



NENE VALLEY

Transport Planning

MARCH 30, 2026

TRANSPORT STATEMENT

102 Bedhampton Road, Havant, PO9 3EZ

NENE VALLEY TRANSPORT PLANNING CONSULTANTS LTD

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INTRODUCTION

- 1.1. Nene Valley Transport Planning Consultants Ltd (NVTP) has been instructed to prepare this Transport Statement (TS) in support of a planning application for the proposed change of use of 102 Bedhampton Road, Havant, PO9 3EZ. The application seeks permission for the change of use of the existing residential property to operate as a children's day nursery.
- 1.2. The proposed nursery will accommodate a maximum of 40 children and will operate between 07:30 and 18:00 on weekdays, for approximately 50 weeks of the year, closing for a short period during the Christmas holiday. The nursery will not operate during evenings or weekends.
- 1.3. Child drop-off and collection will occur on a staggered basis throughout the operational day, helping to distribute vehicle movements across a wider time period. The busiest periods are anticipated to occur around the start and end of the working day, typically around 08:00 and 16:00. In order to minimise interaction with peak school travel activity in the surrounding area, no drop-off or collection will take place between 09:30–12:45 or between 13:15–15:00.
- 1.4. The site falls within the administrative area of Havant Borough Council, which acts as the Local Planning Authority (LPA). Hampshire County Council acts as the Local Highway Authority (LHA) responsible for the surrounding highway network.
- 1.5. This Transport Statement has been prepared in accordance with national and local planning policy and relevant guidance, including the National Planning Policy Framework (NPPF) and the transport policies contained within the Havant Borough Local Plan and Hampshire County Council transport guidance. The scope and level of assessment have been prepared proportionately, reflecting the scale and nature of the proposed development and the expected travel characteristics associated with the nursery use.
- 1.6. The purpose of this Transport Statement is to assess the potential transport and highway implications associated with the proposed change of use. The report considers the site location and accessibility, the surrounding highway network, access arrangements, parking provision, servicing arrangements and the expected travel patterns associated with staff and parent/carer movements.
- 1.7. The assessment demonstrates that the proposed development will generate a modest level of vehicle activity, which can be accommodated safely within the existing highway network. The development will therefore operate without resulting in any unacceptable impacts on highway safety or capacity, consistent with the principles set out within the National Planning Policy Framework.

PLANNING REQUIREMENT BACKGROUND

2.1 The objectives for the development have been defined taking into account national and local policies that seek to safeguard the environment and resources so as to put into practice the principles of sustainable development. Consideration has been given to the following documents:

National: The National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) was revised in December 2024 (with a minor amendment in February 2025) and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- “approving development proposals that accord with an up-to-date development plan without delay;
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

2.4 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- 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.

2.5 All developments that will generate significant amounts of movement should be required to provide a Travel Plan and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed.

2.6 Other national policies which have been considered as part of this development include but are not exclusive to:

- Manual for Streets and Manual for Streets 2
- Transport White Paper: Creating Growth, Cycling Carbon: Making Sustainable Local Transport happen.

- Travel plans, transport assessments and statements in decision taking.

Local Policy

- **Havant Borough Local Plan (Core Strategy) – Adopted March 2011**

The Havant Borough Local Plan (Core Strategy) forms part of the statutory Development Plan for the area and sets out the strategic planning framework for development within the borough. The Core Strategy establishes the Council's spatial vision and policies for managing growth while ensuring that development is supported by appropriate infrastructure and sustainable transport provision.

Several policies within the Core Strategy are relevant to the transport and accessibility considerations associated with the proposed development.

- **Policy CS20 – Transport and Accessibility**

Policy CS20 seeks to ensure that development proposals provide safe and suitable access for all highway users and are located in areas that are accessible by a range of transport modes.

The policy promotes development that reduces reliance on the private car and encourages sustainable modes of travel including walking, cycling and public transport. Development proposals are required to demonstrate that they will not result in unacceptable impacts on highway safety or the efficient operation of the transport network.

The policy also seeks to ensure that development is well connected to existing pedestrian and cycling infrastructure and that opportunities to enhance sustainable travel are incorporated into development proposals wherever practicable.

- **Havant Borough Local Plan (Allocations) – Adopted 2014**

The Havant Borough Local Plan (Allocations) identifies specific sites for development and sets out policies relating to land use and infrastructure requirements across the borough.

The Allocations Plan supports development that is located within existing urban areas where access to services, facilities and transport infrastructure already exists. Development proposals are therefore expected to demonstrate that safe and appropriate access can be achieved and that the local highway network is capable of accommodating any additional traffic movements associated with the development.

The plan also supports development that promotes sustainable travel behaviour by ensuring appropriate connectivity to pedestrian routes, cycling infrastructure and public transport services.

- **Hampshire Local Transport Plan (LTP3)**

The Hampshire Local Transport Plan (LTP3) sets out the County Council's long-term strategy for managing and improving the transport network across Hampshire.

The strategy seeks to support economic growth while improving accessibility, reducing congestion and encouraging the use of sustainable transport modes. Key objectives include improving access to

employment, education and essential services, maintaining highway safety, and promoting healthier travel choices such as walking and cycling.

Development proposals within the borough are therefore expected to demonstrate that they integrate effectively with the existing transport network and that any additional vehicle movements generated by development can be accommodated without causing unacceptable impacts on highway safety or network operation.

- **Climate Change and Sustainable Transport Commitments**

Havant Borough Council declared a Climate Emergency in 2019 and has committed to reducing carbon emissions across the borough. Transport is recognised as a significant contributor to carbon emissions and the Council therefore seeks to promote development that supports more sustainable travel patterns and reduces reliance on private car use where possible.

In this context, development proposals are expected to minimise unnecessary vehicle movements and support opportunities for sustainable transport. The proposed nursery development at 102 Bedhampton Road will serve the local community and is located within an established residential area with access to local services and public transport. As such, the proposal has the potential to reduce the need for longer distance journeys to alternative childcare facilities and support shorter, localised trips, thereby contributing to reduced transport-related emissions.

- 2.7 The proposed development will be designed in accordance with policy objectives set out in national and local documentation. The site is close to existing sustainable transport infrastructure providing a highly sustainable location with excellent local and national sustainable transport links. On balance, the site location and proposed use is considered to accord with the national and local transport policy objectives.

PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises the change of use of the existing property at 102 Bedhampton Road to a children's nursery, together with associated external alterations and the provision of on-site drop-off and parking arrangements. The site layout and access arrangements are illustrated on the Proposed Site Plan, while the building form is shown on the Proposed Elevations.
- 3.2 The nursery will accommodate a maximum of 40 children at any one time. The scale of the facility is therefore relatively modest and is intended to serve the local community. The nursery will operate between 07:30 and 18:00 on weekdays, for 50 weeks of the year, closing for a short period during the Christmas holidays.
- 3.3 Child drop-off and collection will take place on a staggered basis throughout the day rather than within a single concentrated peak period. This operational approach is designed to distribute traffic movements over a wider time window and minimise the potential for short-term congestion outside the site.
- 3.4 The busiest periods are anticipated to occur around the start and end of the working day, typically around 08:00 and 16:00, although arrivals and departures will continue to occur throughout the operational day.
- 3.5 In order to avoid coinciding with local school drop-off and pick-up activity, the nursery will not permit drop-off or collection during the periods 09:30–12:45 and 13:15–15:00. This operational management measure ensures that nursery-related traffic will not coincide with the busiest periods associated with nearby school movements.
- 3.6 A total of nine members of staff will be present on site during a typical operating day. Staff will not be allocated on-site parking spaces, and they will instead be expected to travel to the site using sustainable transport modes where possible. Staff travel behaviour will be encouraged and monitored through the implementation of a Travel Plan, which will promote sustainable travel choices and reduce reliance on private car use.
- 3.7 Overall, the proposed development represents a small-scale nursery use within an existing building, with clearly defined operational controls that will help manage arrivals and departures and ensure that vehicle movements associated with the site remain modest in scale.

Car Parking

- 3.8 The parking layout includes areas to be gravelled to formalise existing grassed areas, ensuring that operational parking demand can be comfortably absorbed within the site without reliance on on-street parking. The proposed development will look to create an additional access point from Bedhampton Road and provide a small on-site parking and manoeuvring area within the front portion of the site. The proposed layout is illustrated on the Proposed Site Plan, with vehicle tracking and manoeuvring demonstrated within the accompanying Swept Path Analysis drawings.

- 3.9 A total of six car parking spaces are provided within the site. These spaces are intended to operate as short-stay drop-off and pick-up spaces associated with the nursery rather than as long-stay parking.
- 3.10 The nursery will accommodate a maximum of 40 children, with arrivals and departures managed through staggered drop-off and collection times throughout the operational day. This operational approach means that parents and carers will not arrive simultaneously, thereby limiting the number of vehicles present at the site at any one time. The provision of six short-stay spaces is therefore considered appropriate to accommodate the expected turnover of vehicles associated with nursery drop-off and collection activity.
- 3.11 The parking area is located immediately to the front of the building and allows parents and carers to safely park for short periods while accompanying children into and out of the nursery. The internal layout also allows vehicles to manoeuvre conveniently within the site.
- 3.12 As demonstrated within the Swept Path Analysis drawings (figures 1, 2 and 3), a standard passenger car can safely enter the site from Bedhampton Road, manoeuvre within the parking area and exit the site in a forward gear. The tracking diagrams confirm that adequate space is available for turning movements within the site without conflict with parking spaces or site boundaries.
- 3.13 The proposed access arrangements have also been assessed in terms of visibility (figure 4 and 5). The submitted visibility splay drawings demonstrate that appropriate visibility splays of 2.4 metres by 43 metres can be achieved in both directions along Bedhampton Road. These visibility splays accord with the requirements set out within Manual for Streets for a road subject to a 30 mph speed limit.
- 3.14 The provision of on-site drop-off and pick-up spaces will help ensure that vehicles associated with the nursery can be accommodated within the site rather than stopping on the surrounding highway. This will assist in maintaining the safe and efficient operation of Bedhampton Road and minimise the potential for obstruction or inconvenience to other road users.
- 3.15 Overall, the proposed parking and manoeuvring arrangements provide a safe and practical layout for the anticipated level of activity associated with the nursery and demonstrate that vehicles can enter, park, turn and exit the site safely.

