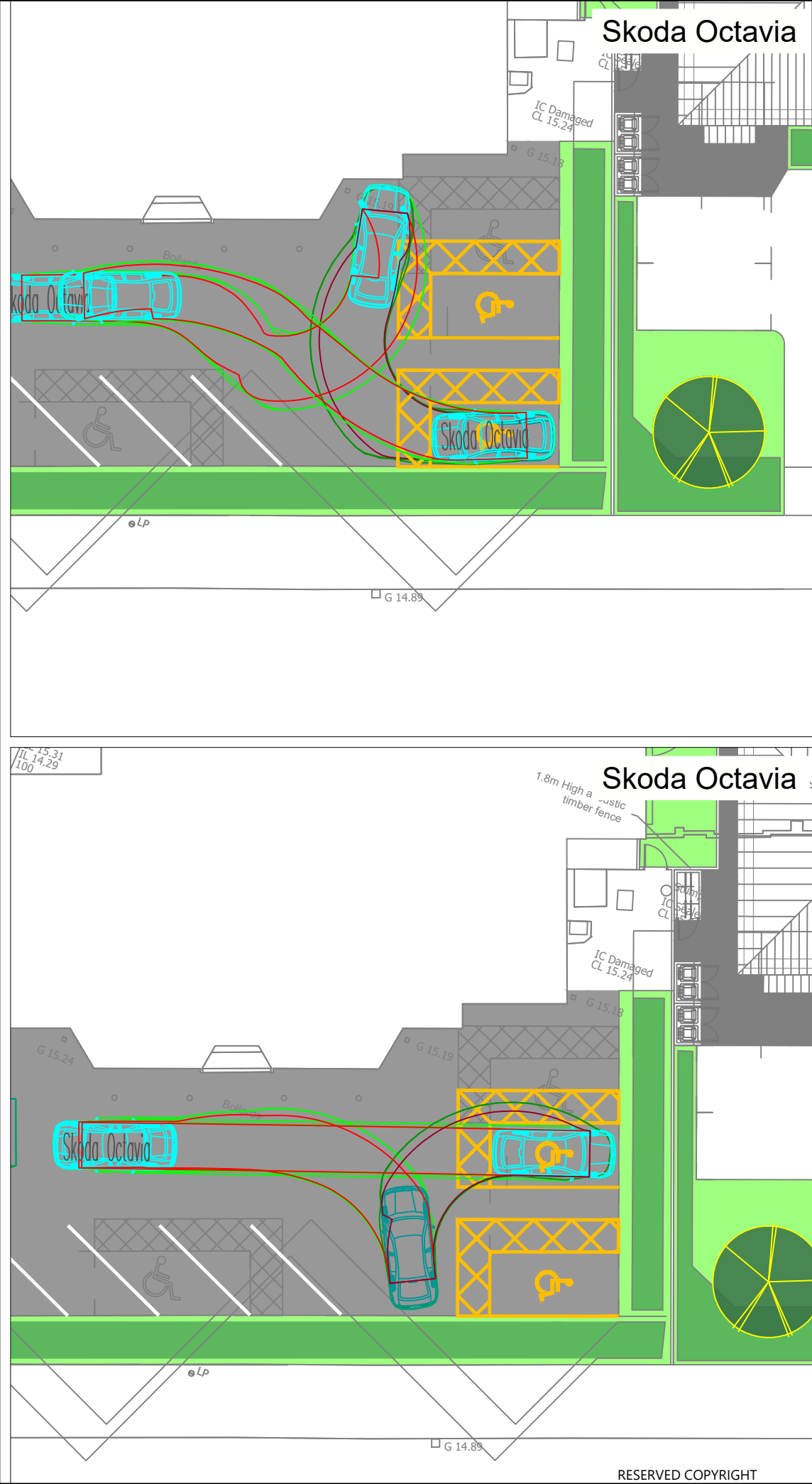
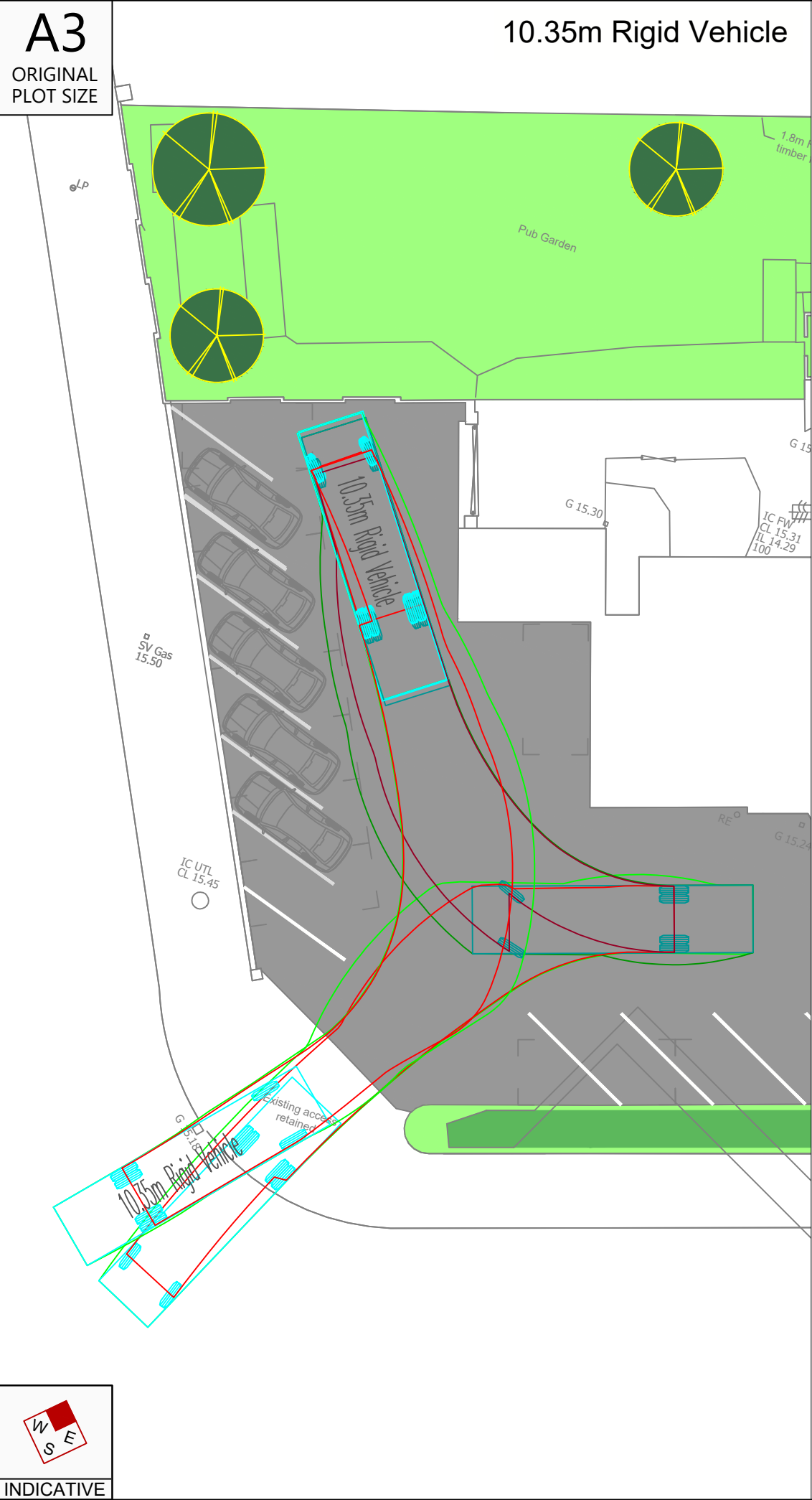
Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Space or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Ernest Road	E S-N	Double Yellow Lines	38.9			35	7
Ernest Road	E S-N	Unrestricted Kerb	1.8			0	0
Ernest Road	E S-N	Crossover	10.8			10	2
Ernest Road	E S-N	Unrestricted Kerb	5.6			5	1
Ernest Road	E S-N	Crossover	13.9			10	2
Ernest Road	E S-N	Unrestricted Kerb	2.5			0	0
Ernest Road	E S-N	Crossover	26.1			25	5
Ernest Road	E S-N	Unrestricted Kerb	2			0	0
Ernest Road	E S-N	Crossover	5.7			5	1
Ernest Road	E S-N	Disabled parking	5.8			5	1
Ernest Road	E S-N	Unrestricted Kerb	5.1			5	1
Ernest Road	E S-N	Crossover	7.6			5	1
Ernest Road	E S-N	Unrestricted Kerb	6.4			5	1
Ernest Road	E S-N	Crossover	7.5			5	1
Ernest Road	E S-N	Unrestricted Kerb	5.6			5	1
Ernest Road	E S-N	Crossover	9.3			5	1
Ernest Road	E S-N	Unrestricted Kerb	3.8			0	0
Ernest Road	E S-N	Crossover	8.3			5	1
Ernest Road	E S-N	Unrestricted Kerb	7.4			5	1
Ernest Road	E S-N	Crossover	7.4			5	1
Ernest Road	E S-N	Unrestricted Kerb	5.2			5	1
Ernest Road	E S-N	Crossover	10.4			10	2
Ernest Road	E S-N	Unrestricted Kerb	6.5			5	1
Ernest Road	E S-N	Crossover	7.5			5	1
