

**Proposed Theatre Building
at the Cowplain School**

Prepared for



By

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1.0 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Stuart Michael Associates Ltd (SMA), consulting engineers, on behalf of The Cowplain School, to support a planning application for the erection of a school theatre building and changing rooms to serve adjacent sports facilities, along with associated landscaping, planting, and ancillary works and 5 extra cycle spaces on the hardstanding area opposite the Schilling Building, at the Cowplain School, Hart Plain Avenue, Waterloooville, PO8 8RY. A plan showing the School's location and landowner ship is attached as **Appendix A**.

The Development Proposals

- 1.2 The development proposes a new theatre building along with associated infrastructure and landscaping enhancements. The proposed theatre building will be a two-storey structure. The ground floor will include a theatre stage, green room, two changing rooms, WCs, a foyer, bar/ticketing area, and storage spaces. The first floor will feature a viewing gallery, conference room, control office, and a storage/plant area.
- 1.3 **Appendix B** provides copies of the proposed site masterplans. As part of the development proposals, no modifications will be made to any of the existing site accesses.
- 1.4 The development is seeking certification under Building Research Establishment Environmental Assessment Method (BREEAM) New Construction 2018 (the most current version applicable to this development type).
- 1.5 A BREEAM pre-assessment was prepared by Sadler Energy and Environmental Services Ltd (SEES), which was submitted to Havant Borough Council (HBC). This pre-assessment document demonstrated that sustainability has been at the forefront of the design of this project from the outset of the design process and will support the planning application on environmental grounds
- 1.6 Based on the pre-assessment document, the development proposals are seeking to achieve a BREEAM rating of 'Very Good'. This TA and the Travel Plan (TP) (available in a separate document), reinforce that the site does secure this rating.



Description & Surrounding Area

- 1.7 The Cowplain School is a coeducational secondary school located in Waterlooville Hampshire. The school is an academy school serving students aged 11 to 16. The campus is located to the west A3, and to the south of Hart Plain Avenue.
- 1.8 School opening hours for pupils are from 08:30-15:40 Monday to Wednesday and 08:30-15:00 Thursday and Friday. Extracurricular activities operate outside of these hours.
- 1.9 The local area is reasonably flat and can be considered conducive to walking and cycling. Pupils are encouraged to walk and/or cycle to school. The school is also easily accessible by bus with services operated by both First Bus and Stagecoach available near to the school access.
- 1.10 The School has an active Travel Plan (TP) prepared in 2009, which SMA have reviewed. This TA and the accompanying TP, provided as a separate document, build on this to ensure compliance with local and national policy for the development proposals.

Assessment Methodology

- 1.11 Research undertaken in connection with this assessment has included:
 - Review of local and national planning policy guidance;
 - Assessment of existing public transport provision, timetable information and bus services;
 - Assessment of provisions for pedestrians and cyclists;
 - Assessment of the road safety implications of the proposed development;
 - Analysis of the impact of development traffic, together with background growth, on the operation of the local highway network;
 - Consideration of appropriate measures to encourage modal shift away from the private car and towards the use of foot, cycle and public transport.



- 1.12 This Transport Assessment has been prepared in accordance with “Guidance on Transport Assessment” published by the Department for Transport (DfT) in March 2007 and the Planning Practice Guidance (PPG). Guidance Notes, Manual for Streets (MfS) principles and Chartered Institute for Highways & Transportation (CIHT) guidelines.

Report Outline

- 1.13 The remainder of this TA is set out in the following sections:
- Section 2.0 provides an overview of the relevant national, regional and local transport policy framework;
 - Section 3.0 describes the existing conditions surrounding the site including accessibility, traffic flows, road safety and provision for walking, cycling and public transport;
 - Section 4.0 describes the proposed development and accessibility to local services and facilities, access by public transport, walking, cycling and car.
 - Section 5.0 assesses the baseline junction performance, considers background future year traffic growth and assesses the traffic impact of the development upon the local highway network;
 - Section 6.0 provides a summary and conclusion to the report.

Principal Findings and Conclusions

- 1.14 The School, benefits from an excellent location which has a wide range of sustainable access opportunities, be that walking, cycling, wheeling or public transport. The School already has established practices in place to ensure the safety of the pupils who use these sustainable methods.
- 1.15 The proposed development, will not increase staff or pupils numbers at the school. Although the development could be used by third party organisations, it will not generate significant motorised vehicle movements that coincide with either the local commuter peak periods or the school collection and drop off periods.



- 1.16 The existing situation and the Travel Plan, will ensure that any users of the development proposals will be able to access the site via sustainable means, ensuring that the development is not reliant on private car journeys.
- 1.17 As part of the development proposals, additional measures including electric vehicle (EV) charging facilities and new cycle parking will be provided. These measures confirm that the site is compliant with both local and national policy and guidance.
- 1.18 This TA confirms that the site should be considered to be compliant with all requirements to achieve a BREEAM rating of 'Very Good' from the highways and transport perspective.



2.0 PLANNING POLICY AND GUIDANCE

- 2.1 Central Government Policy seeks to reduce the impacts of transportation on the environment through the delivery of National and Local transportation policies. The overarching aim at each level is to provide more information and better choices so as to reduce the need to travel, and identify alternatives to the private car.
- 2.2 The following section provides a summary of relevant local and national planning policy and guidance.

National Planning Policy and Guidance

National Planning Policy Framework (2024)

- 2.3 The **National Planning Policy Framework** ('NPPF') (Ministry of Housing, Communities and Local Government, December 2024) has been taken into consideration in this assessment. The NPPF aims to promote sustainable development and highlights that transport issues are considered from the earliest stage of development proposals, so that the potential impacts of development on transport networks can be addressed, and alternative transport opportunities can be identified.
- 2.4 Chapter 9 of the NPPF outlines the Government's policy approach to promoting sustainable transport and assessing the transport impact of new developments.
- 2.5 The latest version of the NPPF sets out that all new developments should have a vision led approach for transport. This new requirement is explored throughout this TA.
- 2.6 The NPPF (paragraph 115) requires that new developments should ensure that sustainable transport modes are prioritised, taking into account the vision for the site, the type of development and its location. These should provide safe and suitable access to the application site for all users and ensure that "any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- 2.7 The NPPF (paragraph 116) states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on



highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”.

National Planning Practice Guidance

- 2.8 The **National Planning Practice Guidance** (NPPG) provides general guidance on Travel Plans and Transport Assessments. The NPPG identifies Travel Plans and Transport Assessments as ‘ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement’.
- 2.9 The Travel Plan is further described as a long-term management strategy for integrating proposals for sustainable travel into the planning process. They are considered to be based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (ref: NPPG).
- 2.10 The NPPG considers that Travel Plans positively contribute towards:
- Encouraging sustainable travel.
 - Lessening traffic generation and its detrimental impacts.
 - Reducing carbon emissions and climate impacts.
 - Creating accessible, connected, inclusive communities.
 - Improving health outcomes and quality of life.
 - Improving road safety; *and*
 - Reducing the need for new development to increase existing road capacity or provide new roads.

- 2.11 It is clear that the Travel Plan is considered to be a key document in actively managing growth to minimise impact and maximise sustainability.

BREEAM New Construction (2018)

- 2.12 The proposed development has been carefully designed to align with the highways and transport criteria of BREEAM New Construction 2018, ensuring sustainable travel is at the forefront of its operation. The site benefits from excellent accessibility by walking, cycling and public transport, reducing reliance on private vehicles. Existing robust travel planning measures at The Cowplain School will be strengthened through the introduction of additional cycle parking



and electric vehicle charging facilities. Furthermore, the development is expected to generate minimal additional traffic, with no increase in staff or pupil numbers, thereby safeguarding local highway capacity and safety. Collectively, these provisions demonstrate full compliance with BREEAM transport standards, supporting the achievement of a 'Very Good' rating from a highways and transport perspective.

Local Policy

- 2.13 The Site is located within the jurisdiction of Havant Borough Council (HBC) however Hampshire County Council acts the local highways authority. As such reference must be made to the following relevant planning policy.

HBC's Core Strategy (adopted March 2011)

- 2.14 Havant Borough's **Core Strategy** (2011) sets out the strategic framework guiding the borough's development through to 2026. It establishes the vision, spatial strategy, and key policies shaping land use.
- 2.15 The Core Strategy emphasises the need for sustainable development. In terms of transport specific policies, it establishes a strategic vision focused on sustainable travel, reducing dependence on private cars through improved public transport, walking, and cycling options.

HCC's Local Transport Plan (LTP4) (February 2024)

- 2.16 Hampshire County Council's **Local Transport Plan 4** (LTP4 – February 2024) replaced the LTP3. The LTP4 describes the county's transport vision for 2050, the key transport outcomes, and the principles that would guide future investment and decision making in relation to transport and travel and sets out transport policies covering all aspects of transport planning, delivery and operation.
- shift away from planning for vehicles, towards planning for people and places
 - meet national priorities to decarbonise the transport system
 - reduce reliance on private car travel
 - gives people a choice of high-quality travel options



- support sustainable economic development and regeneration; and promote active lifestyles

Additional Guidance

2.17 Further guidance notes have been taken into consideration in the completion of this Transport Assessment. This includes the following:

- CIHT: Providing for Journeys on Foot (2000)
- Manual for Streets (2007) Manual for Streets 2 (September 2010);
- Better Planning, Better Transport, Better Places (August 2019);
- Local Transport Note (LTN) 1/20 Cycle Infrastructure Design.

Policy Summary

- 2.18 From this policy review, it is considered that the development proposals align with many of the objectives set, both at a national and local level.
- 2.19 Access to sustainable transport modes, including public transport, walking, cycling and car share underpin the proposals, with safe, convenient access proposed for all modes, which aligns with NPPF guidance and other Government guidance.



3.0 EXISTING CONDITIONS

Site Location

- 3.1 The Cowplain School Campus is located within a predominantly residential area of the town of Waterlooville, Hampshire. The School is bound to the north by Hart Plain Avenue. Hart Plain Infant School and Hart Plain Junior school are located directly to the west of the site. The School is approximately 400m west of the A3.

Background Information

- 3.2 The Cowplain School is a coeducational secondary school located in Waterlooville, Hampshire. The school is an academy school serving students aged 11 to 16. The school currently has approximately 1000 pupils and 100 members of staff.
- 3.3 School opening hours for pupils are from 08:30-15:40 Monday to Wednesday and 08:30-15:00 Thursday and Friday. Extracurricular activities operate outside of these hours.
- 3.4 The School has an active Travel Plan prepared in 2009. This TP included staff, pupil and parent questionnaires that assessed travel methods to and from school. At the time of the surveys, it was confirmed that many pupils and parents were keen to travel to the school via sustainable methods and suggested a number of ways to improve these journeys.

Access by Active Travel

- 3.5 The local area can be considered to be a predominantly residential and educational area. The local geography is reasonably flat and can be considered conducive to walking and cycling. **Figure 3.1** provides plans showing key walking and cycle routes in proximity to the site. **Figures 3.2 to 3.3** provides plans showing approximate walk and cycle times from the local residential areas to the school.
- 3.6 In proximity to the school, Hart Plain Avenue is subject to a speed limit of 20mph. Yellow lines and keep clear markings are installed to prevent vehicles from blocking the carriageway. Existing 2.0m wide footways are provided on either side of Hart Plain Avenue. These footways provide connectivity to the wider footway network.
- 3.7 The A3 has designated cycle lanes on either side of the carriageway.



- 3.8 The school actively encourages students to walk and cycle to school as such has a number of existing well used pedestrian and cycle routes. On site vehicle movements are controlled between 15:00pm and 15:10pm to allow students to exit the site on foot safely.
- 3.9 The School benefits from excellent provision of existing bicycle parking, **Appendix C** provides a plan showing the location of the existing cycle parking along with indicative provision. The School currently has approximately 56 covered bicycle parking spaces and a further 97 uncovered spaces, equating to a total of 153 parking spaces. This means there is approximately one cycle parking spaces per 7 students, which is an improvement of the best practice guidance of 1 space per 10 students.
- 3.10 The local area can be considered to be a predominantly residential and educational area. The local area is reasonably flat and can be considered conducive to walking and cycling itself to cycling and walking. Pupils are encouraged to walk and/or cycle to school. The school is also easily accessible by bus with services operated by both First Bus and Stagecoach available near to the school access.