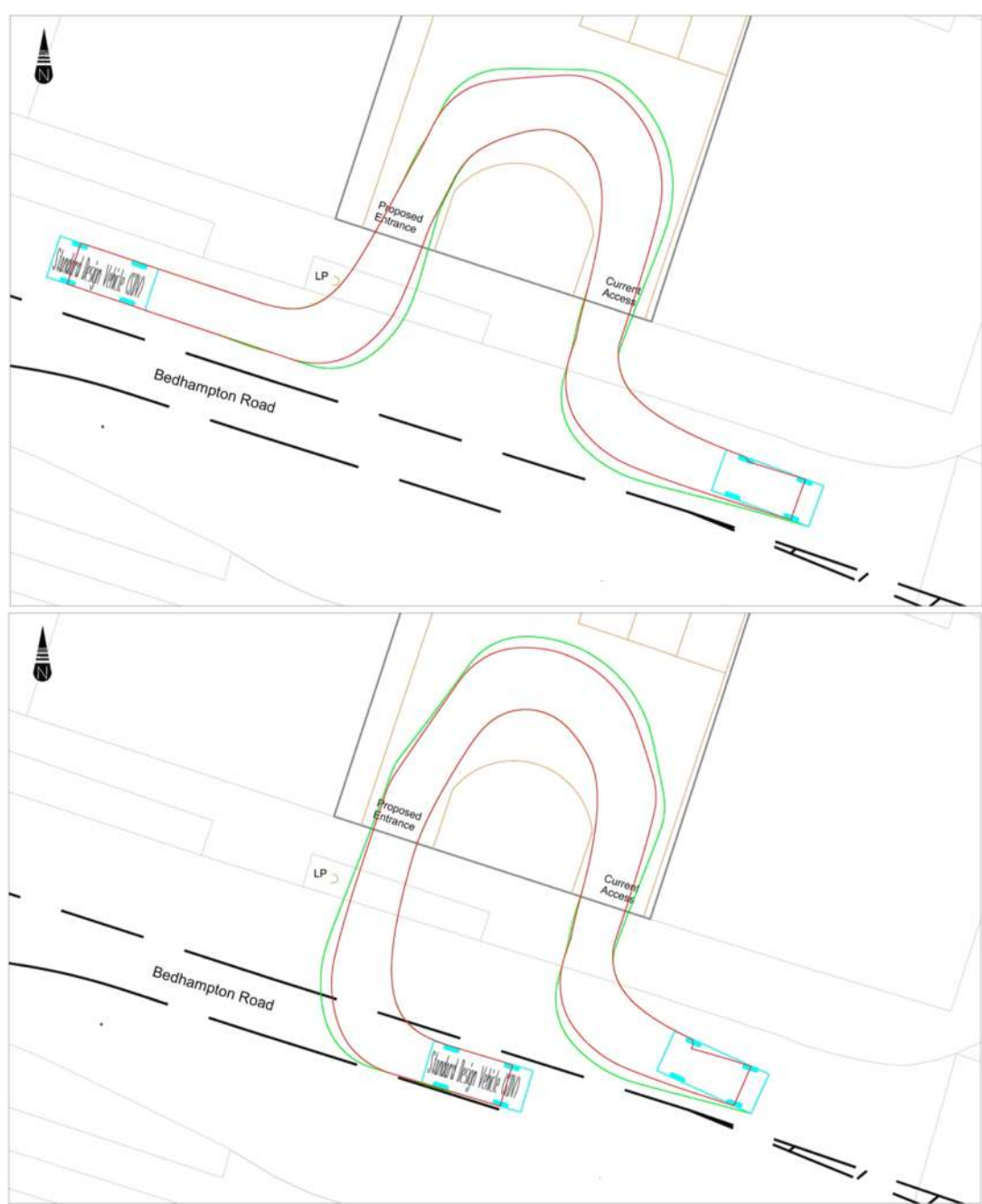
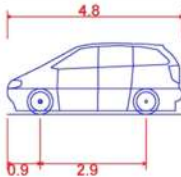
Cycle Parking

- 3.16 Cycle parking will be provided within the site in a secure and convenient location, including within the outbuilding area. This provision will support staff and visitors who may wish to travel by bicycle and ensures that appropriate infrastructure is available for those choosing to travel by cycle.
- 3.17 In addition, scooter parking will be provided for children, recognising that scooters are a common mode of travel for short local journeys to nurseries and early years facilities. The provision of both cycle and scooter storage will help facilitate safe and practical access to the site for those travelling by active modes.
- 3.18 While the majority of children will arrive accompanied by parents or carers, the inclusion of secure cycle and scooter storage ensures that the development provides a balanced range of transport options and appropriate supporting infrastructure for staff, visitors and local users travelling to the site by sustainable modes.

Servicing and Refuse Collection

- 3.19 servicing demand will be materially lower than many alternative land uses that could occupy the site. Servicing requirements associated with the proposed nursery will be modest in scale and typical of a small early years facility operating within an existing building. Day-to-day activity will primarily comprise small parcel deliveries, occasional catering deliveries and maintenance visits. No servicing associated with the development will require Heavy Goods Vehicles (HGVs), with deliveries expected to be undertaken by small vans or light goods vehicles, consistent with the scale of the development. As such, servicing demand will be limited and materially lower than many alternative land uses that could occupy the site.
- 3.20 Servicing activity will take place within the site boundary, accessed via the vehicular access from Bedhampton Road. Vehicles associated with deliveries and maintenance visits will enter the site and undertake loading and unloading within the on-site parking and manoeuvring area, ensuring that servicing activity takes place off the public highway.
- 3.21 In order to minimise any potential interaction with nursery-related vehicle activity, servicing will be scheduled to occur outside of the planned drop-off and pick-up periods. This operational approach will ensure that servicing activity does not coincide with the busiest times associated with the nursery.
- 3.22 Refuse storage will be provided within the site in accordance with relevant standards, with bins stored in designated areas within the site. Refuse collection will take place from the kerbside on Bedhampton Road, consistent with the existing waste collection arrangements for the property.
- 3.23 Emergency services will access the site via the access from Bedhampton Road, consistent with the current situation. Given that servicing demand will be limited in scale, that deliveries will be undertaken by small vans and light goods vehicles, and that servicing will occur outside drop-off and pick-up periods, the proposed development will not result in any material change to servicing activity associated with the site.
- 3.24 Overall, the servicing and refuse arrangements are considered appropriate for the scale and nature of the proposed development and will not give rise to any adverse impact on the operation or safety of the surrounding highway network.

Figure 1 Swept path analysis sheet 1



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

KEY

- OUTER EDGE OF THE WHEELS (INSIDE CLEARANCE)
- OUTER VEHICLE ENVELOPE (OUTSIDE CLEARANCE)

- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.

SWEPT PATH ANALYSIS
DRAWING VEHICLES ENTERING
(Sheet 1 of 3)