Ernest Road	W N-S	Too narrow to park	55.4			55	11
St Nicholas Road	N E-W	Too narrow to park	50.9			50	10
St Nicholas Road	N E-W	Unrestricted Kerb	28.8			25	5
St Nicholas Road	N E-W	Too narrow to park	60.7			60	12
St Nicholas Road	S W-E	Unrestricted Kerb	3.8			0	0
St Nicholas Road	S W-E	Crossover	4.5			0	0
St Nicholas Road	S W-E	Unrestricted Kerb	13.5			10	2
St Nicholas Road	S W-E	Crossover	7.4			5	1
St Nicholas Road	S W-E	Unrestricted Kerb	2.9			0	0
St Nicholas Road	S W-E	Crossover	16.1			15	3
St Nicholas Road	S W-E	Unrestricted Kerb	12.1			10	2
St Nicholas Road	S W-E	Crossover	7.5			5	1
St Nicholas Road	S W-E	Unrestricted Kerb	9.3			5	1
St Nicholas Road	S W-E	Crossover	4.5			0	0
St Nicholas Road	S W-E	Unrestricted Kerb	7.7			5	1
St Nicholas Road	S W-E	Crossover	8.5			5	1
St Nicholas Road	S W-E	Unrestricted Kerb	9.4			5	1
St Nicholas Road	S W-E	Crossover	5.6			5	1
St Nicholas Road	S W-E	Unrestricted Kerb	25.7			25	5
Ernest Road	W N-S	Junction	15.6			15	3
Ernest Road	W N-S	Too narrow to park	18.8			15	3
Ernest Road	W N-S	Crossover	4.7			0	0
Ernest Road	W N-S	Too narrow to park	6.6			5	1
Ernest Road	W N-S	Crossover	65.1			65	13
Ernest Road	W N-S	Unrestricted Kerb	25			25	5
Ernest Road	W N-S	Double Yellow Lines	80.5			80	16