Local Accessibility

- 3.11 Manual for Streets (MfS) guidance considers that a walkable neighbourhood is one which has a range of facilities within 10 minutes walking distance (up to 800m) of residential area, which residents can comfortably access on foot. It is stated that this should not be considered an upper limit, with previous government policy (PPG13) indicating that walking can replace short car trips of up to 2km. This is reflected in the IHT guidance '*Providing for Journeys on Foot*' (2000), which recommends suitable maximum walking distances of up to 2km for key trip ends (**Table 3.1** refers).

Table 3.1 IHT Suggested Acceptable Walking Distance in Meters

	Town Centres	Commuting / School / Sight-Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Table 3.2 Guidelines for Providing for Journeys on Foot, IHT, 2000.

- 3.12 This 1.0km walking range from the site, as outlined in **Table 3.1** incorporates the a vast swathe of Waterlooville and Cowplain. A typical 20-minute cycling time



(London Cycling Design Guide) would also incorporate large proportions of other nearby residential areas.

Table 3.2 Distances to Bus Stops and Approximate Journey Times

Bus Stops	Distance (metres)	Walk Time (minutes)	Within Preferred Maximum
Cowplain Community School (E-bound & W-bound)	100	01:11	✓
Cowplain Hart Plain Avenue (NE-bound)	500	05:57	✓
Cowplain Hart Plain Avenue (SW-bound)	550	06:33	✓
Cowplain The Rainbow (adjacent)	600	07:09	✓
Cowplain The Rainbow (near)	650	07:44	✓
Cowplain The Rainbow (E-bound)	650	07:44	✓
Cowplain Shops	750	08:56	✓
Waterlooville Precinct (Stops A, B & C)	2200	26:11	-
Waterlooville Victoria Road (Stops D & E)	2250	26:47	-

- 3.13 As Error! Reference source not found. confirms, a range of bus stops are accessible from the site.

Access by Public Bus Services

- 3.14 As shown within **Table 3.2**, there are multiple bus stops located near the site. The nearest existing bus stops to the site are the Cowplain Community School bus stops on Hart Plain Avenue, approximately 100m from the centre of the site. These stops are served by the Number 652 and 654 bus services, operated by Stagecoach. Other nearby bus stops include Cowplain Hart Plain Avenue bus stops, served by the 8 theSTAR First Bus service, Cowplain The Rainbow bus stops, served by 7 theSTAR First Bus service and Stagecoach services 39, 652, 654 and D2. The Cowplain Shops bus stops are served by 8 theSTAR First service and Stagecoach services 37 and 916. The location of the existing bus stops and a summary of existing routes in proximity of the site are shown in **Figure 3.4**.



3.15 The bus times and approximate frequency of bus services are shown in **Table 3.2** below.

Table 3.2 Existing Bus Services

Service		Monday – Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
7 theSTAR	Portsmouth Interchange – QA Hospital – Waterlooville – Wecock	04:10 – 00:04	Every 20 mins	04:10 – 01:35	Every 20 mins	05:58 – 00:04	Every 20 mins
	Wecock – Waterlooville – QA Hospital – Portsmouth Interchange	04:15 – 23:57	Every 20 mins	04:15 – 01:33	Every 20 mins	05:57 – 23:57	Every 20 mins
8 theSTAR	Portsmouth Interchange – QA Hospital – Waterlooville - Clanfield	04:28 – 00:23	Every 20 mins	04:34 – 01:53	Every 20 mins	06:39 – 23:53	Every 20 mins
	Clanfield – Waterlooville – QA Hospital – Portsmouth Interchange	04:25 – 23:50	Every 20 mins	04:28 – 01:46	Every 20 mins	06:05 – 23:50	Every 20 mins
37	Havant – Waterlooville – Clanfield – Petersfield	06:12 – 19:28	Hourly	07:17 – 18:26	Every 90 mins	No Service	
	Petersfield – Clanfield – Waterlooville - Havant	06:31 – 19:44	Hourly	07:26 – 19:14	Every 90 mins		
39	Havant – Purbrook – Waterlooville - Wecock	05:30 – 23:24	Every 20 mins	06:15 – 23:24	Every 20 mins	07:45 – 21:29	Every 30 mins
	Wecock – Waterlooville – Purbrook - Havant	05:25 – 23:05	Every 20 mins	06:00 – 22:35	Every 20 mins	07:30 – 20:16	Every 30 mins
652	Hambledon – Denmead –Wecock – Cowplain Community School	07:35		No Service			
	Cowplain Community School – Wecock – Denmead - Hambledon	15:07					
654	Hambledon – Denmead – Waterlooville – Purbrook Oaklands School	08:21		No Service			
	Purbrook Oaklands School – Waterlooville – Cowplain Community School – Wecock – Denmead - Hambledon	15:50					
D1	Waterlooville – Denmead - Hambledon	07:35 – 17:58	Every 2 hours	09:35 – 17:58	Every 2 hours	No Service	
	Hambledon – Denmead - Waterlooville	08:04 – 18:23	Every 2 hours	08:04 – 16:27	Every 2 hours		
D2	Waterlooville – Denmead	08:35 – 17:00	Every 2 hours	08:35 – 17:00	Every 2 hours	No Service	
	Denmead - Waterlooville	07:03 – 17:26	Every 2 hours	09:01 – 17:26	Every 2 hours		

Local Road Network

3.16 The proposed Theatre building will be predominantly for use by the School and additional trips generated as a result are anticipated to be minimal. Journeys associated with the Theatre building will arrive and depart from the main entrance



to The Cowplain School. This is accessed via Hart Plain Avenue and is accessible via the A3 from the east and Milford Road from the west.

- 3.17 Hart Plain Avenue is subject to a 20mph speed limit. There are footways on both sides of the road and are approximately 2.0m in width. Hart Plain Avenue links the site to the centre of Waterloooville, south of the site.
- 3.18 The school has provision for a total of 128 vehicles in addition there is capacity for 80 vehicles to park within the overflow car park. As such the site is considered to have a maximum car parking capacity of 208 vehicles.

Accessibility Summary

- 3.19 In view of the above, it is considered that the site is ideally located to a range of bus services, providing access to the centre of Waterloooville and surrounding settlements. The local environment is also conducive to both walking and cycling, as such there many journeys to the school can be made by all modes of sustainable transport.

Road Safety

- 3.20 Personal Injury Accident (PIA) data has been obtained from www.crashmap.co.uk for the latest available 5-year period (from 2019 up to and including 2023). The data is attached as **Appendix D**. The study area includes the A3 London Road and Milton Road, as well as key junctions along both, within the vicinity of the site. PIA data, including location, type, and severity is provided in the following Figures.
- 3.21 Across the study area, a total of 18 incidents were recorded during the assessment period, 5 of which were serious in severity, with the remaining 13 incidents of slight severity.
- 3.22 A summary of the accidents within this study area has been provided in **Table 3.4**. This includes severity of injuries plus the type of road users involved in the incident.



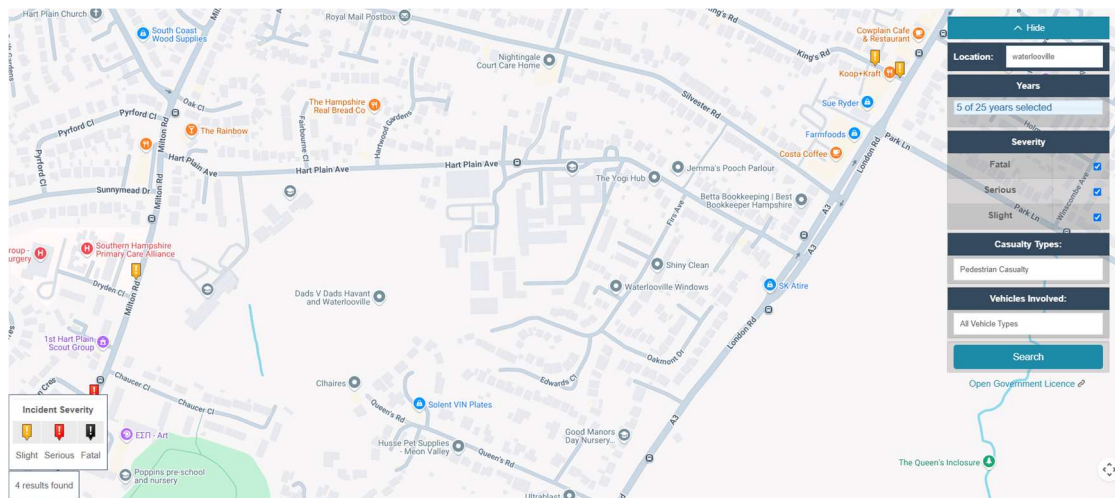
Table 3.3 Personal Injury Accidents Summary

Location	Severity				Road User (Casualties)				
	Fatal	Serious	Slight	Total	Pedestrian	Cyclist	Motorcyclist/ Passenger	Vehicle Driver/ Passenger	Total
Milton Road	-	-	1	1	1	-	-	-	1
Milton Road/Sunnymead Drive Junction	-	-	2	2	-	-	2	-	2
Milton Road/Hart Plain Avenue Junction (South)	-	-	1	1	-	-	-	1	1
Milton Road/Hart Plain Avenue Junction (North)	-	1	-	1	-	1	-	-	1
Hart Plain Avenue (North)	-	-	1	1	-	1	-	-	1
A3 London Road	-	1	-	1	-	-	1	-	1
A3 London Road/Hart Plain Avenue Junction	-	-	1	1	-	-	-	2	2
A3 London Road/Silvester Road Junction	-	-	1	1	-	1	-	-	1
A3 London Road/Park Lane Junction	-	3	1	4	-	-	3	2	5
A3 London Road/King's Road Junction	-	-	3	3	1	-	1	2	4
King's Road	-	-	2	2	2	-	-	1	3
TOTAL	-	5	13	18	4	3	7	8	22

Pedestrian Casualties

- 3.23 There have been 4 injuries to pedestrians in the vicinity of the site over the latest 5-year period. The first incident was slight in severity, involving a car colliding with a pedestrian crossing Milton Road from the driver's nearside in fine and dry conditions during the hours of daylight. The second incident was also slight in severity, involving a car colliding with two pedestrians crossing King's Road from the driver's offside in fine and dry conditions during the hours of darkness with street lights present and lit. The third incident was also slight in severity, involving a car in the act of turning right at the A3 London Road/King's Road junction, colliding with a pedestrian crossing from the driver's nearside in fine and dry conditions during the hours of daylight.

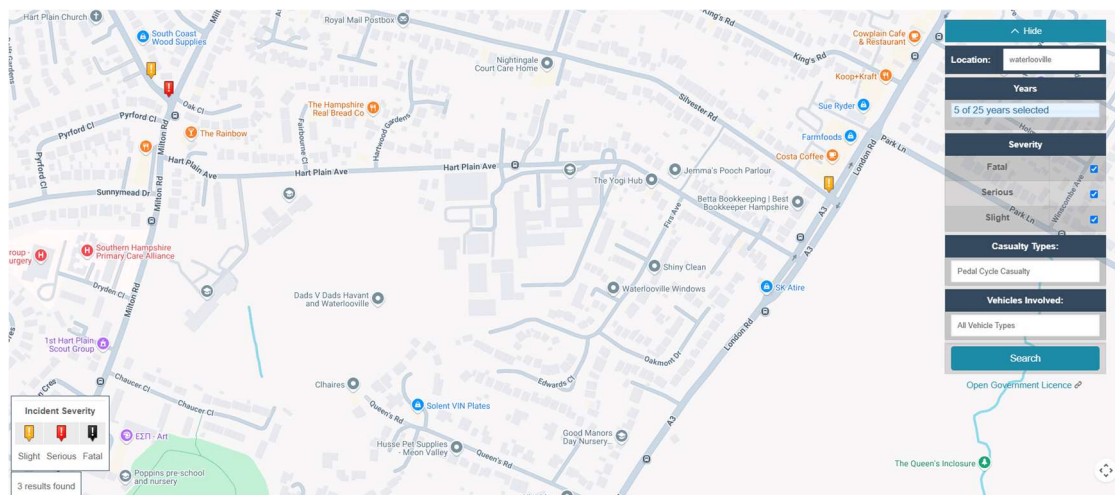
Figure 3.5 – Pedestrian Casualty Plan (Crashmap 2025)



Cyclist Casualties

3.24 There have been 3 injuries to cyclists in the vicinity of the site over the latest 5-year period. The first incident was slight in severity, involving the front of a car moving off colliding with the offside of a pedal cycle at the A3 London Road/Silvester Road junction in fine and dry conditions during the hours of daylight. The second incident was also slight in severity, involving a collision between the nearside of a car and the offside of a pedal cycle along Hart Plain Avenue to the west of Milton Road in fine and dry conditions during the hours of daylight. The third incident was serious in severity, involving the nearside of a car in the act of turning left colliding with the offside of a pedal cycle at the Milton Road/Hart Plain Avenue junction in fine and dry conditions during the hours of daylight.