Sheet Size	Scale	Drawn by
A1	1:100	GH
		Drawn Date
		28/04/2025

Drawing Number
SPA - 01

Figure 2 Swept path analysis sheet 2

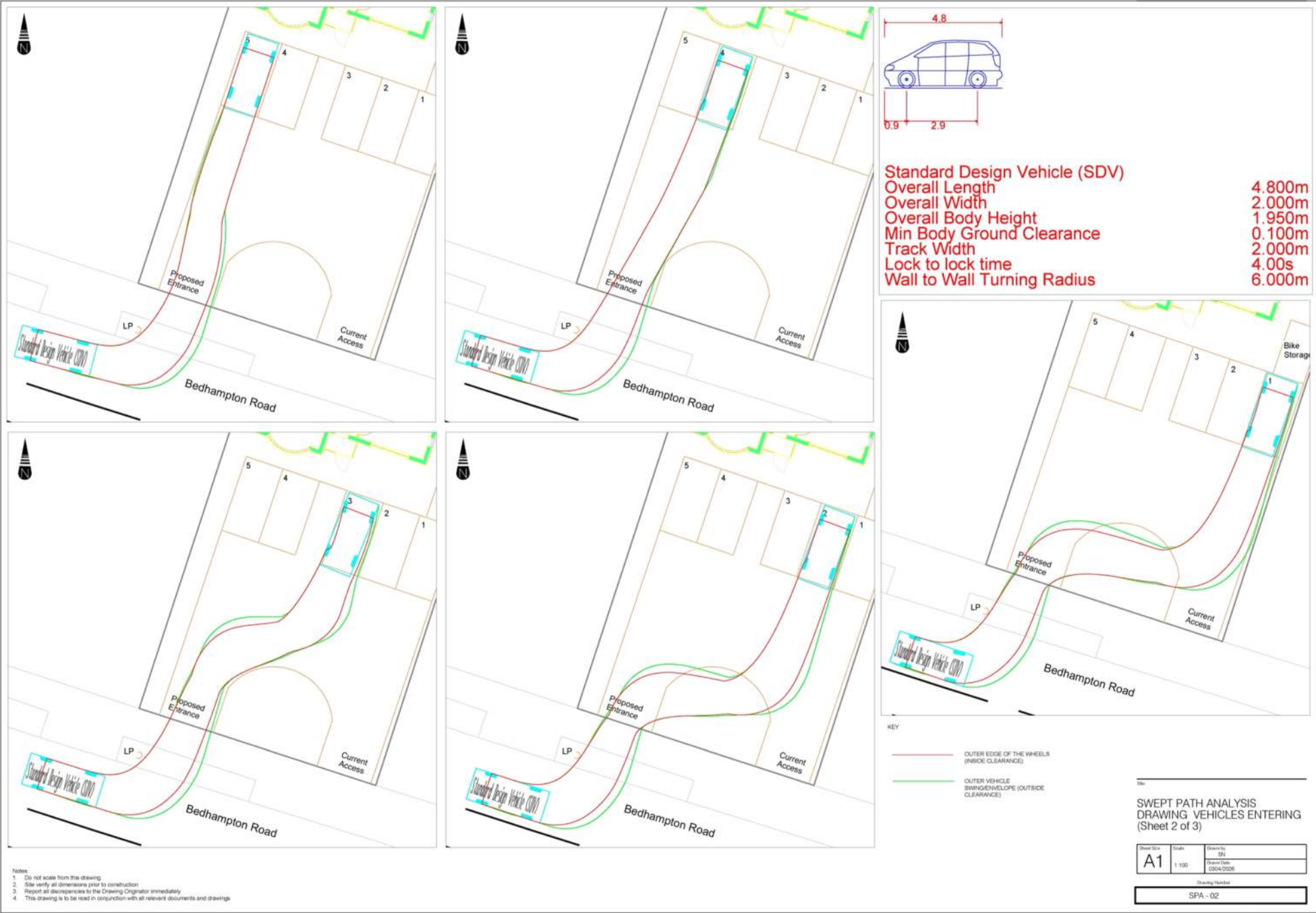


Figure 3Swept path analysis sheet 3

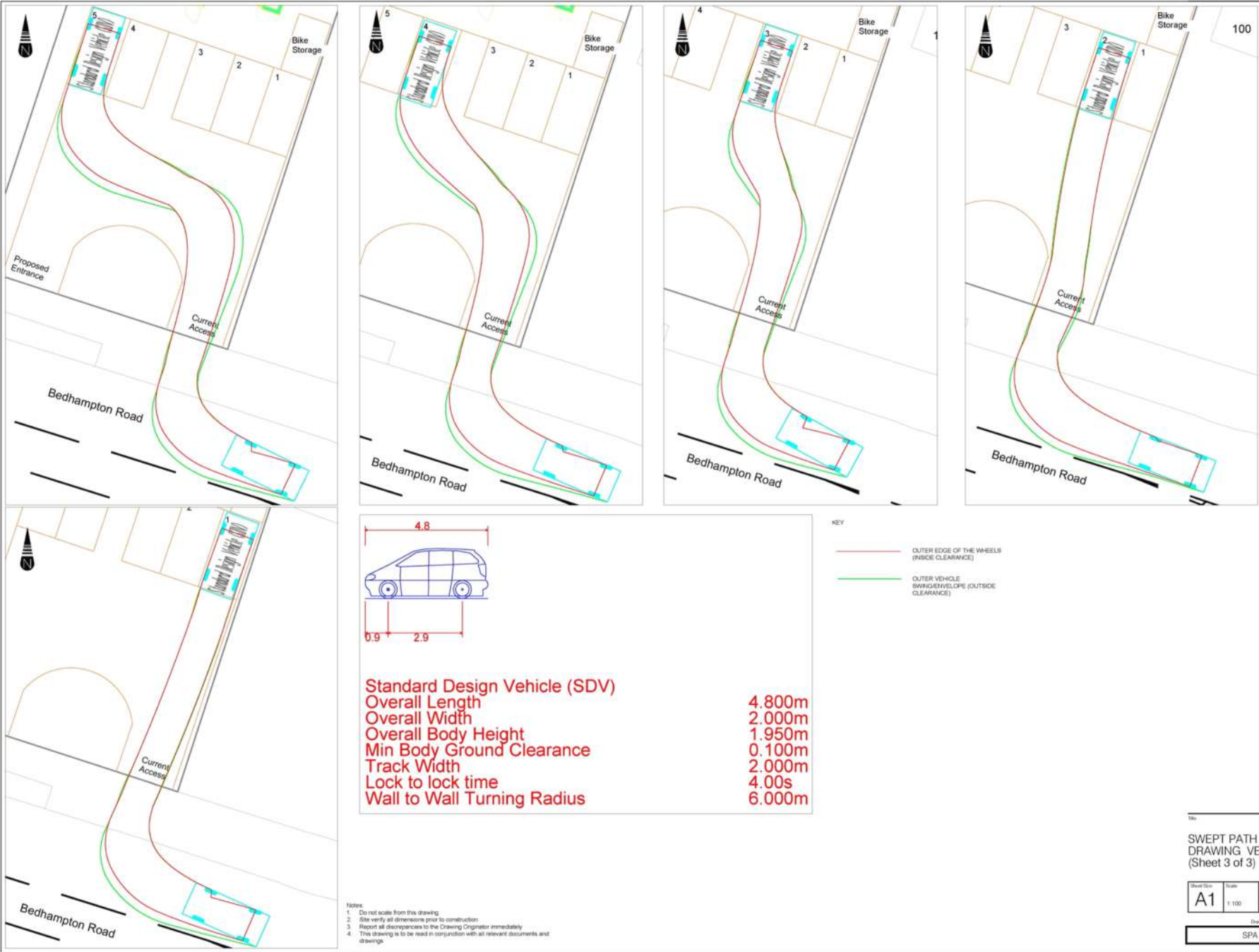
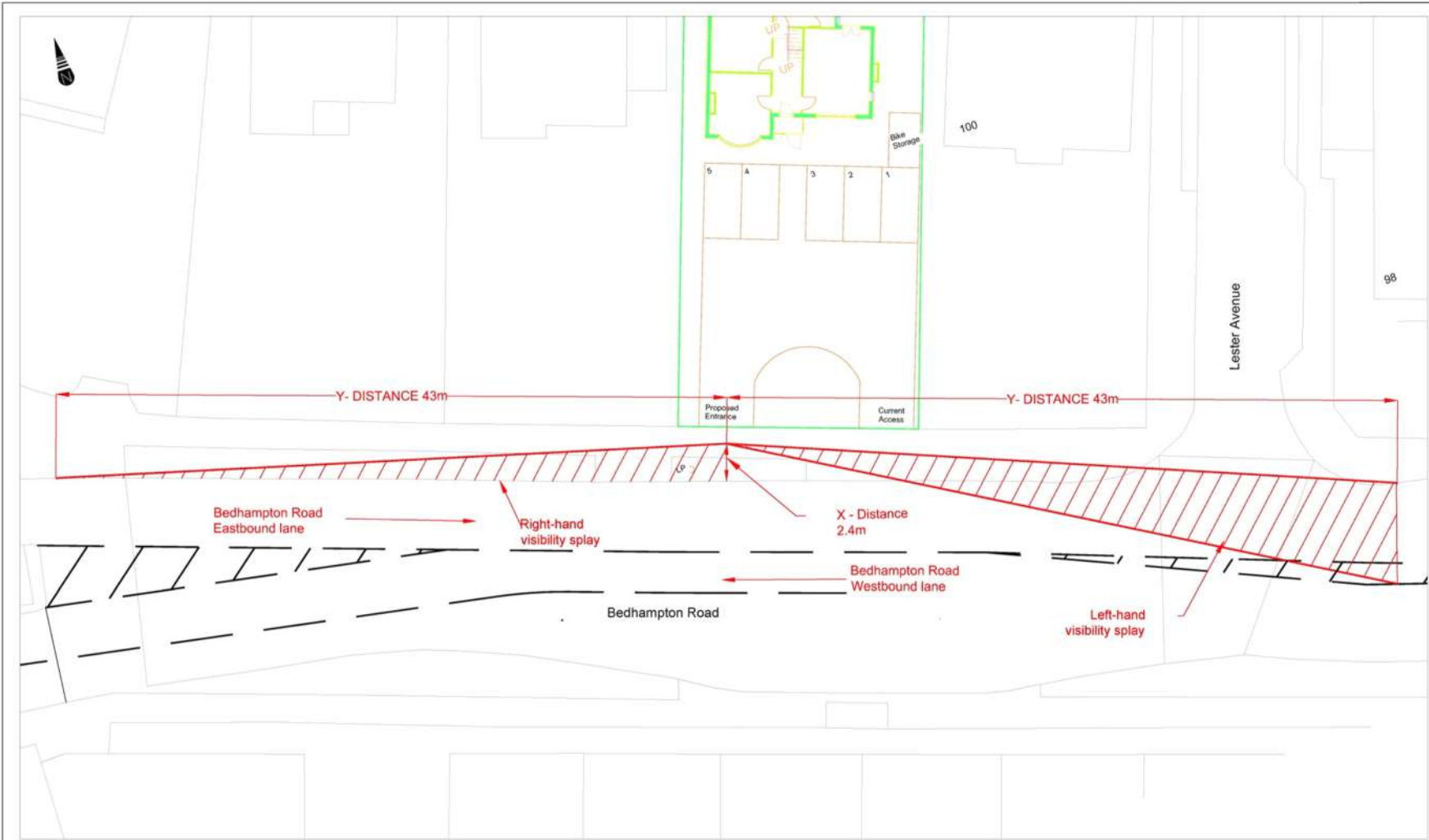


Figure 4 Vision splays sheet 1



Notes:

x - distance 2.4m
Y - distance - 43m
Road speed limit 30 mph

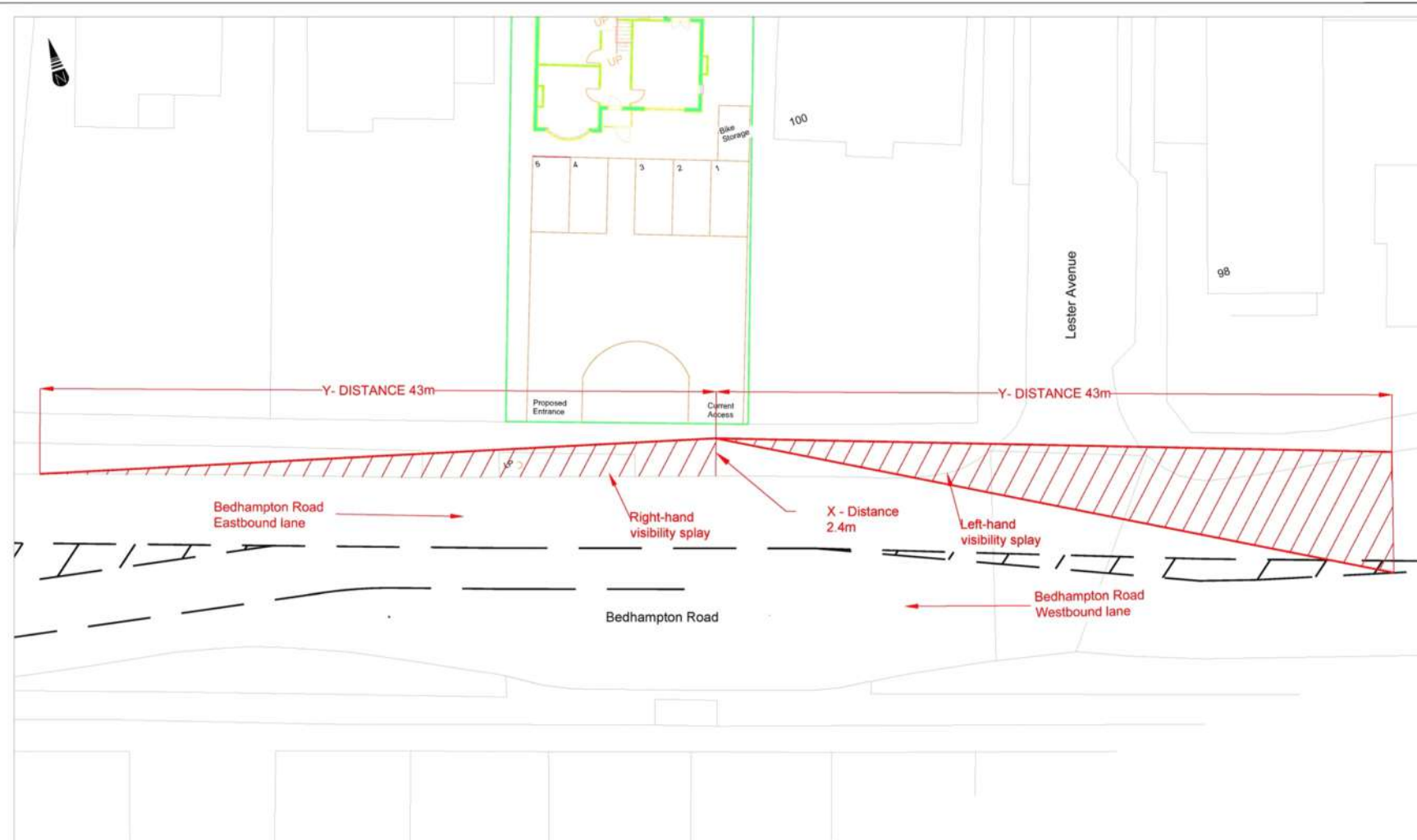
Designed in accordance to Manual for Streets standards.
No issues of visibility at Proposed Entrance/Exit

Notes:

1. Do not scale from this drawing.
2. Site verify all dimensions prior to construction.
3. Report all discrepancies to the Drawing Originator immediately.
4. This drawing is to be read in conjunction with all relevant documents and drawings.