Jessie Road	N W-E	Double Yellow Lines	11.7			10	2
Jessie Road	N W-E	Crossover	7.6			5	1
Jessie Road	N W-E	Too narrow to park	6.6			5	1
Jessie Road	N W-E	Crossover	36			35	7
Jessie Road	N W-E	Double Yellow Lines	43.2			40	8
Park Lane	W S-N	Single Yellow Line	30			30	6
Park Lane	W S-N	Crossover	10			10	2
Park Lane	E N-S	Crossover	9			5	1
Park Lane	E N-S	Unrestricted Kerb	30.9			30	6
Park Lane	E N-S	Crossover	5.7			5	1
Park Lane	E N-S	Unrestricted Kerb	17.7			15	3
Park Lane	E N-S	Crossover	16.6			15	3
Park Lane	E N-S	Unrestricted Kerb	6.3			5	1
Park Lane	E N-S	Crossover	4.9			0	0
Park Lane	W S-N	Crossover	9.4			5	1
Park Lane	W S-N	Unrestricted Kerb	7.6			5	1
Park Lane	W S-N	Crossover	5.4			5	1
Park Lane	W S-N	Double Yellow Lines	7.5			5	1
Jessie Road	S E-W	Double Yellow Lines	71.3			70	14
Jessie Road	S E-W	Crossover	5.7			5	1
Jessie Road	S E-W	Unrestricted Kerb	3.5			0	0
Jessie Road	S E-W	Crossover	4.1			0	0
Jessie Road	S E-W	Unrestricted Kerb	6.8			5	1
Jessie Road	S E-W	Crossover	11.2			10	2
Jessie Road	S E-W	Unrestricted Kerb	2.8			0	0
Jessie Road	S E-W	Crossover	5.6			5	1
Jessie Road	S E-W	Disabled parking	5.5			5	1
Jessie Road	S E-W	Unrestricted Kerb	9.8			5	1
Jessie Road	S E-W	Crossover	35.7			35	7
Jessie Road	S E-W	Unrestricted Kerb	5.7			5	1
Jessie Road	S E-W	Crossover	3.8			0	0
Jessie Road	S E-W	Unrestricted Kerb	11.3			10	2
Jessie Road	S E-W	Crossover	6			5	1
Jessie Road	S E-W	Unrestricted Kerb	10.4			10	2
Jessie Road	S E-W	Crossover	5.5			5	1
Jessie Road	S E-W	Unrestricted Kerb	10.5			10	2
Jessie Road	S E-W	Crossover	4.7			0	0
Jessie Road	S E-W	Unrestricted Kerb	12.4			10	2
Jessie Road	S E-W	Crossover	4.2			0	0
Jessie Road	S E-W	Unrestricted Kerb	1.6			0	0
Jessie Road	S E-W	Crossover	5			5	1
Jessie Road	S E-W	Unrestricted Kerb	6.5			5	1
Jessie Road	S E-W	Crossover	5.1			5	1
Jessie Road	S E-W	Too narrow to park	6.1			5	1
Jessie Road	S E-W	Double Yellow Lines	40.9			40	8
B2150	E N-S	Double Yellow Lines	13.6			10	2
B2150	E N-S	Crossover	5.1			5	1
B2150	E N-S	Unrestricted Kerb	10.5			10	2
B2150	E N-S	Crossover	5.6			5	1
B2150	E N-S	Unrestricted Kerb	9.4			5	1
B2150	E N-S	Crossover	5.6			5	1
B2150	E N-S	Unrestricted Kerb	16.6			15	3
B2150	W S-N	Unrestricted Kerb	22			20	4
B2150	W S-N	Crossover	10.9			10	2
B2150	W S-N	Unrestricted Kerb	8.6			5	1