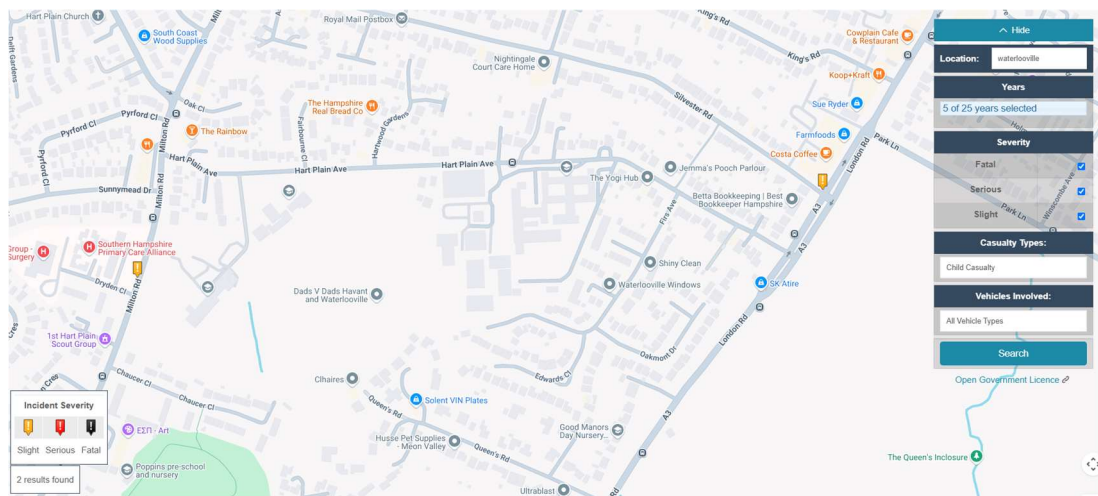
Figure 3.6 – Cyclist Casualty Plan (Crashmap 2025)



Child Casualties

- 3.25 There have been 2 injuries to children in the vicinity of the site over the latest 5-year period. The first incident was slight in severity, involving a car colliding with a 6-10 year old female crossing Milton Road from the driver's nearside in fine and dry conditions during the hours of daylight. The second incident was also slight in severity, involving the front of a car moving off colliding with the offside of an 11-15 year old female on a pedal cycle at the A3 London Road/Silvester Road junction in fine and dry conditions during the hours of daylight.

Figure 3.7– Child Casualty Plan (Crashmap 2025)



Personal Injury Accident (PIA) Summary

- 3.26 After reviewing the PIA data provided, it is clear that the majority of accidents that occurred within the search area are primarily caused by human error.
- 3.27 In view of the foregoing, it is anticipated that the proposed development, with its minimal increase in additional vehicles, would not significantly affect road safety conditions on the surrounding highway.



4.0 DEVELOPMENT PROPOSALS

4.1 This Transport Assessment has been prepared to support the construction of a new theatre building along with associated infrastructure and landscaping enhancements. The proposed theatre building will be a two-storey structure. The ground floor will include a theatre stage, green room, two changing rooms, WCs, a foyer, bar/ticketing area, and storage spaces. The first floor will feature a viewing gallery, conference room, control office, and a storage/plant area.

4.2 Copies of the proposed site masterplans are attached as **Appendix B**.

Site Access

4.3 No modifications will be made to any of the site accesses, including the main vehicular access from Hart Plain Avenue. As Section 3.0 confirms the existing accesses provide safe access for all transport modes (walking, cycling, wheeling and motorised vehicles). As such the existing access proposals are deemed suitable for the development proposals and no modifications are required.

Internal Road Layout

4.4 No modifications are proposed to the existing internal road layout. Existing measures such as restricted movement of motorised vehicles at key times will be retained (set out in Section 3.0), to ensure the safety of pedestrians within the school boundary.

Parking Provision

4.5 As stated in Section 3.0 the site benefits from excellent parking provision for both cars and pedal cycles. As part of the development proposals an electric vehicle (EV) charging facilities will be provided. Replacing one of the existing car parking spaces within the main car park.

4.6 In addition, new cycle parking facilities will also be provided, close to the proposed theatre building. The location of these measures is shown on **Appendix A**.

Cycling and Walking Provision

4.7 Section 3.0 confirms that the site benefits from excellent connections to the existing pedestrian and cycle networks in proximity to the School. As such the development proposals will be able to use these facilities.



- 4.8 As part of the development proposals a footpath access to the theatre building will be provided. This footpath has been designed to ensure safe and convenient access to the new theatre building.
- 4.9 As shown on the site masterplan, new cycle parking, in proximity to the theatre will be provided as part of the development proposals.
- 4.10 Due to the excellent existing walking and cycling facilities already in situ no additional modifications are required to support these development proposals.

Access by Public Transport

- 4.11 As Section 3.0 summarises the School is located within suitable walking distance of a range of frequent bus services that operate throughout both weekdays and on weekends. As such the development can be accessed via the existing public transport provision.

Development Traffic Trip Generation

- 4.12 The development proposals will not generate significant additional vehicle movements, as no additional staff or pupils will join the school based on these proposals.
- 4.13 The proposals will allow for afterschool/ extra curricula activities to be held within the theatre however the data provided by The Cowplain School (which is available on request) confirms existing additional activities occur at the school. These activities occur out the typical peak movement periods the AM commuter peak period often considered to be 07:30-09:00, the PM school pick up period 14:30 – 16:30 and the PM commuter peak period: 17:00-18:30. As such any additional vehicle trips generated by the development proposals would be absorbed within the existing capacity of the local highway network.
- 4.14 The previous sections have confirmed that the development benefits from excellent walking, cycling and public transport links. A Travel Plan, also prepared to support this application, sets out how these links can ensure that the development proposals will not see an increase in motorised vehicle movements that could have a detrimental impact on the local highway network.
- 4.15 Based on the above, and due to the size of the development proposals no offsite highways modelling assessments are required to support this application.



5.0 SUMMARY AND CONCLUSION

- 5.1 This Transport Assessment (TA) has been prepared by Stuart Michael Associates Ltd (SMA), consulting engineers, on behalf of The Cowplain School, to support a planning application for a proposed theatre at the Cowplain School, Hart Plain Avenue, Waterloooville, PO8 8RY.
- 5.2 This TA sets out the development proposals, and confirms that these proposals will not have a detrimental impact on the local highway network. This TA also reviews the site's compliance with criteria set out in the Building Research Establishment Environmental Assessment Method (BREEAM) New Construction 2018 for a 'Very Good' rating in terms of highways and transportation matters.
- 5.3 The development proposes a new theatre building along with associated infrastructure and landscaping enhancements. The proposed theatre building will be a two-storey structure. The ground floor will include a theatre stage, green room, two changing rooms, WCs, a foyer, bar/ticketing area, and storage spaces. The first floor will feature a viewing gallery, conference room, control office, and a storage/plant area.
- 5.4 As part of the development proposals new electric vehicle charging facilities and additional cycle parking facilities will be provided. The proposed site masterplans are attached as **Appendix B**, to this TA.

Principal Findings and Conclusions

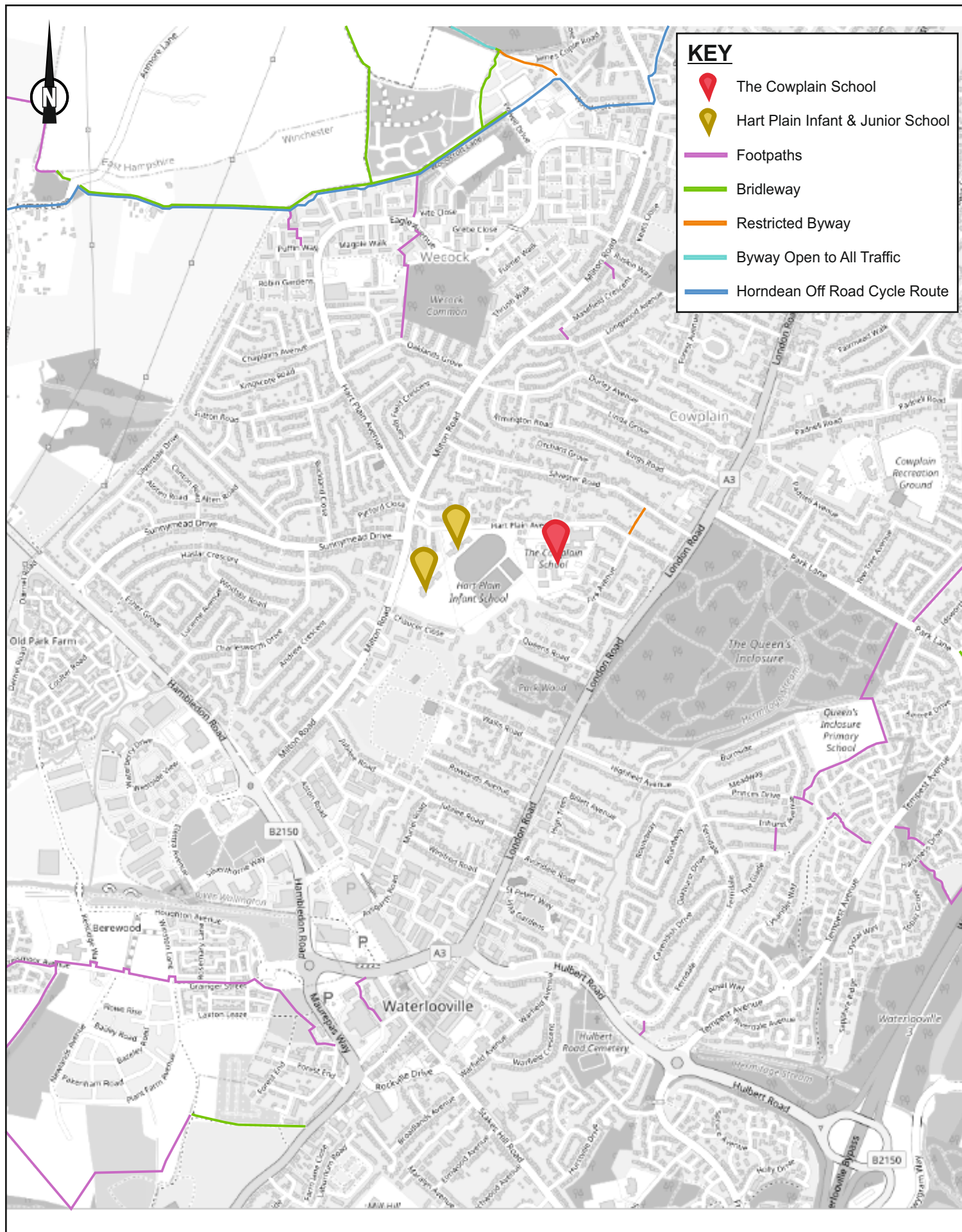
- 5.5 The School, is located within an area of Waterloooville, that benefits from an excellent range of sustainable access opportunities, including walking, cycling, wheeling or public transport (bus services). As such the development proposals will be able to take advantage of these existing opportunities.
- 5.6 The School already has established practices in place to ensure the safety of the pupils who use these sustainable methods, this includes limiting vehicle movements on site at times when pupils will be walking around the site. The development proposals will not impact these existing practices in any way.
- 5.7 The proposed development, will not increase staff or pupils numbers at the school. Although the development could be used by third party organisations for example for extra curricula activities, these events will not generate significant