Title	
VISIBILITY SPLAY DRAWING AT PROPOSED ENTRANCE/EXIT (Sheet 1 of 2)	
Sheet Size A1	Scale N.T.S.
Drawn By SH	Drawn Date 03/04/2026
Drawing Number VS - 01	

Figure 5 Vision splay sheet 2



Notes:

x - distance 2.4m
Y - distance - 43m
Road speed limit 30 mph

Designed in accordance to Manual for Streets standards.
No issues of visibility at Current Access/Exit

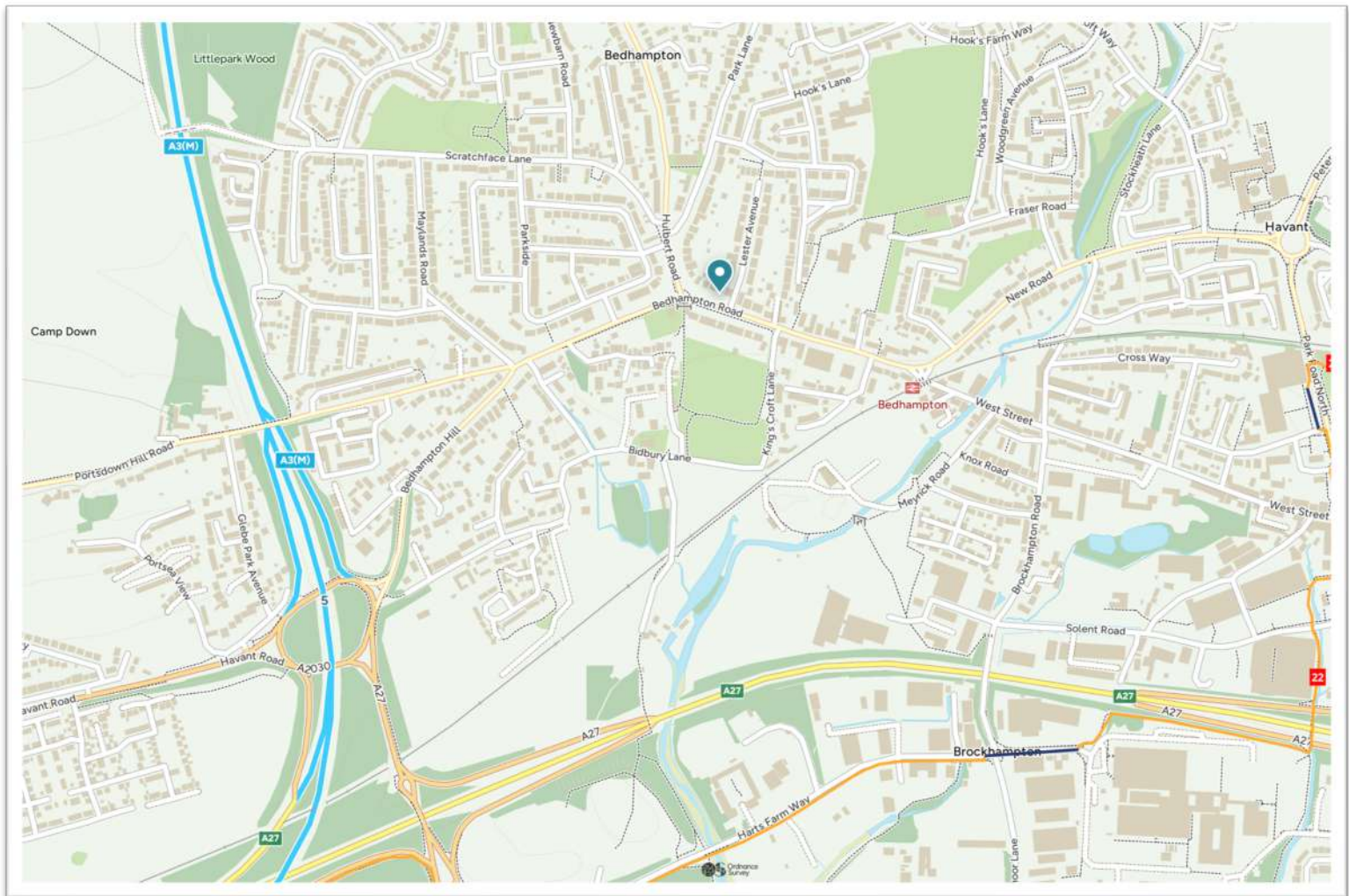
- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.

VISIBILITY SPLAY DRAWING
AT CURRENT ACCESS/EXIT
(Sheet 2 of 2)

Sheet No.	Scale	Drawn By
A1	NTS	SP
		Drawn Date
		03/04/2026
Drawing Number		
VS - 02		

HIGHWAY CONDITIONS

Figure 6 Site location and surrounding Highway network



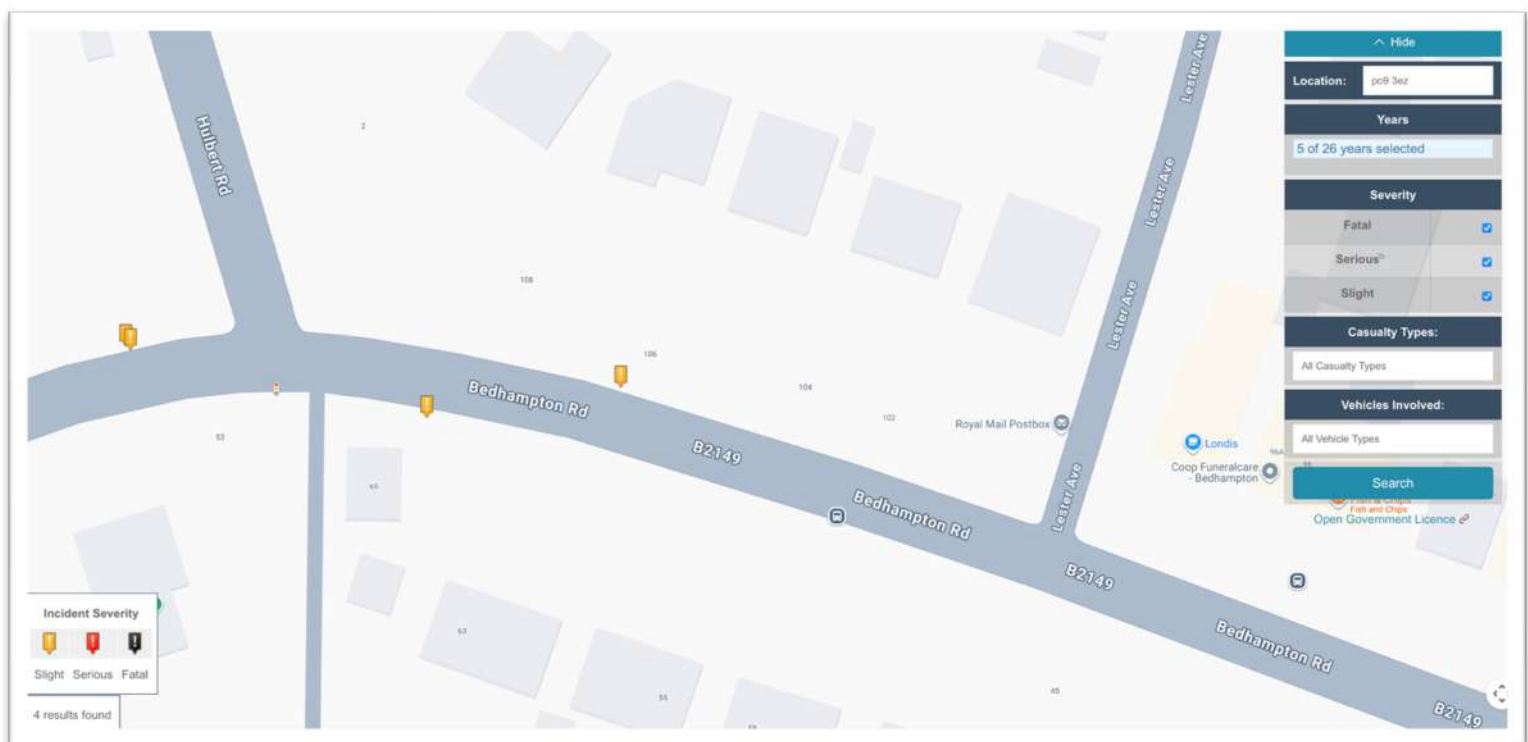
- 4.1 The application site is located at 102 Bedhampton Road, Havant (PO9 3EZ) within the administrative area of Havant Borough Council, with the highway authority being Hampshire County Council. The site lies within the Bedhampton area of Havant, approximately 1.5 km to the north-west of Havant town centre. The property is positioned on Bedhampton Road, a local distributor road which runs broadly east-west through the Bedhampton area and connects residential neighbourhoods with Havant town centre and the wider highway network.
- 4.2 The surrounding highway network primarily comprises established residential streets serving the Bedhampton area and nearby communities. Bedhampton Road forms an important local route through the area and provides connections to New Road and West Street to the east, linking towards Havant town centre, and to Portsdown Hill Road and the A3(M) junction to the west. These routes provide access to the wider strategic road network including the A27, which runs to the south of the site and forms a key east-west corridor along the south coast.

- 4.3 The immediate area surrounding the site is characterised predominantly by established residential development, together with local community facilities and open spaces. Residential streets including Lester Avenue, Hubert Road and Park Lane connect directly to Bedhampton Road and serve the surrounding neighbourhood. Community uses and local facilities are also present within the wider area, including schools and local services within Bedhampton village centre. The highway environment therefore reflects the character of a suburban residential area, with vehicle speeds and traffic levels influenced by frontage activity, on-street parking and local access movements.
- 4.4 Bedhampton Road operates as a two-way local distributor road, providing access to residential areas, community facilities and Bedhampton railway station to the east of the site. Traffic flows are generally moderate and reflective of its role in serving local movements within the Bedhampton area, whilst also providing connections towards Havant town centre. The route accommodates a mixture of local residential traffic, public transport services and pedestrian activity associated with nearby facilities.
- 4.5 From a wider network perspective, New Road and West Street provide connections eastwards towards Havant town centre, where access can be obtained to the A27. The A27 forms a key strategic route providing connections towards Portsmouth to the west and Chichester and Brighton to the east. In addition, Portsdown Hill Road and the nearby A3(M) junction provide access to the strategic motorway network, offering connections towards Waterlooville, Petersfield and London.
- 4.6 Local roads within the Bedhampton area, including Park Lane, Hubert Road and Lester Avenue, provide connectivity between Bedhampton Road and surrounding residential neighbourhoods. These streets distribute local traffic movements and provide access to nearby facilities, including Bedhampton railway station, schools and community amenities within the village.
- 4.7 In summary, the site benefits from good connectivity to both the local residential road network and the wider strategic highway network. Access is obtained directly from Bedhampton Road, which provides convenient connections towards Havant town centre, the A27, and the A3(M). The established residential nature of the surrounding road network, together with the modest scale of the proposed nursery development, indicates that the proposals can be accommodated without giving rise to any material impacts on the safe and efficient operation of the surrounding highway network.

ACCIDENT DATA

- 5.1 The National Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".
- 5.2 Accident data for the highway network surrounding the site was accessed via <https://www.crashmap.co.uk/>. The data requested covers the latest 5 year period available. Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed development on the site.

Figure 4 Accident data



- 5.3 A review of personal injury collision data has been undertaken using publicly available CrashMap records for the road network surrounding the application site at 102 Bedhampton Road, Havant (PO9 3EZ). The review considered a five-year period of police-recorded personal injury collisions within the vicinity of the site, including Bedhampton Road (B2149) and nearby junctions with Hubert Road and Lester Avenue, which form the immediate highway environment surrounding the site.
- 5.4 The collision review indicates that a small number of personal injury collisions have been recorded along Bedhampton Road in the vicinity of the site during the study period. All recorded incidents were classified as slight severity collisions, with no fatal or serious injuries recorded.
- 5.5 A summary of the recorded personal injury collisions within the study area is presented in Table 1 below and full reports of each of the four respective accidents can be found in appendix 2.