B2150	W S-N	Crossover	5.7			5	1
B2150	W S-N	Unrestricted Kerb	13.5			10	2
B2150	W S-N	Crossover	9.1			5	1
B2150	W S-N	Unrestricted Kerb	5.5			5	1
B2150	W S-N	Crossover	5.7			5	1
B2150	W S-N	Unrestricted Kerb	4.6			0	0
B2150	W S-N	Crossover	5.6			5	1
B2150	W S-N	Unrestricted Kerb	9.3			5	1
B2150	W S-N	Crossover	5.6			5	1
B2150	W S-N	Unrestricted Kerb	18.6			15	3
B2150	W S-N	Crossover	8.5			5	1
B2150	W S-N	Unrestricted Kerb	13.9			10	2
B2150	W S-N	Crossover	6.6			5	1
B2150	E N-S	Crossover	7.5			5	1
B2150	E N-S	Unrestricted Kerb	17.6			15	3
B2150	E N-S	Crossover	4.7			0	0
B2150	E N-S	Unrestricted Kerb	6.6			5	1
B2150	E N-S	Crossover	9.2			5	1
B2150	E N-S	Unrestricted Kerb	8.3			5	1
B2150	E N-S	Crossover	7.5			5	1
B2150	E N-S	Double Yellow Lines	13.8			10	2
Jessie Road	N W-E	Double Yellow Lines	31			30	6
Jessie Road	N W-E	Unrestricted Kerb	20.6			20	4
Jessie Road	N W-E	Crossover	9.3			5	1
Jessie Road	N W-E	Too narrow to park	3.8			0	0
Jessie Road	N W-E	Crossover	18.7			15	3
Jessie Road	N W-E	Too narrow to park	2.9			0	0
Jessie Road	N W-E	Crossover	11.1			10	2
Jessie Road	N W-E	Double Yellow Lines	8.2			5	1
St Michael's Road	W S-N	Double Yellow Lines	17.2			15	3
St Michael's Road	W S-N	Too narrow to park	15.6			15	3
St Michael's Road	W S-N	Crossover	7.5			5	1
St Michael's Road	W S-N	Too narrow to park	3.7			0	0
St Michael's Road	W S-N	Crossover	4.7			0	0
St Michael's Road	W S-N	Too narrow to park	7.5			5	1
St Michael's Road	W S-N	Crossover	9.9			5	1
St Michael's Road	W S-N	Too narrow to park	5.7			5	1
St Michael's Road	W S-N	Crossover	9.2			5	1
St Michael's Road	W S-N	Too narrow to park	5.6			5	1
St Michael's Road	W S-N	Crossover	7.4			5	1
St Michael's Road	W S-N	Too narrow to park	6.5			5	1
St Michael's Road	W S-N	Crossover	7.5			5	1
St Michael's Road	W S-N	Too narrow to park	5.3			5	1
St Michael's Road	W S-N	Crossover	9.5			5	1
St Michael's Road	W S-N	Too narrow to park	5.8			5	1
St Michael's Road	W S-N	Crossover	23.2			20	4
St Michael's Road	W S-N	Unrestricted Kerb	5.5			5	1
St Michael's Road	W S-N	Crossover	7.4			5	1
St Michael's Road	W S-N	Unrestricted Kerb	6.5			5	1
St Michael's Road	W S-N	Crossover	10.5			10	2
St Michael's Road	W S-N	Unrestricted Kerb	7.4			5	1
St Michael's Road	W S-N	Crossover	9.3			5	1
St Michael's Road	W S-N	Unrestricted Kerb	5.6			5	1
St Michael's Road	W S-N	Crossover	7.4			5	1
St Michael's Road	W S-N	Unrestricted Kerb	6.6			5	1