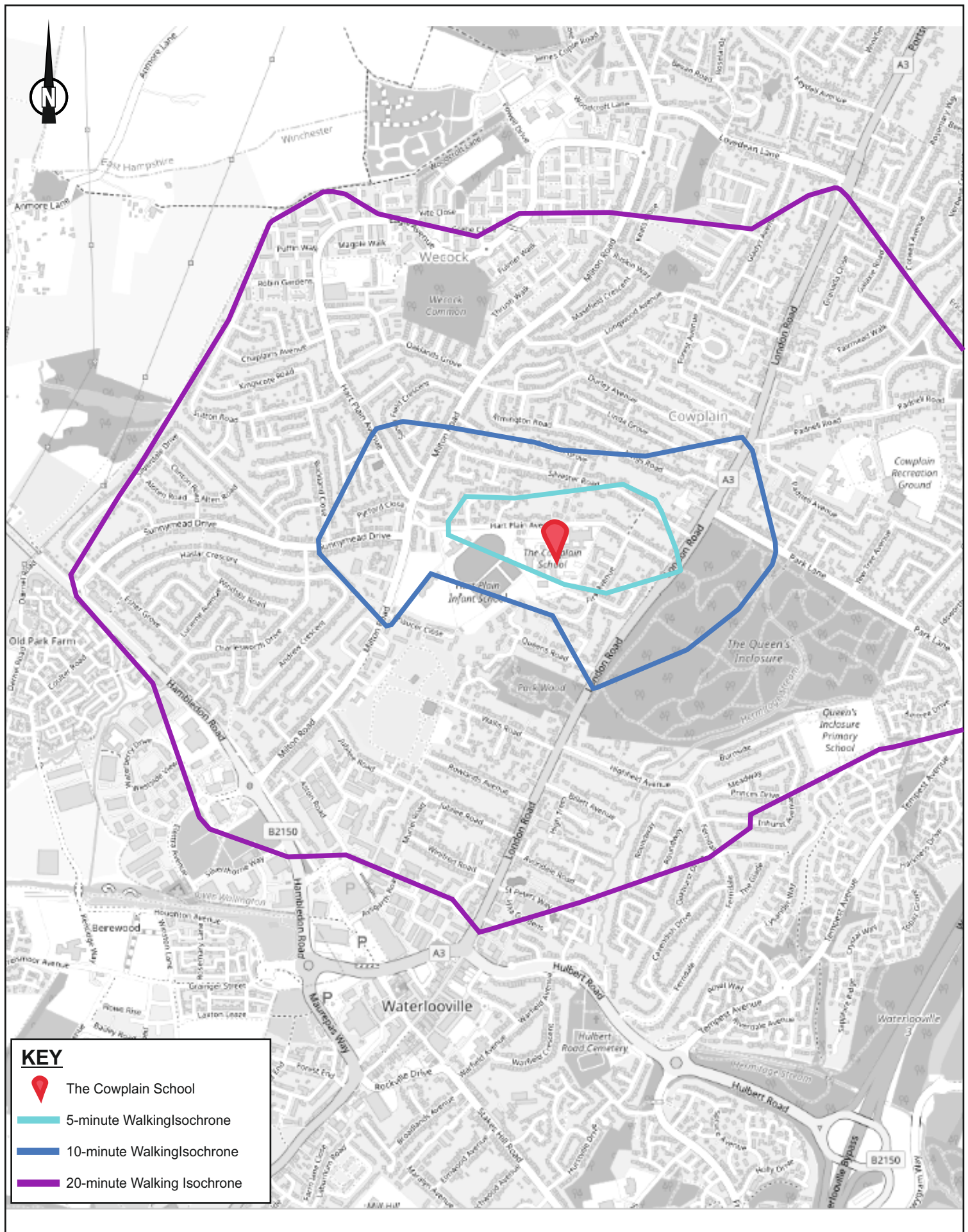


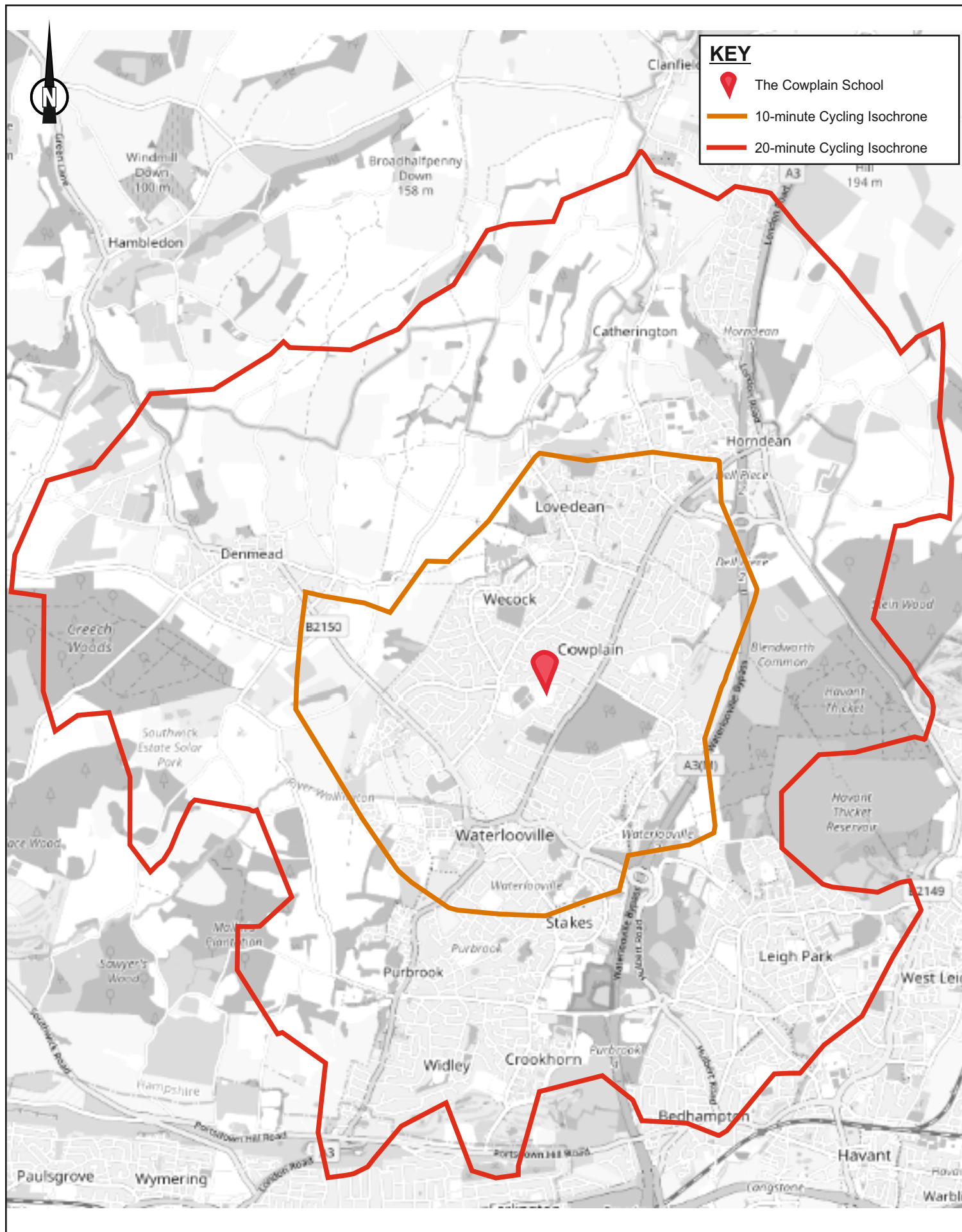
motorised vehicle movements that coincide with either the local commuter peak periods or the school collection and drop off periods.

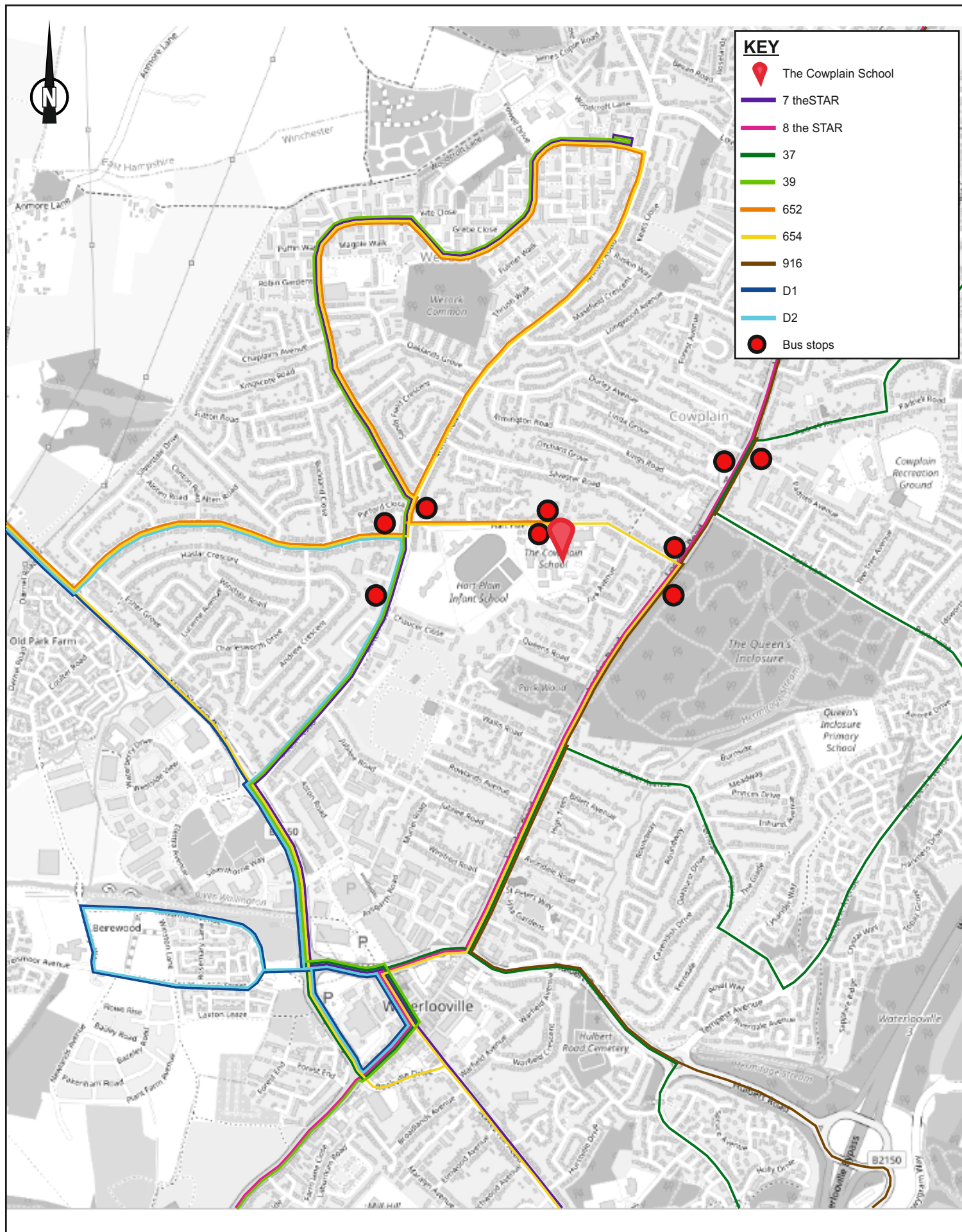
- 5.8 A Travel Plan has been prepared and is available as a separate document which ensures that any future users of the development proposals will be able to access the site via sustainable means, ensuring that the development is not reliant on private car journeys.
- 5.9 As part of the development proposals, additional measures including electric vehicle (EV) charging facilities and new cycle parking will be provided. These measures confirm that the site is compliant with both local and national policy and guidance.
- 5.10 This TA confirms that the site should be considered to be compliant with all requirements to achieve a BREEAM rating of 'Very Good' from the highways and transport perspective.
- 5.11 As such in line with NPPF policy, as this development will not have a detrimental impact on the local highway network there should be no reason to object to this planning application on highways grounds.