Table 1 Accident data

Year	Slight	Serious	Fatal	Total
2020	1	0	0	1
2021	1	0	0	1
2022	0	0	0	0
2023	0	0	0	0
2024	2	0	0	2
Total	4	0	0	4

- 5.6 The available data indicates that the recorded incidents occurred under a range of conditions and do not demonstrate a consistent pattern or identifiable highway safety issue associated with the local road layout or junction arrangements.
- 5.7 Overall, the number of recorded collisions within the study area is low and consistent with the operation of a typical urban residential road environment. The majority of incidents appear to be isolated events associated with driver behaviour or vehicle manoeuvres rather than any inherent deficiency in highway design, visibility or junction layout. Importantly, no cluster of collisions is evident in the immediate vicinity of the site access.
- 5.8 When considered in transport planning terms, the number of recorded collisions equates to an average of less than one slight injury collision per year within the study area. Based on the length of the highway section assessed along Bedhampton Road, this represents a very low collision rate and is typical of a residential distributor road operating within a 30 mph environment.

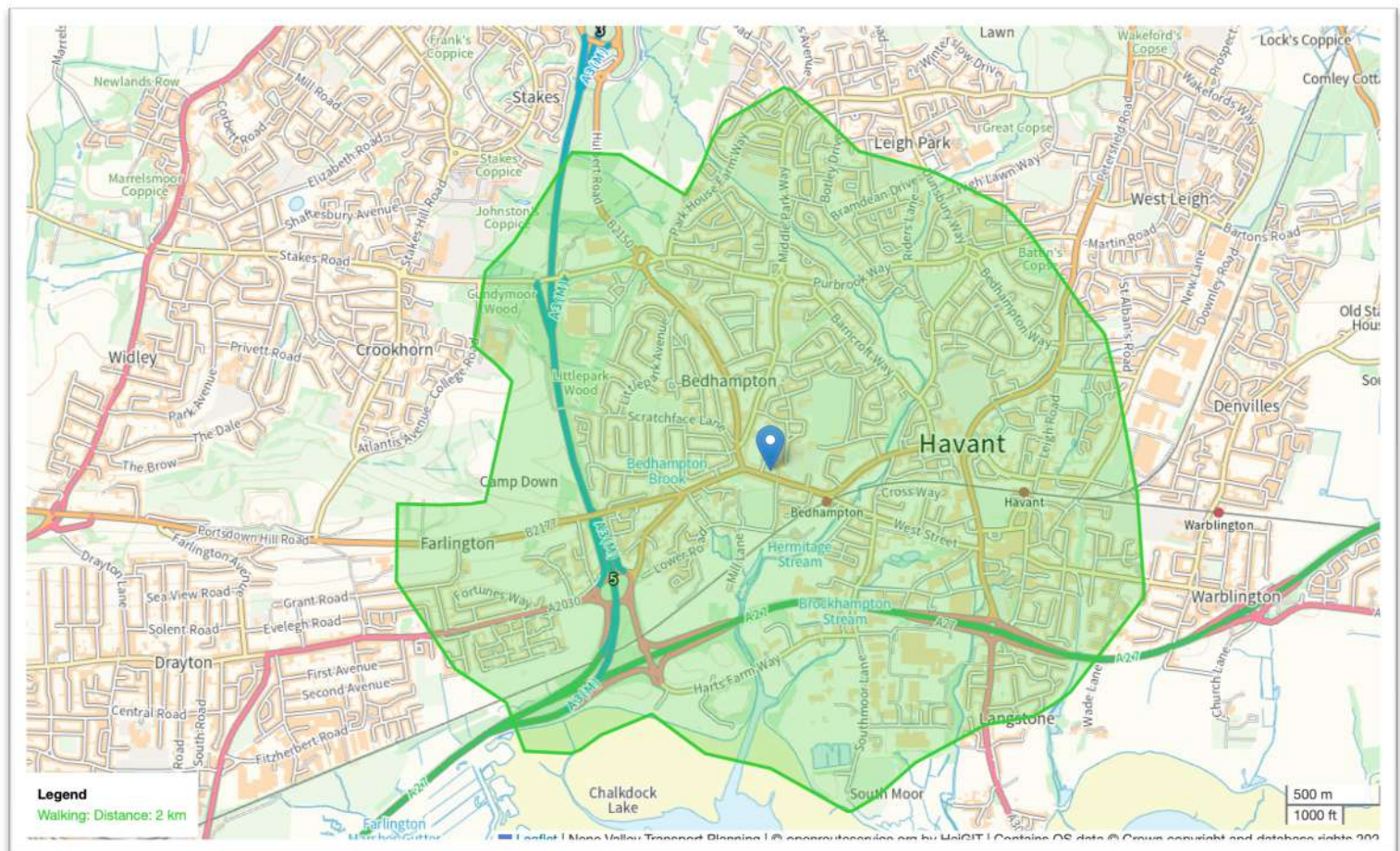
- 5.9 The surrounding highway network therefore demonstrates a good road safety record, with no evidence of a persistent or systemic safety issue in the vicinity of the site.
- 5.10 The proposed development represents a modest change of use of an existing property to a nursery, with vehicle movements primarily associated with staff arrivals and parent drop-off and pick-up activity during controlled periods of the day. As demonstrated elsewhere within this Transport Statement, the level of traffic generated by the proposed use will be limited and can be accommodated within the existing highway network.
- 5.11 Given the limited number of recorded collisions, the absence of any severe incidents, the very low collision rate and the lack of any identifiable collision pattern, there is no evidence to suggest that the proposed development would give rise to adverse highway safety impacts.
- 5.12 The collision review therefore supports the conclusion that the proposed development can be accommodated safely within the existing highway environment and is consistent with the highway safety objectives set out within national and local transport policy.

SUSTAINABLE TRANSPORT ACCESSIBILITY

Pedestrians

- 6.1 The application site at 102 Bedhampton Road is located within a well-established residential area of Bedhampton, Havant, which provides a strong local catchment for the proposed nursery. The surrounding neighbourhood comprises a mix of suburban housing areas, local facilities and community services which generate regular pedestrian activity.
- 6.2 A 2 kilometre walking catchment has been assessed around the site, as illustrated in Figure 6, which represents a reasonable walking distance for many parents or carers accompanying young children to a local nursery. This catchment encompasses a substantial proportion of the surrounding residential areas, including Bedhampton, parts of Havant town centre, Leigh Park, Crookhorn, Denvilles and Farlington.
- 6.3 Within this catchment area there is a significant residential population, meaning that a large number of potential nursery users live within a convenient walking distance of the site. The surrounding street network is well connected and largely residential in character, allowing pedestrians to travel via a range of local routes linking neighbourhoods with Bedhampton Road.

Figure 5 2km walking catchment



- 6.5 The walking catchment also includes a range of local community facilities, schools, neighbourhood shops and public transport connections, which further support pedestrian activity in the area. As a result, many daily journeys already take place on foot within the local environment.
- 6.6 The presence of continuous footways, signalised crossings, pedestrian refuge islands and traffic-controlled junctions along Bedhampton Road further supports safe pedestrian movement within the area. These facilities are particularly important in the context of the proposed nursery use, where pedestrian movements will include parents or carers accompanying young children, who are considered vulnerable road users.
- 6.7 Given the large residential catchment within a 2 km walking distance, together with the existing pedestrian infrastructure and local facilities, the site is well positioned to serve local families within Bedhampton and the surrounding neighbourhoods. The proposed nursery therefore has the potential to support short local journeys on foot, reducing reliance on private car travel and aligning with the sustainable transport objectives of both national and local planning policy.
- 6.8 Overall, the site's location within a substantial residential walking catchment means that the nursery is well placed to serve the local community while encouraging sustainable travel patterns and safe pedestrian access for parents, carers and young children.

6.9 Cycling represents a practical and sustainable travel option for staff travelling to the site from nearby residential areas. A 5 km cycling catchment has been prepared to illustrate the area that can reasonably be reached by bicycle within approximately 15–20 minutes, which is generally considered a typical cycling distance for local trips.

6.11 Connections across the wider area are primarily provided via Bedhampton Road (B2149) and surrounding local roads which link directly with Havant town centre and neighbouring residential areas. The surrounding highway network comprises predominantly urban residential streets where vehicle speeds are moderated by frontage activity, signalised junctions and traffic management measures, creating conditions that can be suitable for cycling.

- 6.12 The proposed nursery will actively promote sustainable travel for staff. Staff will be required to commit to travelling to the site by sustainable modes wherever practicable, including walking, cycling or public transport. In support of this approach, no on-site parking spaces will be allocated for staff, which will help discourage unnecessary car trips and encourage the use of alternative travel modes.
- 6.13 To support cycling, secure cycle parking will be provided within the site to accommodate staff bicycles. These facilities will be conveniently located and designed to provide a safe and secure environment for cycle storage throughout the day.
- 6.14 In addition, the nursery will provide dedicated scooter parking facilities, recognising that scooters are a common mode of travel for young children and families making short local journeys. Providing appropriate storage for scooters will help encourage sustainable travel choices for parents and children travelling from the surrounding neighbourhood.
- 6.15 Overall, the site lies within a substantial 5 km cycling catchment covering much of the Havant urban area, meaning that many staff members and local visitors are able to travel conveniently by bicycle. The provision of secure cycle and scooter parking, together with the nursery's commitment to encouraging sustainable travel behaviour among staff, will help minimise reliance on private car travel and support the sustainable transport objectives set out within national and local planning policy.

Bus Services

- 6.18 The site benefits from good accessibility to local bus services. The closest bus stops are located on Bedhampton Road immediately adjacent to the site, within a very short walking distance of approximately 50 metres, providing convenient access for staff and visitors travelling by public transport. These stops are served by a number of local and regional bus services which provide connections to Havant town centre, Portsmouth, Petersfield, Fareham and surrounding settlements, thereby offering a viable alternative to travel by private car.
- 6.19 The principal service operating in the vicinity of the site is Service 23, which provides a frequent connection between Havant and Southsea via Cosham, North End and Portsmouth city centre. This service operates at high frequency throughout the day, typically every 10 minutes during daytime periods, providing convenient and flexible access to a wide range of residential areas, employment destinations and transport interchanges.
- 6.20 In addition to the regular public bus network, a number of school and college bus services also operate along the corridor, including services 632, 737, SD4 and SD5, which provide connections to educational establishments and surrounding communities including Hayling Island, Petersfield, Fareham, Bishops Waltham and Gosport. These services demonstrate that the Bedhampton Road corridor already supports a range of public transport movements associated with educational travel.
- 6.21 The presence of these services reinforces the accessibility of the site by bus and highlights the strong public transport connectivity between Havant and the surrounding settlements. The proximity of the bus stops to the site means that staff and visitors are able to conveniently access bus services within a very short walk, which aligns with the 2 km pedestrian catchment identified for the site and supports opportunities for multi-modal journeys combining walking and bus travel.
- 6.22 Overall, the availability of frequent bus services within close proximity to the site provides a realistic opportunity for staff and visitors to travel by public transport. This will support the nursery's wider commitment to encouraging sustainable travel and reducing reliance on private car use, particularly in light of the proposed approach whereby staff will not be allocated on-site parking spaces.