St Michael's Road	W S-N	Crossover	7.5			5	1
St Michael's Road	W S-N	Unrestricted Kerb	7.5			5	1
St Michael's Road	E N-S	Too narrow to park	70.8			70	14
St Michael's Road	E N-S	Junction	16.3			15	3
St Michael's Road	E N-S	Unrestricted Kerb	16			15	3
St Michael's Road	E N-S	Crossover	3.8			0	0
St Michael's Road	E N-S	Unrestricted Kerb	3.8			0	0
St Michael's Road	E N-S	Crossover	6.7			5	1
St Michael's Road	E N-S	Unrestricted Kerb	6.5			5	1
St Michael's Road	E N-S	Crossover	9.4			5	1
St Michael's Road	E N-S	Unrestricted Kerb	5.5			5	1
St Michael's Road	E N-S	Crossover	7.8				0
St Michael's Road	E N-S	Unrestricted Kerb	7.6			5	1
St Michael's Road	E N-S	Crossover	9.4			5	1
St Michael's Road	E N-S	Unrestricted Kerb	4.7			0	0
St Michael's Road	E N-S	Crossover	10.2			10	2
St Michael's Road	E N-S	Unrestricted Kerb	7.6			5	1
St Michael's Road	E N-S	Crossover	4.6			0	0
St Michael's Road	E N-S	Unrestricted Kerb	30.9			30	6
St Michael's Road	E N-S	Double Yellow Lines	12.7			10	2
Jessie Road	N W-E	Junction	19.6			15	3
Jessie Road	N W-E	Too narrow to park	55.1			55	11

APPENDIX F



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NOTES:
Based on architects drawing: 'Proposed Plans_P12 EMAIL'

10.35m Rigid Vehicle

Overall Length
2.490m
Overall Width
3.726m
Overall Body Height
2.454m
Min Body Ground Clearance
2.437m
Max Track Width
3.005m
Lock to lock time
10.800m

10.35m

1.44

6

Skoda Octavia

Overall Length
4.572m
Overall Width
1.769m
Overall Body Height
1.468m
Min Body Ground Clearance
0.248m
Max Track Width
1.713m
Lock to lock time
4.008m
Kerb to Kerb Turning Radius
5.100m

4.572

0.961

2.576

A	09/10/23	Minor changes to parking bays	TS	RJM	RJM
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City

tpa

Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

CORDAGE

PROJECT:

THE SWAN INN,
HAVANT

TITLE:

SWEPT PATH ANALYSIS OF A
SKODA OCTAVIA AND A
10.35M RIGID

STATUS:

FOR INFORMATION

SCALE: 1:200	DATE: 27/09/23	DRAWN: TS	CHECKED: RJM	APPROVED: RJM
JOB NO: 1710-46	DRAWING NO: SP06	REVISION: A		

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