FIGURES

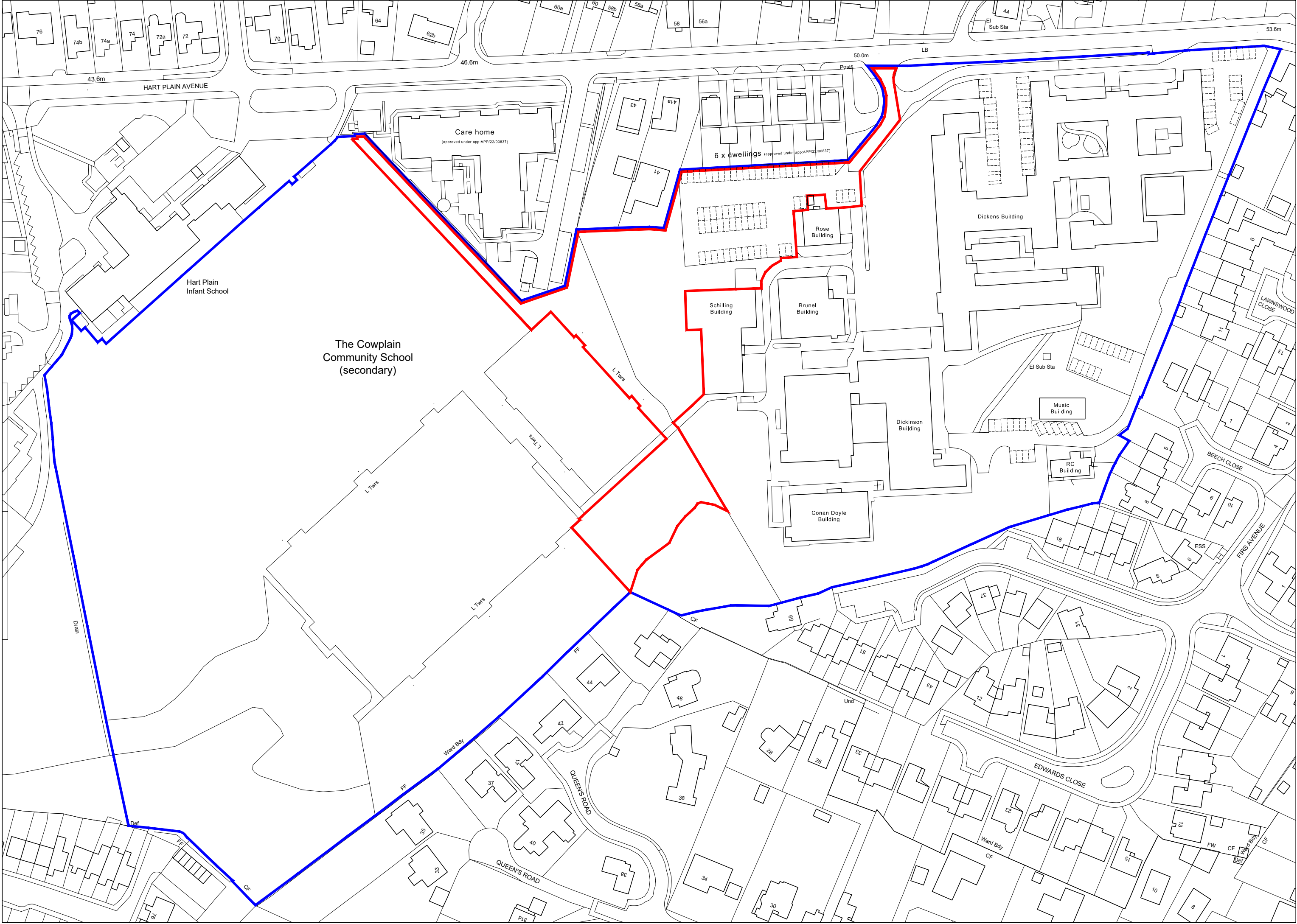








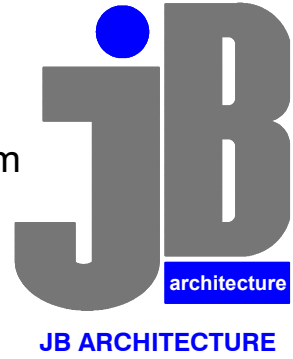
APPENDIX A



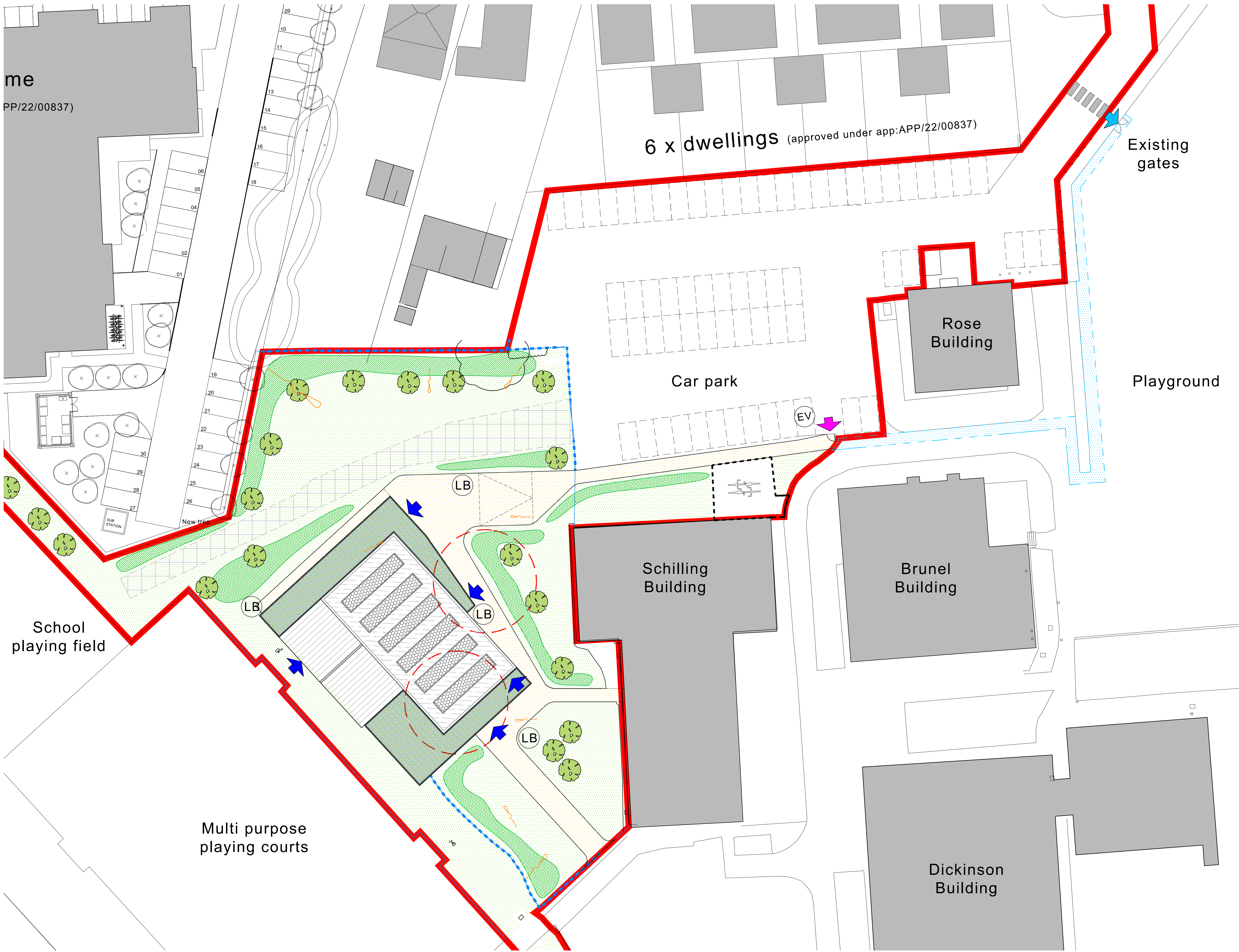
Location plan 1:1250



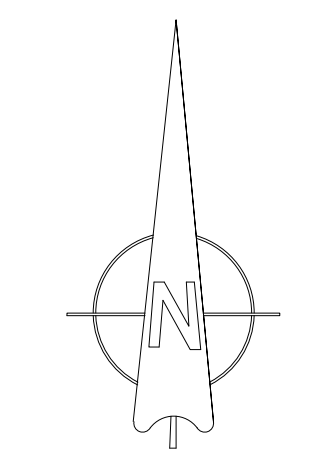
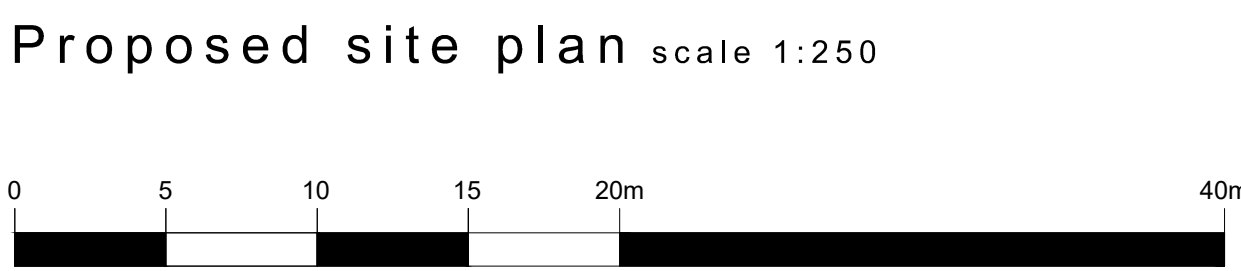
For THE COWPLAIN SCHOOL	Title LOCATION PLAN				Office Tel: 01243 933732 Email: admin@jb-architecturedesign.com Web: www.jb-architecturedesign.com		
	Project PROPOSED THEATRE BUILDING AT THE COWPLAIN SCHOOL HART PLAIN AVENUE, WATERLOOVILLE PO8 8RY	Date April 2025	Drawn JB	Scale 1:1250 @ A2			Checked -
		Job Number PL.809.25	Drawing Number -20	Revision A			



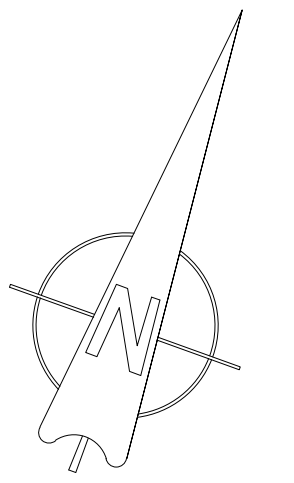
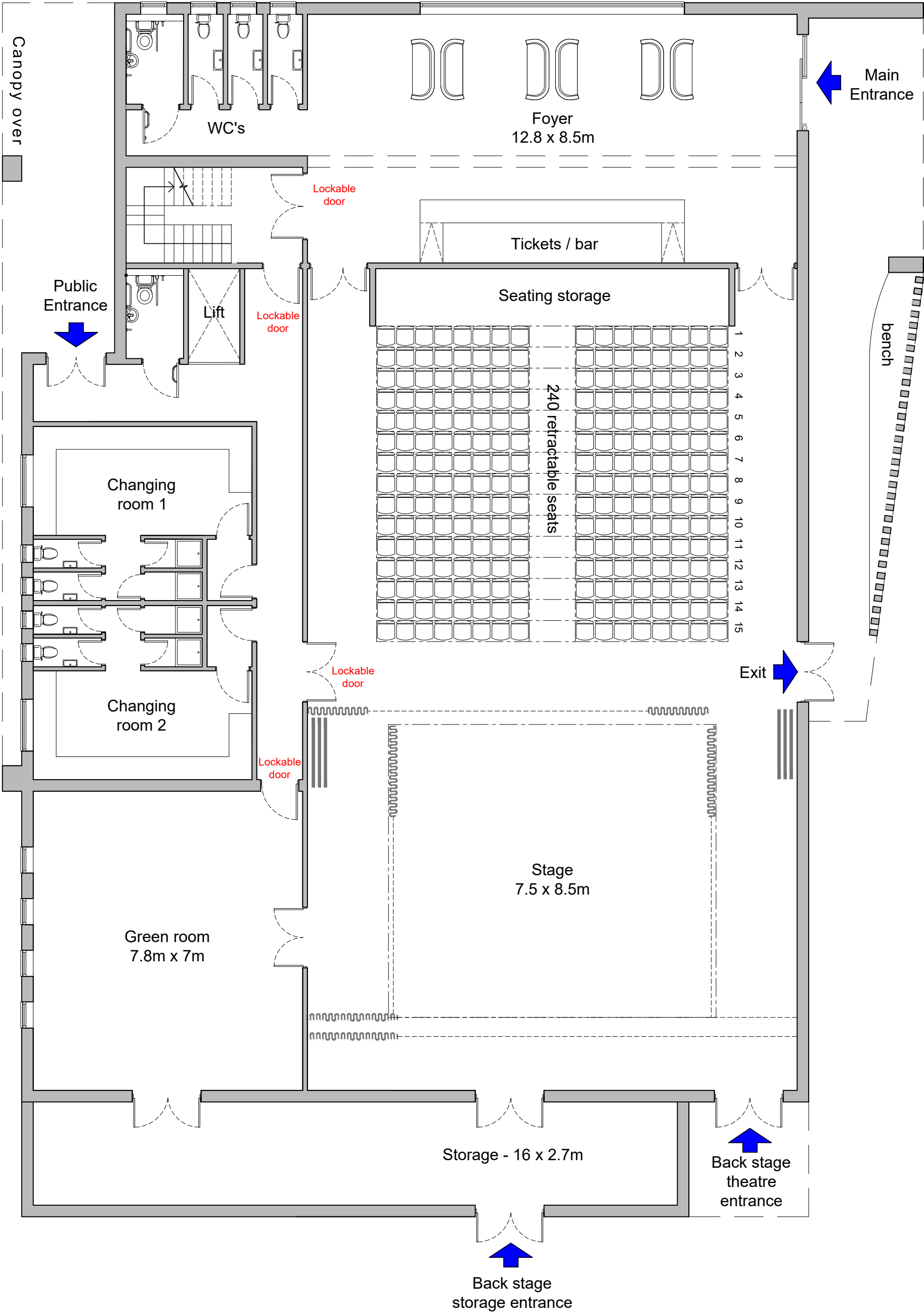
APPENDIX B