Table 2 Summary of bus services

Service	Route	Key Destinations	Typical Frequency
23	Havant – Southsea	Havant, Cosham, North End, Portsmouth City Centre, Southsea	Approximately every 10 minutes during daytime
632	Hayling Island – Havant – Oaklands School	Hayling Island, Havant Bus Station, Crookhorn	School service
737	Bordon – Liss – Petersfield – Havant	Bordon, Liss, Petersfield, South Downs Campus, Havant	School / college service
SD4	Bishops Waltham – Havant Campus	Bishops Waltham, Swanmore, Wickham, Fareham, Havant	College days
SD5	Gosport – Fareham – Havant Campus	Gosport, Fareham, Portchester, Havant	College days

Rail

- 6.21 The site also benefits from excellent accessibility to the rail network. Bedhampton Railway Station is located approximately 0.3 miles (circa 500 metres) from the site and can be reached on foot in around 6 minutes via Bedhampton Road. The short walking distance between the site and the station provides a highly convenient connection to rail services, enabling staff and visitors to access the site easily by public transport.
- 6.22 Bedhampton Station lies on the West Coastway Line, which provides regular services to a number of key destinations including Portsmouth, Havant, Chichester, Brighton and Southampton. These services provide connections to the wider regional rail network, allowing journeys to a broad range of employment and residential locations across Hampshire and the South Coast.
- 6.23 The close proximity of the station means that the site is particularly well suited for staff commuting by rail, with the final stage of the journey easily completed on foot. This level of accessibility significantly enhances the site's sustainable transport credentials and provides a realistic and convenient alternative to travel by private car. The availability of a railway station within a short walking distance of the site strongly supports the development's sustainable travel strategy. In particular, it reinforces the approach whereby staff will not be allocated on-site parking spaces, encouraging travel to the site by rail in combination with walking or other sustainable modes.
- 6.24 Overall, the site's proximity to Bedhampton Railway Station provides excellent access to the regional rail network and strengthens opportunities for staff to travel sustainably. This connectivity further supports the aim of minimising reliance on private vehicle travel and promoting the use of public transport wherever practicable.

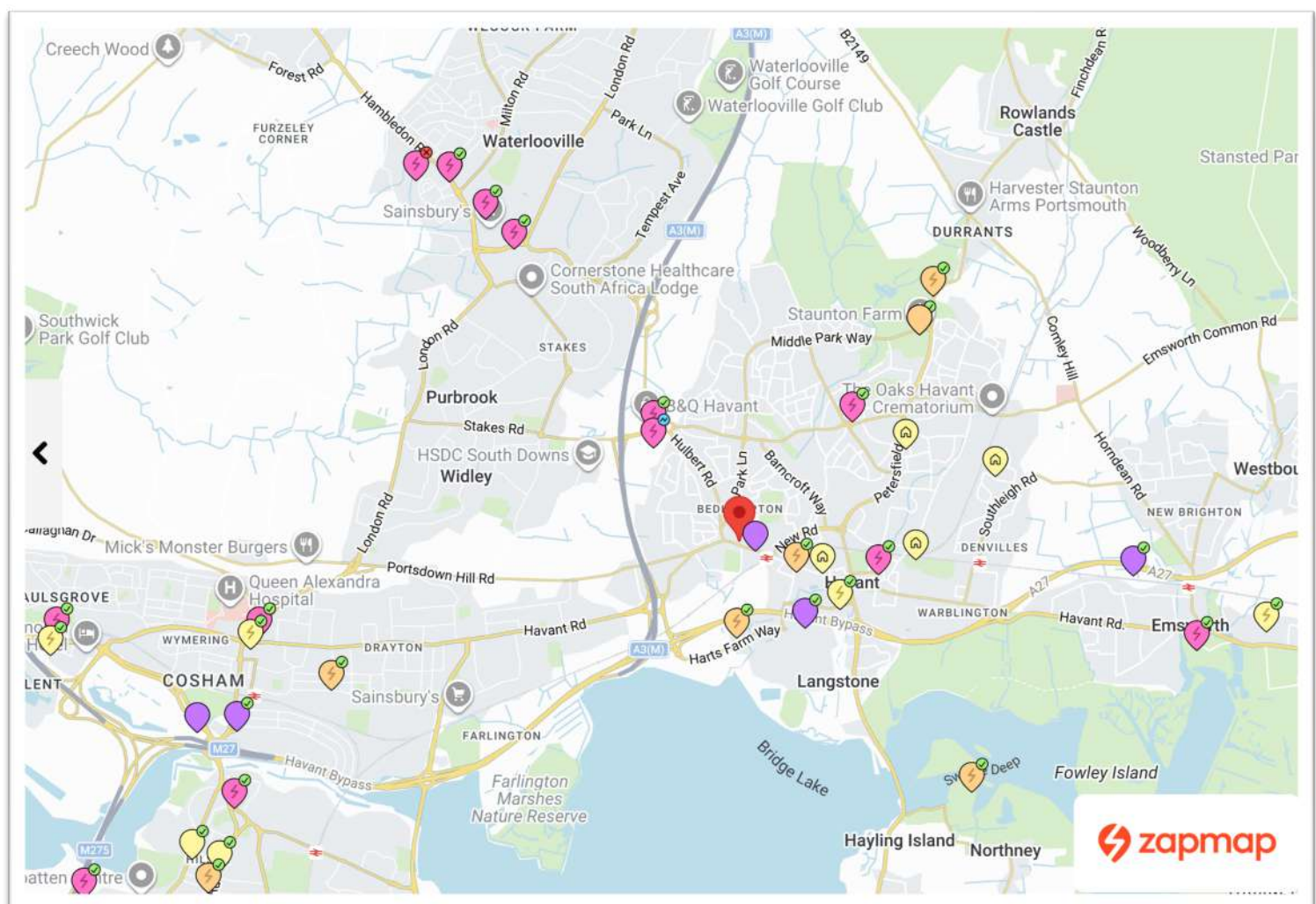
Table 3 Summary of rail services

Destination	Operator	Typical Frequency
Havant	South Western Railway	Approximately every 30 minutes
Portsmouth & Southsea / Portsmouth Harbour	South Western Railway	Approximately every 30 minutes
Southampton Central	South Western Railway	Approximately every 60 minutes
Chichester	Southern	Limited direct services
Brighton	Southern	Limited direct services

Electric Vehicles

6.23 Havant Borough Council has recognised the importance of addressing climate change and supporting the transition towards more sustainable patterns of travel. Local planning policy within the Havant Borough Local Plan, together with transport policy set out by Hampshire County Council as the local highway authority, seeks to encourage development that promotes sustainable transport choices and reduces reliance on private car travel where practicable. Figure 7 below shows EV charging provision within the vicinity of the site.

Figure 7 Zap Map highlighting charging infrastructure within the vicinity.



Summary

- 6.24 Overall, the site at 102 Bedhampton Road, Havant benefits from good accessibility by a range of sustainable transport modes. The surrounding area is well served by continuous pedestrian infrastructure, including footways, signalised crossings and traffic management measures which support safe pedestrian movement. This is particularly important in the context of the proposed nursery use, where journeys will often involve parents or carers accompanying young children, who are considered vulnerable road users.
- 6.25 The site also benefits from a strong local walking catchment, with a large residential population located within a 2 km walking distance. This provides a substantial potential user base within a reasonable walking distance of the site, allowing many families to access the nursery on foot for short local journeys.
- 6.26 In terms of cycling accessibility, the site lies within a 5 km cycling catchment that encompasses much of the Havant urban area, including Bedhampton, Havant town centre, Denvilles, Leigh Park and surrounding residential neighbourhoods. The proposal will support cycling by providing secure cycle parking for staff together with scooter parking facilities for children, recognising that scooters are a common form of travel for short journeys to nurseries and schools.
- 6.27 Public transport accessibility is also strong. Bus stops are located immediately adjacent to the site on Bedhampton Road, providing convenient access to a range of services connecting Havant with Portsmouth, Petersfield and surrounding settlements. In addition, Bedhampton Railway Station is located approximately 500 metres from the site, providing regional rail connections to destinations including Portsmouth, Southampton, Chichester and Brighton. The proximity of these public transport facilities means that staff and visitors can realistically access the site without reliance on a private vehicle.
- 6.28 The site's accessibility is further supported by the proposed sustainable travel strategy for the nursery, whereby staff will be encouraged to travel by sustainable modes and no on-site parking spaces will be allocated to staff, helping to reduce unnecessary car trips and promote the use of walking, cycling and public transport.
- 6.29 Taken together, the combination of good pedestrian connectivity, strong local catchment areas, access to bus services and proximity to the rail network demonstrates that the site is located in a highly accessible urban environment. The proposals therefore align with the objectives of national planning policy set out within the National Planning Policy Framework (NPPF), which seeks to promote sustainable transport and reduce reliance on private car travel.
- 6.30 The development is also consistent with the objectives of the Havant Borough Local Plan and Hampshire County Council transport policies, which encourage development in accessible locations and seek to maximise opportunities for travel by walking, cycling and public transport. In this regard, the proposal represents development in a sustainable location where the need for private car travel can be minimised and sustainable travel choices can be actively supported.

TRIP GENERATION DATA

- 7.1 One of the most important elements of a Transport Statement is to provide accurate qualitative analysis of predicted trips originating from and attracted to the proposed development
- 7.2 In considering any possible impact, it is critical to understand the travel characteristics for the key elements of the whole site. By doing so, it is possible to gain a greater understanding of the likely characteristics of travel demand.
- 7.3 In order to provide a robust assessment of the likely traffic impact associated with the proposed nursery, the TRICS database (Version 7.10.3) has been interrogated to identify suitable comparison sites for day nursery land uses.
- 7.4 Due to the relatively limited number of nursery surveys within the database, the following selection criteria were applied in order to obtain an appropriate dataset:
- Land Use – Education – Nursery
 - Trip Rate Parameter – Number of Pupils
 - Pupil Range – 49 to 111 pupils
 - Survey Date Range – 01/01/2012 to 07/06/2022
 - Location Type – Suburban Area and Edge of Town Centre
 - Survey Days – Weekdays only
- 7.5 The selected dataset comprises eight survey sites, with an average nursery size of approximately 90 pupils. The full TRICS output is provided within the appendices of this Transport Statement. It should be noted that the proposed development would accommodate a maximum of 40 pupils, which is substantially smaller than the sites included within the TRICS dataset. The resulting trip generation estimates should therefore be regarded as robust and likely to represent a conservative assessment of the likely traffic impact.
- 7.6 The nursery will operate during weekday daytime hours and will accommodate up to 40 children. Drop-off and pick-up activity will not occur simultaneously for all pupils. Parents and guardians will be allocated specific drop-off and collection time windows, ensuring that arrivals and departures are staggered across the morning and afternoon periods.
- 7.7 As a result, movements associated with the nursery will be distributed throughout the day rather than concentrated within a single short peak period. Nevertheless, for the purposes of a robust transport assessment, the busiest periods are assumed to occur during the morning and afternoon peak periods, typically around 08:00 and 16:00, when the greatest overlap between drop-off and pick-up activity may occur. The TRICS database identifies the following vehicle trip rates per pupil for day nurseries, a full copy of the TRICS output can be found in appendix 4.