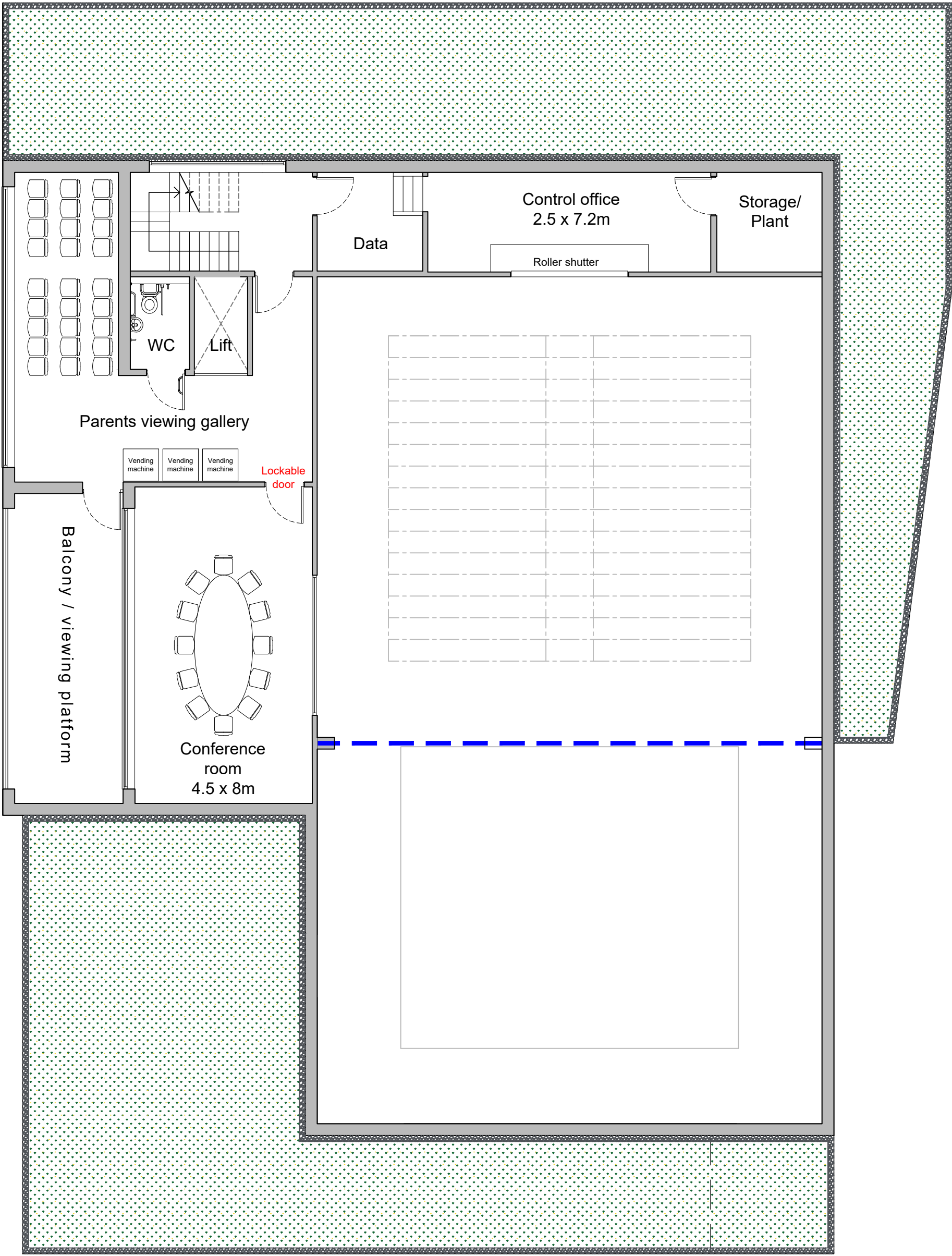
- Key:**
- Areas of grass
 - Existing tree removed
 - Vehicular access to playing field (maintenance and emergency access)
 - New tree
 - New hedgerow
 - Footpath
 - Out of hours pedestrian route
 - Car park access to theatre & changing rooms
 - Building entry points
 - Out of hours pedestrian access
 - EV Electric vehicle charging point
 - LB New litter bin location
 - Additional bike spaces



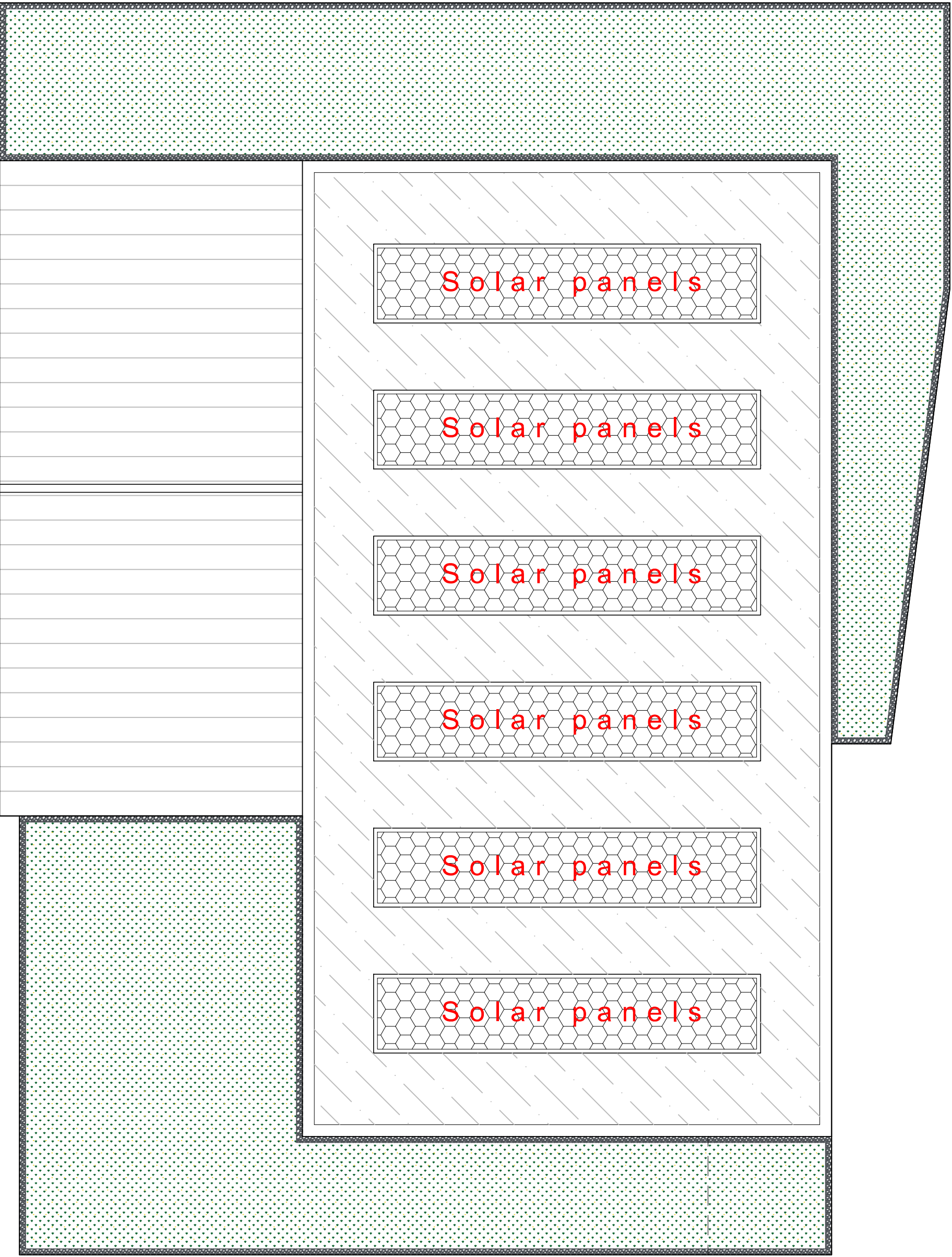
For THE COWPLAIN SCHOOL		Title PROPOSED SITE PLAN		Office Tel: 01243 933732	
Project PROPOSED THEATRE BUILDING AT THE COWPLAIN SCHOOL HART PLAIN AVENUE, WATERLOOVILLE PO8 8RY		Date April 2025	Drawn JB	Scale 1:250 @ A1	Checked -
		Job Number PL809.25	Drawing Number -22		Revision C
				Email: admin@jb-architecturedesign.com	
				Web: www.jb-architecturedesign.com	



Ground floor plan



First floor plan



Roof plan

Proposed floor plans scale 1:100



For THE COWPLAIN SCHOOL	Title PROPOSED FLOOR PLANS				Office Tel: 01243 933732	
Project PROPOSED THEATRE BUILDING AT THE COWPLAIN SCHOOL HART PLAIN AVENUE, WATERLOOVILLE PO8 8RY	Date April 2025	Drawn JB	Scale 1:100 @ A1	Checked -	Email: admin@jb-architecturedesign.com	
	Job Number PL.809.24	Drawing Number -23		Revision A	Web: www.jb-architecturedesign.com	

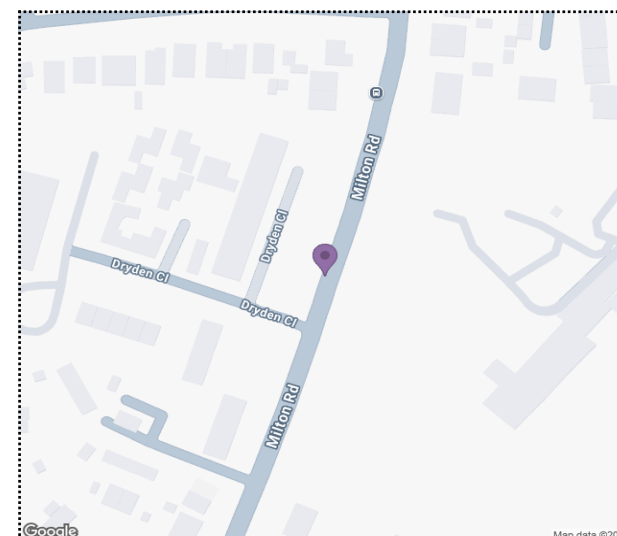
APPENDIX C

APPENDIX D



Validated Data

Crash Date:	Thursday, May 16, 2019	Time of Crash:	08:20:00	Crash Reference:	2019440167965
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	1
Local Authority:	Havant			OS Grid Reference:	468125 110676
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
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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Validated Data

Crash Date:

Thursday, May 16, 2019

Time of Crash:

08:20:00

Crash Reference: 2019440167965

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 cars 2005 onwards)	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's nearside

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

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Validated Data

Crash Date: Sunday, July 7, 2019

Time of Crash: 19:30:00

Crash Reference: 2019440236010

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 468154 110839

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

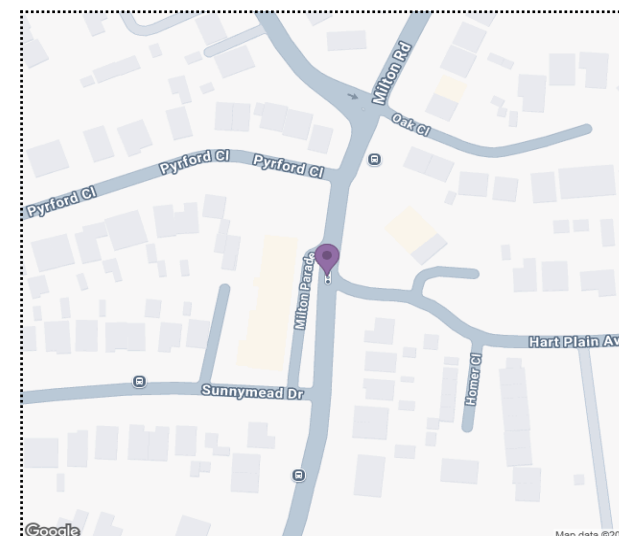
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light 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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Validated Data

Crash Date:

Sunday, July 7, 2019

Time of Crash: 19:30:00

Crash Reference: 2019440236010

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 cars 2005 onwards)	13	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	15	Male	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