Table 4 Vehicle trip rates

Period	Arrivals	Departures	Total Two-Way
AM Peak (08:00–09:00)	0.170	0.134	0.304
PM Peak (17:00–18:00)	0.136	0.172	0.308

7.8 Applying the above trip rates to a maximum of 40 pupils results in the estimated vehicle trip generation set out in Table 5 below.

Table 5 Predicted trip generation for 40 students

Period	Arrivals	Departures	Two-Way Trips
AM Peak (08:00–09:00)	6.8	5.4	12
PM Peak (17:00–18:00)	5.4	6.9	12

7.9 The proposed nursery is therefore expected to generate approximately 12 two-way vehicle movements during both the morning and afternoon peak hours. These movements will be further moderated by the staggered arrival and departure arrangements, meaning that trips will occur across a wider time window rather than within a single concentrated hour.

7.10 Trips associated with the nursery are expected to consist of a combination of primary and secondary trips. Primary trips refer to journeys made solely for the purpose of accessing the nursery (for example, travelling from home directly to the site and returning). Secondary trips include pass-by or linked journeys, where parents drop off or collect children while already undertaking another trip such as travelling to or from work or other daily activities.

7.11 Given the residential nature of the surrounding area and the proximity of the site to local services, public transport and employment destinations, it is anticipated that a proportion of nursery-related trips will form part of existing journeys, meaning that not all movements represent entirely new trips on the highway network.

7.12 Based on the TRICS assessment, the proposed nursery would generate approximately 12 two-way vehicle movements in the morning peak hour and 12 two-way movements in the afternoon peak hour. These levels of traffic generation are very modest in scale and are comparable to the level of traffic that would typically be associated with a small number of residential dwellings. For example, applying typical residential trip rates, a development of approximately 4–5 dwellings would be expected to generate a similar level of peak hour vehicle movements.

7.13 Furthermore, the operational characteristics of the nursery — including staggered drop-off and pick-up times — will naturally distribute vehicle movements across a wider time period rather than concentrating trips within a single short peak hour. This will help minimise the potential for short-term traffic activity outside the site.

7.14 In transport planning terms, the predicted level of traffic generation is very limited and would not represent a material increase in vehicle movements on the surrounding highway network. The scale of development is therefore such that the local road network is capable of accommodating the anticipated vehicle movements without detriment to highway operation or safety.

- 7.15 In this regard, the proposals are consistent with the objectives of national planning policy set out within the National Planning Policy Framework (NPPF), which states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 7.16 The proposals are also consistent with the objectives of local transport and development management policies within the Havant Borough Local Plan, which seek to ensure that development proposals do not give rise to unacceptable impacts on the safe and efficient operation of the highway network.
- 7.17 On this basis, the proposed development would generate only a very modest level of vehicle movements, and the evidence presented within this Transport Statement demonstrates that the development can be accommodated within the existing highway network without giving rise to any material transport impacts.

SUMMARY AND CONCLUSIONS

- 8.1 This Transport Statement has been prepared to assess the potential transport and highway implications associated with the proposed change of use of 102 Bedhampton Road, Havant to operate as a children's day nursery accommodating a maximum of 40 children. The assessment has considered the site location, surrounding highway network, sustainable transport accessibility, parking provision, servicing arrangements and the likely level of traffic generation associated with the proposed use.
- 8.2 The site is located within an established residential area of Bedhampton and benefits from good connectivity to the surrounding local and strategic highway network via Bedhampton Road and nearby distributor routes linking to Havant town centre, the A27 and the A3(M). Access to the site will be provided directly from Bedhampton Road via a new access arrangement which has been demonstrated to operate safely through the submitted visibility splay drawings and swept path analysis.
- 8.3 The proposed access provides visibility splays of 2.4 metres by 43 metres in both directions, which accord with the guidance set out in Manual for Streets for a road subject to a 30 mph speed limit. Vehicle tracking drawings demonstrate that a standard passenger car can safely enter, manoeuvre within the site and exit in a forward gear. The access and internal layout are therefore considered to provide a safe and practical arrangement for the anticipated level of activity associated with the development.
- 8.4 A review of five years of personal injury collision data for the surrounding highway network indicates that only a very small number of slight severity collisions have occurred within the study area and no fatal or serious collisions have been recorded. The available data does not identify any cluster of collisions or inherent highway safety issues in the vicinity of the site access. The surrounding road network therefore demonstrates a good highway safety record, and there is no evidence to suggest that the proposed development would exacerbate any existing highway safety concerns.
- 8.5 The site also benefits from good accessibility by sustainable transport modes. Continuous footways and pedestrian infrastructure are present along Bedhampton Road and the surrounding streets, and the site lies within a 2 kilometre walking catchment covering a large residential population within Bedhampton and nearby neighbourhoods. This provides a strong local catchment from which many nursery users are likely to originate.
- 8.6 The site is also accessible by cycle, with a 5 kilometre cycling catchment covering much of the Havant urban area. Secure cycle parking will be provided within the site together with scooter parking facilities, supporting active travel options for staff and visitors.
- 8.7 Public transport accessibility is strong, with bus stops located immediately adjacent to the site on Bedhampton Road providing services connecting Havant with Portsmouth, Petersfield and surrounding areas. In addition, Bedhampton Railway Station is located approximately 500 metres from the site, providing convenient access to regional rail services including Portsmouth, Southampton and Chichester. These sustainable transport options provide realistic alternatives to private car travel for staff and visitors.
- 8.8 Car parking provision has been designed to support the operational characteristics of the nursery. Six on-site parking spaces are proposed, which will operate as short-stay drop-off and pick-up spaces rather than long-stay parking. Arrivals and departures will occur on a staggered basis throughout the operational day, meaning that vehicle movements will be distributed across a wider time period rather than concentrated within a single peak period. The internal layout allows vehicles to

manoeuvre safely within the site and exit in a forward gear, ensuring that vehicles do not need to reverse onto the public highway.

- 8.9 Servicing requirements associated with the proposed nursery will be modest in scale, consisting primarily of small parcel deliveries and occasional maintenance visits undertaken by vans or light goods vehicles. No Heavy Goods Vehicles will be required. Servicing activity will take place within the site boundary and will be scheduled outside of peak drop-off and pick-up periods to avoid operational conflicts. Refuse collection will continue to take place from the kerbside on Bedhampton Road, consistent with the existing arrangement.
- 8.10 Trip generation has been assessed using the TRICS database, which provides robust comparison data for nursery land uses. The analysis indicates that the proposed development is expected to generate approximately 12 two-way vehicle movements during both the morning and afternoon peak hours. This level of traffic generation is very modest in scale and is comparable to the level of traffic typically associated with a small number of residential dwellings. Furthermore, the staggered arrival and departure arrangements will naturally spread movements throughout the day, further reducing any potential peak hour effects.
- 8.11 Given the limited level of vehicle movements associated with the development, together with the established nature of the surrounding road network, the proposed nursery will not result in any material impact on highway capacity or operation.
- 8.12 In planning policy terms, the proposed development accords with the objectives of the National Planning Policy Framework (NPPF). In particular, paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe. The evidence presented within this Transport Statement clearly demonstrates that neither of these circumstances would arise.
- 8.13 The proposal is also consistent with Policy CS20 (Transport and Accessibility) of the Havant Borough Local Plan, which seeks to ensure that development proposals provide safe access for all highway users and do not result in unacceptable impacts on highway safety or the efficient operation of the transport network. The development will utilise an access arrangement that meets recognised design standards, provides appropriate visibility and accommodates vehicle movements safely within the site.
- 8.14 Furthermore, the proposal supports the wider objectives of the Hampshire Local Transport Plan (LTP3), which promotes development that integrates with the existing transport network, improves accessibility to services and encourages sustainable travel behaviour.
- 8.15 Overall, the assessment presented within this Transport Statement demonstrates that:
- The site is located in an accessible location with good connections to walking, cycling and public transport networks.
 - The proposed access arrangements provide safe and appropriate visibility and vehicle manoeuvring.
 - The surrounding highway network has a good safety record with no evidence of existing safety concerns.
 - Parking provision and internal layout allow vehicles to enter, park, turn and exit the site safely.
 - Servicing and refuse arrangements are appropriate for the scale of the development.
 - The proposed nursery will generate a very modest level of vehicle movements, which can be accommodated easily within the surrounding highway network.

8.16 Taking all of the above into account, it is concluded that the proposed development will not result in any unacceptable impact on highway safety or the operation of the surrounding highway network.

8.17 The development is therefore considered to be fully compliant with national and local transport planning policy, including the National Planning Policy Framework, the Havant Borough Local Plan and the Hampshire Local Transport Plan.

8.18 On this basis, there are no transport or highway grounds on which planning permission should be withheld, and the proposed development is therefore recommended for approval from a transport and highway perspective.

APPENDIX 1: DEVELOPMENT PLANS



PRELIMINARY

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Note
Details and dimensions of proposed plans to be checked on site by appointed contractor prior to any commencement/installing of materials or work.

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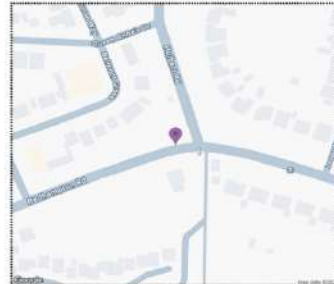
APPENDIX 2: ACCIDENT DATA



crashmap.co.uk

Validated Data

Crash Date: Thursday, March 12, 2020 **Time of Crash:** 15:07:00 **Crash Reference:** 2020440093867
Highest Injury Severity: Slight **Road Number:** B2177 **Casualties:** 1
Highway Authority: Hampshire **Vehicles:** 2
Local Authority: Havant **OS Grid Reference:** 470294 106698
Weather Description: Fine 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: Unknown
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal
Vehicles Involved:



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crashmap.co.uk

Validated Data

Crash Date: Thursday, March 12, 2020 **Time of Crash:** 15:07:00 **Crash Reference:** 2020440093867

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	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	4	Male	36 - 45	Unknown	Front	Unknown	None	None
2	Motorcycle A over 50cc and up to 125cc (1999 onwards)	-1	Male	16 - 20	Vehicle is slowing down or stopping	Back	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	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, March 18, 2021 **Time of Crash:** 18:57:00 **Crash Reference:** 2021440101940
Highest Injury Severity: Slight **Road Number:** B2149 **Casualties:** 1
Highway Authority: Hampshire **Vehicles:** 2
Local Authority: Havant **OS Grid Reference:** 470330 106690
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: Unknown
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal



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Validated Data

Crash Date: Thursday, March 18, 2021 **Time of Crash:** 18:57:00 **Crash Reference:** 2021440101940

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
2	Car (excluding private hire cars 2005 onwards)	4	Male	Unknown	Vehicle is slowing down or stopping	Did not impact	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	8	Male	Unknown	Unknown	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	36 - 45	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's offside - masked by parked or stationary vehicle

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Validated Data

Crash Date:

Wednesday, February 28, 2024

Time of Crash:

00:01:00

Crash Reference:

2024440086235

Highest Injury Severity:

Slight

Road Number:

B2177

Casualties:

1

Highway Authority:

Hampshire

Vehicles:

1

Local Authority:

Havant

OS Grid Reference:

470296 106696

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:

Unknown

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Auto traffic signal

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

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Validated Data

Crash Date:

Wednesday, February 28, 2024

Time of Crash:

00:01:00

Crash Reference:

2024440086235

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)	4	Female	21 - 25	Unknown	Front	Unknown	None	Road sign/Traffic signal

Casualties

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

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Validated Data

Crash Date: Sunday, July 21, 2024
Time of Crash: 01:26:00
Crash Reference: 2024440309159

Highest Injury Severity: Slight
Road Number: B2149
Casualties: 1

Highway Authority: Hampshire
Vehicles: 1

Local Authority: Havant
OS Grid Reference: 470354 106693

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: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Unknown



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crashmap.co.uk

Validated Data

Crash Date: Sunday, July 21, 2024
Time of Crash: 01:26:00
Crash Reference: 2024440309159

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)	12	Male	21 - 25	Unknown	Front	Unknown	None	Lamp post

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

For more information about the data please visit: www.crashmap.co.uk/home/faq
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APPENDIX 3: BUS TIMETABLES

HSDC Havant & South Downs College

Bus guide & timetable for 2025/26



Welcome to our college bus services

If you're just starting college and you're not sure which route is best, you can plan your journey at www.stagecoachbus.com or on the Stagecoach Bus app.