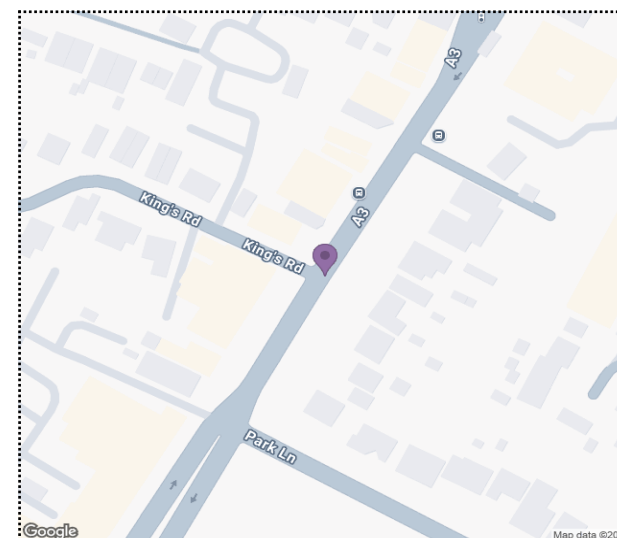
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Wednesday, July 17, 2019	Time of Crash:	16:14:00	Crash Reference:	2019440250177
Highest Injury Severity:	Slight	Road Number:	A3	Casualties:	2
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	469109 110942
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
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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Validated Data

Crash Date:

Wednesday, July 17, 2019

Time of Crash: 16:14:00

Crash Reference: 2019440250177

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Female	26 - 35	Vehicle is waiting to turn right	Back	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	10	Female	26 - 35	Vehicle is slowing down or stopping	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Monday, October 7, 2019

Time of Crash: 07:35:00

Crash Reference: 2019440357749

Highest Injury Severity: Serious

Road Number: A3

Casualties: 1

Highway Authority: Hampshire

Vehicles: 1

Local Authority: Havant

OS Grid Reference: 469083 110895

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

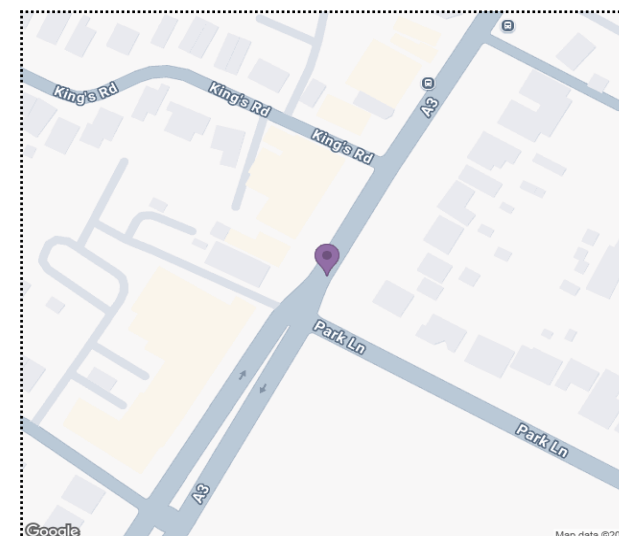
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Monday, October 7, 2019

Time of Crash:

07:35:00

Crash Reference: 2019440357749

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 cars 2005 onwards)	9	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	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	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Monday, October 21, 2019

Time of Crash: 08:20:00

Crash Reference: 2019440376534

Highest Injury Severity: Slight

Road Number: A3

Casualties: 1

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 469014 110801

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

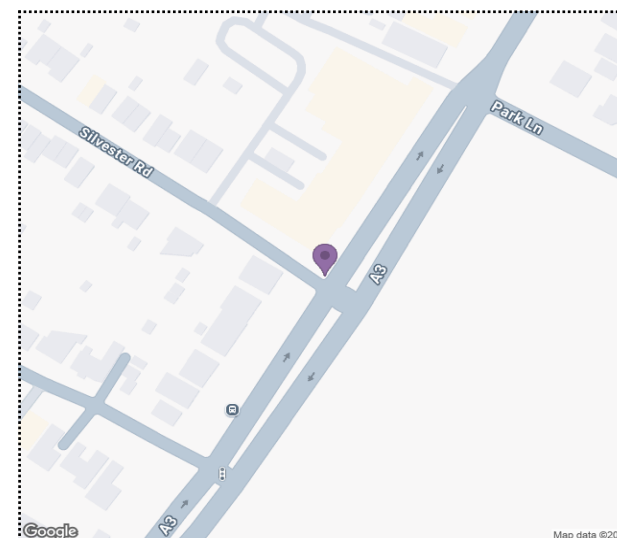
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

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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Validated Data

Crash Date: Monday, October 21, 2019

Time of Crash: 08:20:00

Crash Reference: 2019440376534

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Female	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Pupil riding to/from school	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Female	56 - 65	Vehicle is moving off	Front	Unknown	None	None

Casualties

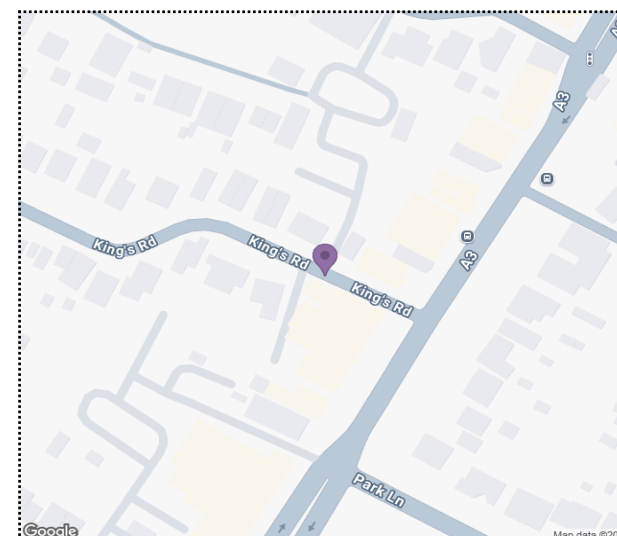
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Saturday, January 18, 2020	Time of Crash:	19:13:00	Crash Reference:	2020440022002
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	2
Highway Authority:	Hampshire			Vehicles:	1
Local Authority:	Havant			OS Grid Reference:	469066 110960
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Saturday, January 18, 2020

Time of Crash: 19:13:00

Crash Reference: 2020440022002

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 cars 2005 onwards)	5	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's offside
1	2	Slight	Pedestrian	Female	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's offside

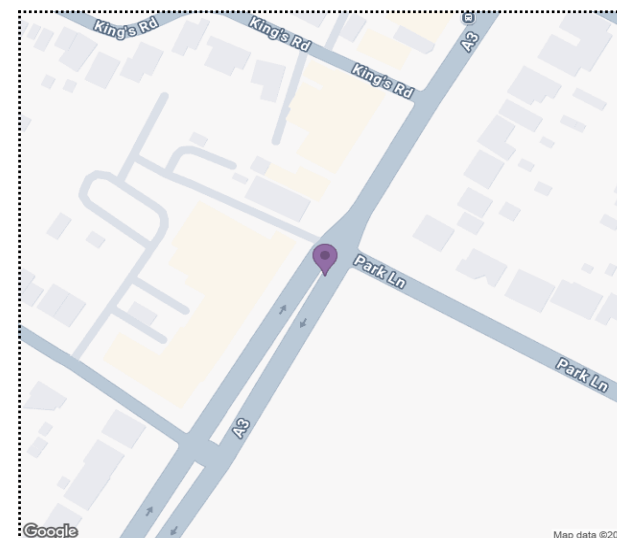
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Tuesday, June 23, 2020	Time of Crash:	19:58:00	Crash Reference:	2020440228739
Highest Injury Severity:	Slight	Road Number:	A3	Casualties:	2
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	469067 110867
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
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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Validated Data

Crash Date:

Tuesday, June 23, 2020

Time of Crash: 19:58:00

Crash Reference: 2020440228739

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Female	26 - 35	Vehicle is changing lane to the right (including slip road)	Offside	Unknown	None	None
2	Motorcycle over 500cc A (2005 onwards)	8	Male	56 - 65	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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



Validated Data

Crash Date: Thursday, February 4, 2021

Time of Crash: 18:36:00

Crash Reference: 2021440043553

Highest Injury Severity: Slight

Road Number: A3

Casualties: 2

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 468969 110722

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

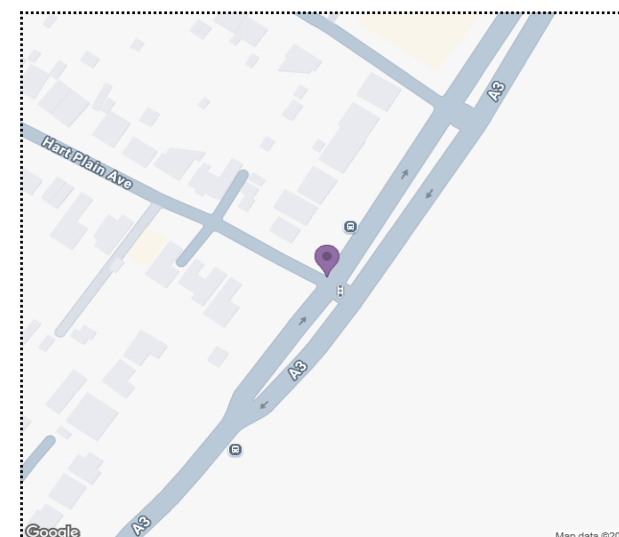
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light 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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, February 4, 2021

Time of Crash: 18:36:00

Crash Reference: 2021440043553

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 cars 2005 onwards)	1	Male	56 - 65	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	11	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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



Validated Data

Crash Date: Friday, August 6, 2021

Time of Crash: 19:03:00

Crash Reference: 2021440312934

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 468141 110936

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

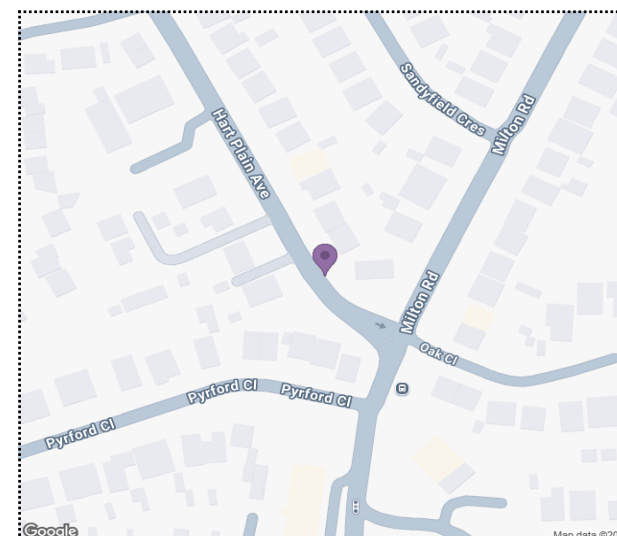
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: One way street

Junction Control: Unknown



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

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Validated Data

Crash Date:

Friday, August 6, 2021

Time of Crash: 19:03:00

Crash Reference: 2021440312934

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

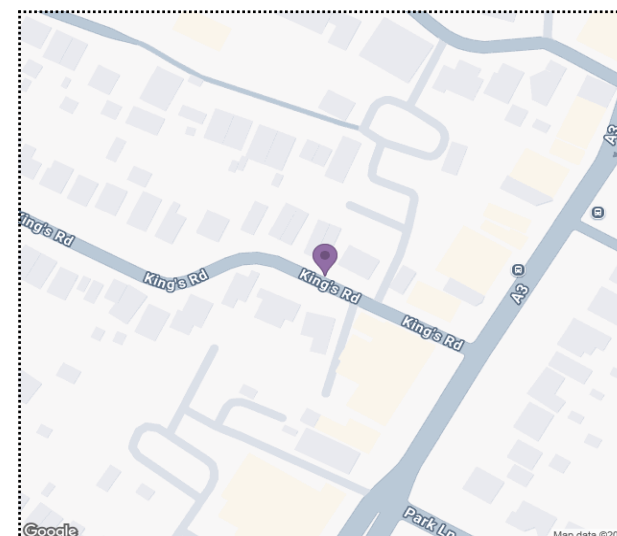
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Validated Data

Crash Date:	Monday, September 13, 2021	Time of Crash:	19:30:00	Crash Reference:	2021440368312
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	1
Local Authority:	Havant			OS Grid Reference:	469046 110974
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
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:	Dual carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Monday, September 13, 2021

Time of Crash:

19:30:00

Crash Reference: 2021440368312

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Female	Over 75	Vehicle is reversing	Back	Unknown	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

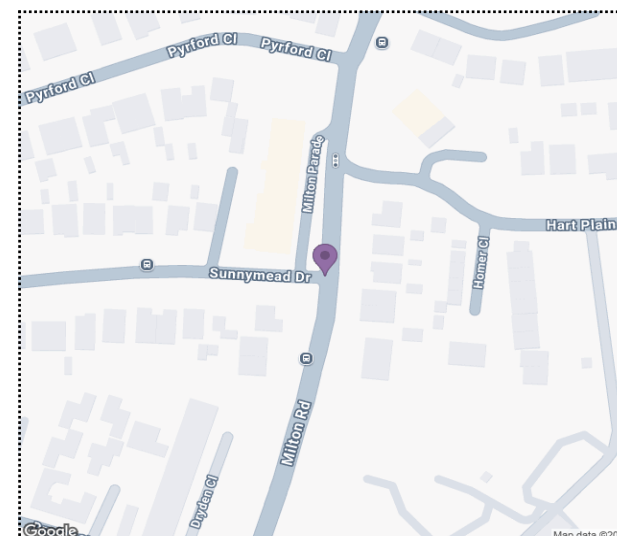
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Friday, January 28, 2022	Time of Crash:	08:34:00	Crash Reference:	2022440037454
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	468152 110788
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Friday, January 28, 2022

Time of Crash:

08:34:00

Crash Reference: 2022440037454

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	Motorcycle over 500cc Å (2005 onwards)	4	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Offside	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Female	21 - 25	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, March 25, 2022

Time of Crash: 17:45:00

Crash Reference: 2022440119520

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 468165 110911

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 20

Light Conditions: Daylight: regardless of presence of streetlights

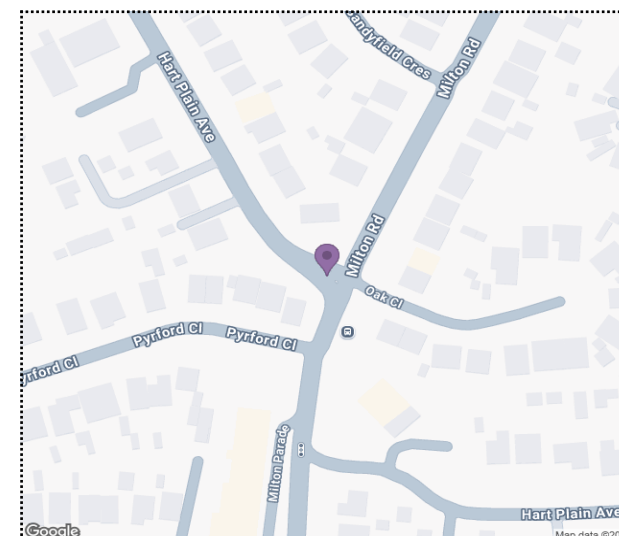
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Friday, March 25, 2022

Time of Crash: 17:45:00

Crash Reference: 2022440119520

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Unknown	Unknown	Vehicle is in the act of turning left	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

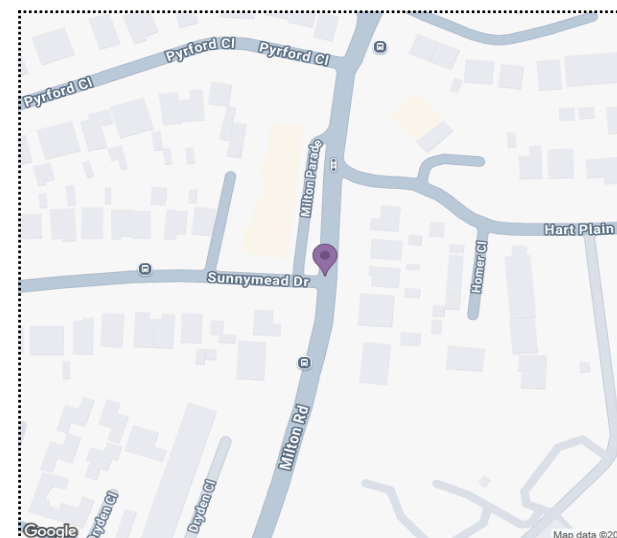
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Validated Data

Crash Date:	Thursday, April 21, 2022	Time of Crash:	19:30:00	Crash Reference:	2022440160524
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	468153 110790
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Thursday, April 21, 2022

Time of Crash: 19:30:00

Crash Reference: 2022440160524

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Female	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Motorcycle A over 50cc and up to 125cc (1999 onwards)	-1	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

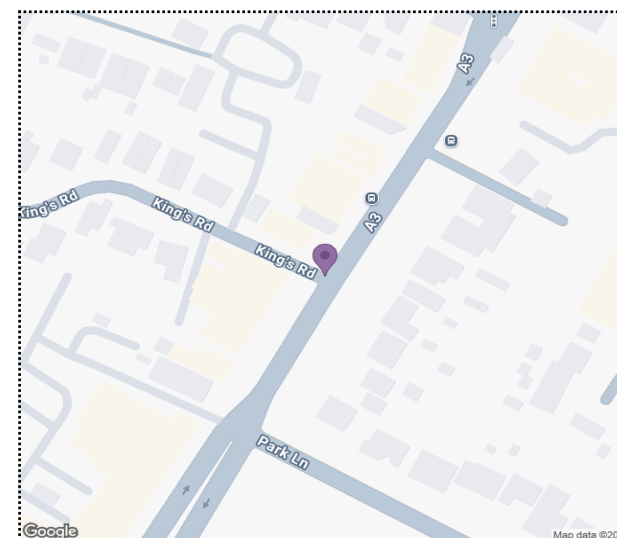
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Validated Data

Crash Date:	Monday, February 6, 2023	Time of Crash:	06:44:00	Crash Reference:	2023440049890
Highest Injury Severity:	Slight	Road Number:	A3	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	2
Local Authority:	Havant			OS Grid Reference:	469105 110943
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Monday, February 6, 2023

Time of Crash:

06:44:00

Crash Reference: 2023440049890

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	Motorcycle 50cc and under	6	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Male	56 - 65	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, April 30, 2023

Time of Crash: 12:57:00

Crash Reference: 2023440169130

Highest Injury Severity: Serious

Road Number: A3

Casualties: 1

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 469079 110874

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

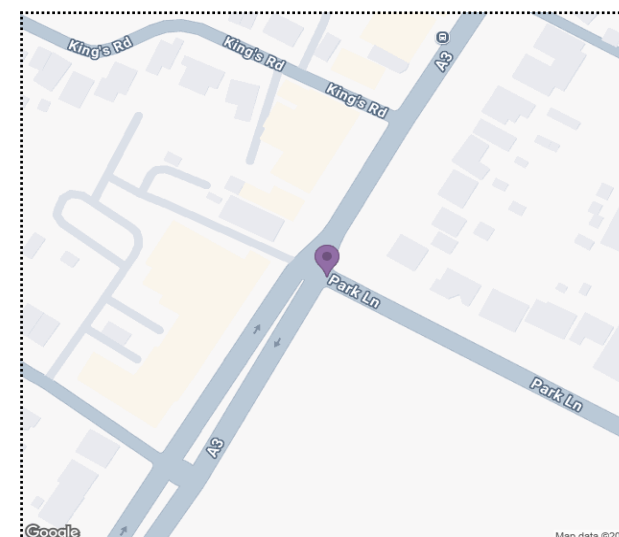
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Sunday, April 30, 2023

Time of Crash: 12:57:00

Crash Reference: 2023440169130

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	17	Female	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Motorcycle over 500cc A (2005 onwards)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, May 30, 2023

Time of Crash: 17:45:00

Crash Reference: 2023440214325

Highest Injury Severity: Slight

Road Number: A3

Casualties: 1

Highway Authority: Hampshire

Vehicles: 1

Local Authority: Havant

OS Grid Reference: 469099 110944

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

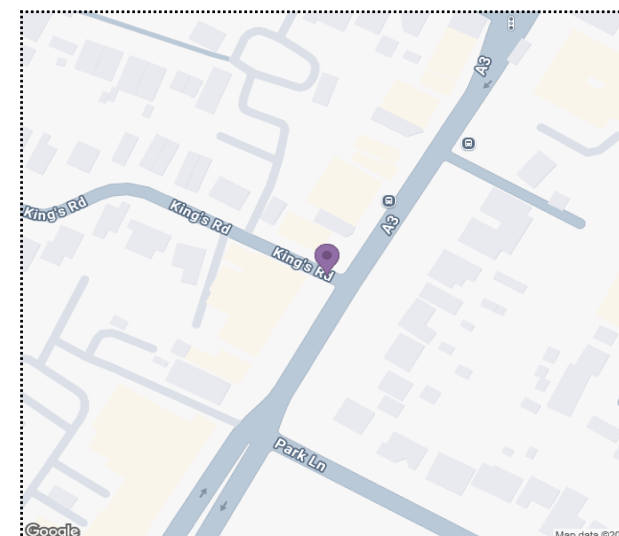
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Tuesday, May 30, 2023

Time of Crash: 17:45:00

Crash Reference: 2023440214325

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	36 - 45	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	66 - 75	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

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Validated Data

Crash Date: Thursday, June 15, 2023

Time of Crash: 10:09:00

Crash Reference: 2023440237091

Highest Injury Severity: Serious

Road Number: A3

Casualties: 1

Highway Authority: Hampshire

Vehicles: 2

Local Authority: Havant

OS Grid Reference: 469071 110862

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

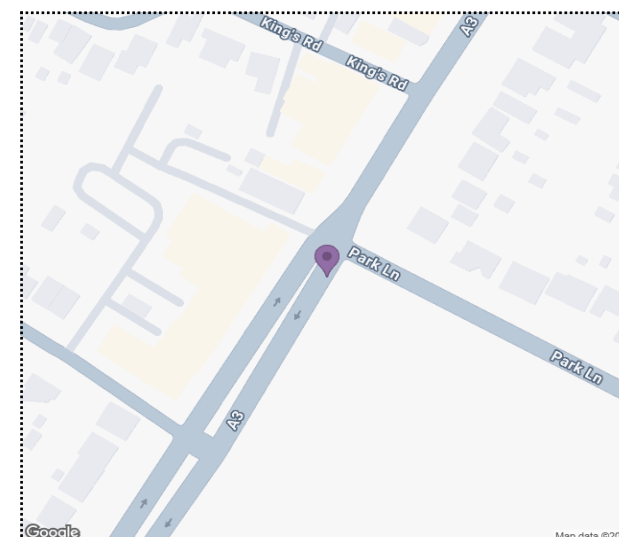
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Thursday, June 15, 2023

Time of Crash: 10:09:00

Crash Reference: 2023440237091

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Female	46 - 55	Vehicle is performing a U turn	Nearside	Unknown	None	None
2	Motorcycle over 125cc and up to 500cc (2005 onwards)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

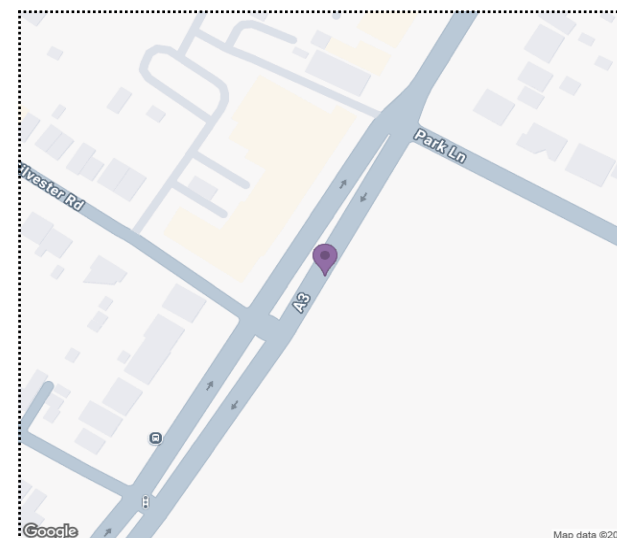
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, November 28, 2023	Time of Crash:	20:23:00	Crash Reference:	2023440487492
Highest Injury Severity:	Serious	Road Number:	A3	Casualties:	1
Highway Authority:	Hampshire			Vehicles:	1
Local Authority:	Havant			OS Grid Reference:	469045 110812
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
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				



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Validated Data

Crash Date:

Tuesday, November 28, 2023

Time of Crash: 20:23:00

Crash Reference: 2023440487492

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	Motorcycle A over 50cc and up to 125cc (1999 onwards)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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