Travelling with us

Our drivers will pick you up from any stop along the route simply put your hand out and signal that you wish to get on.

Keep up-to-date

Our local team update on service information via our Twitter page @StagecoachSouth. You can also track live journeys on the Stagecoach Bus App.

You can also look out for route and timetable changes on your local 'Service Updates' page, on the Stagecoach Bus website.

Travelling from further afield?

Other journeys are possible with a change of bus - try our online journey planner to find your route, at stagecoachbus.com.

Fare and Tickets

StudentRider tickets offer the best discounts, allowing you to make the most of your time as a student.

Save money with StudentRider

Buy our best value annual ticket or a ticket each term for use on any Stagecoach bus at anytime, including weekends. We have a number of ticket zones to suit your travel requirements - see below for more details.

StudentRider tickets are available to all under 19s, and to college/university students in full-time education. Over-16s may be asked to provide proof of age and/or valid photo or student ID.

Visit our website for our full range of tickets, including 7-Day, 28-Day and Flexi tickets. If you're not travelling every day, other tickets may work out cheaper, including single fares for one off trips.



Annual StudentRider £900	Term 1 Autumn	£380
	Term 2 Spring	£320
	Term 3 Summer	£320
	South Gold Zone	
Annual StudentRider £780	Term 1 Autumn	£320
	Term 2 Spring	£260
	Term 3 Summer	£260
	South Hants Zone	
Annual StudentRider £470	Term 1 Autumn	£190
	Term 2 Spring	£160
	Term 3 Summer	£160
	Waterloooville Zone	
Annual StudentRider £470	Term 1 Autumn	£190
	Term 2 Spring	£160
	Term 3 Summer	£160
	Havant Zone	

StudentRider on the Stagecoach Bus App!

Buy StudentRider tickets on the Stagecoach bus app today - there's no risk of losing your ticket and waiting for replacements! Tickets can be gifted once when purchased, making it easy to transfer to the designated user.

All you have to do is have your ticket on your screen and show the driver when you board.



Check your local Service Updates page for changes to timetables, routes, and diversions/disruptions to services

HSDC Havant & South Downs College

Bus guide & timetable for 2025/26



30/31 Hayling Island • Havant (connections at Havant Bus Station for services 37/39 towards South Downs Campus)																																	
	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30
Havant Bus Station [B]	0520	0535	0550	0605	0620	0635	0650	0705																									
Mill Rythe School	0530	0545	0600	0615	0630	0645	0700	0717																									
Mengham Corner	-	0549	-	0619	-	0649	-	0723																									
West Town Barley Mow	0533	-	0603	-	0633	-	0703	-																									
Beachlands Bus Stand	0540	-	0610	-	0640	-	0710	-																									
Eastoke Sandy Point Reserve	0548	0555	0618	0625	0648	0656	0718	0730																									
Beachlands Bus Stand	-	0604	-	0634	-	0706	-	0740																									
West Town Barley Mow	-	0610	-	0640	-	0713	-	0747																									
Mengham Corner	0553	-	0623	-	0656	-	0726	-																									
Mill Rythe School	0557	0613	0627	0643	0700	0717	0730	0751																									
Langstone Avenue	0603	0619	0633	0649	0706	0723	0736	0801																									
Havant Bus Station [B]	0610	0625	0640	0655	0715	0730	0745	0810																									

30/31 Hayling Island • Havant		(connections at Havant Bus Station for services 37/39 towards South Downs Campus)																	
Monday-Friday	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31	30	31
Havant Bus Station [B]	1705	1720	1735	1750	1805	1820	1840	1900	1920	1940	2000	2030	2100	2130	2200	2230	2300		
Mill Rythe School	1717	1732	1747	1802	1817	1832	1850	1910	1930	1950	2010	2040	2110	2140	2210	2240	2340		
Mengham Corner	1723	-	1753	-	1823	-	1855	-	1935	-	2015	-	2115	-	2215	-	2345		
West Town Barley Mow	-	1735	-	1805	-	1835	-	1913	-	1953	-	2043	-	2143	-	2243	-		
Beachlands Bus Stand	-	1744	-	1814	-	1844	-	1920	-	2000	-	2050	-	2150	-	2250	-		
Eastoke Sandy Point Reserve	1730	1752	1800	1822	1830	1852	1902	1928	1942	2008	2022	2058	2122	2158	2222	2258	2352		
Beachlands Bus Stand	1740	-	1810	-	1840	-	1912	-	1952	-	2032	-	2132	-	2232	-	0002		
West Town Barley Mow	1747	-	1817	-	1847	-	1918	-	1958	-	2038	-	2138	-	2238	-	0008		
Mengham Corner	-	1800	-	1830	-	1900	-	1936	-	2016	-	2106	-	2206	-	2306	-		
Mill Rythe School	1751	1806	1821	1836	1851	1906	1921	1941	2001	2021	2041	2111	2141	2211	2241	2311	0011		
Langstone Avenue	1801	1816	1827	1842	1857	1912	1927	1947	2007	2027	2047	2117	2147	2217	2247	2317	0017		
Havant Bus Station [B]	1810	1825	1835	1850	1905	1920	1935	1955	2015	2035	2055	2125	2155	2225	2255	2325	0025		

737 Bordon • Liss • Petersfield • HSDC

Whitehill Turning Circle	0735
Bordon Norman Close	0740
Bordon Royal Drive	0749
Lindford Elderberry Rd	0755
Liphook Co-Op	0805
Greatham Digby Way	0818
Liss Forest Pine Walk	0824
Liss Whistle Stop	0830
Sheet Half Moon	0838
Moggs Mead Co-Op	0842
Petersfield Station [F]	0848
Petersfield Square [A]	0851
Buriton Greenway Lane	0858
HSDC South Downs Campus	0917
HSDC Havant Campus	0926

HSDC Havant Campus	1630
HSDC South Downs Campus	1640
Buriton Greenway Lane	1658
Petersfield Square [B]	1708
Petersfield Station [E]	1710
Moggs Mead Co-Op	1714
Sheet Half Moon	1717
Liss Whistle Stop	1723
Liss Forest Pine Walk	1726
Greatham Digby Way	1733
Liphook Co-Op	1741
Lindford Elderberry Rd	1746
Bordon Eco Station	1752
Bordon Norman Close	1803
Whitehill Turning Circle	1807

37 Havant • Petersfield

Monday - Friday (College Days)

Havant Bus Station [A]	-	0645	-	0905	1015	1115	1215	1315	1415	1515	1630	1730	1830
HSDC Havant Campus	-	0648	-	0908	1018	1118	1218	1318	1418	1518	1633	1733	1833
HSDC South Downs Campus	-	0655	-	0915	1025	1125	1225	1325	1425	1525	1640	1740	1840
Crookhorn College	-	0700	-	0920	1030	1130	1230	1330	1430	1530	1645	1745	1845
Waterlooville Precinct [C]	0612	0712	-	0932	1042	1142	1242	1342	1442	1542	1657	1757	1857
Waterlooville Highfield Pride	0616	0716	-	0936	1046	1146	1246	1346	1446	1546	1701	1801	1901
Cowplain Shops	0623	0723	0743	0943	1053	1153	1253	1353	1453	1553	1708	1808	1908
Hazleton Way Shops	0627	0727	0747	0947	1057	1157	1257	1357	1457	1557	1712	1812	1912
Horndean Precinct	0633	0733	0753	0953	1103	1203	1303	1403	1503	1603	1718	1818	1918
Clanfield Drift Rd Shops	0638	0738	0758	0958	1108	1208	1308	1408	1508	1608	1723	1823	1923
Clanfield Village	0643	0743	0803	1003	1113	1213	1313	1413	1513	1613	1728	1828	1928
Petersfield Tesco	0656	0756	0816	1016	1126	1226	1326	1426	1526	-	1741	1841	-
Petersfield Square [B]	0700	0800	0820	1020	1130	1230	1330	1430	1530	-	1745	1845	-
Petersfield Station [F]	0703	0803	0823	1023	1133	1233	1333	1433	1533	-	1748	1848	-

37 Petersfield • Havant

Monday - Friday (College Days)

Petersfield Station [S]	-	-	0810	0945	1045	1145	1245	1345	1445	1545	1635	1800	1900
Petersfield Square [A]	-	-	0813	0948	1048	1148	1248	1348	1448	1548	1638	1803	1903
Petersfield Tesco	-	-	0817	0952	1052	1152	1252	1352	1452	1552	1642	1807	1907
Clanfield Rising Sun	0631	0731	0831	1006	1106	1206	1306	1406	1506	1606	1656	1821	1921
Clanfield Drift Rd Shops	0636	0736	0836	1011	1111	1211	1311	1411	1511	1611	1701	1826	1926
Horndean Precinct	0641	0741	0841	1016	1116	1216	1316	1416	1516	1616	1706	1831	1931
Cowplain Hazleton Shops	0646	0746	0846	1021	1121	1221	1321	1421	1521	1621	1711	1836	1936
Cowplain Shops	0651	0751	0851	1026	1126	1226	1326	1426	1526	1626	1716	1841	1941
Waterlooville Highfield Pride	0657	0757	0857	1032	1132	1232	1332	1432	1532	1632	1722	1847	1947
Waterlooville Precinct [A]	0704	0804	0904	1039	1139	1239	1339	1439	1539	1639	1729	1854	1954
Crookhorn Precinct	0716	0816	0916	1051	1151	1251	1351	1451	1551	1651	1741	-	-
South Downs College [Opp]	0720	0820	0920	1055	1155	1255	1355	1455	1555	1655	1745	-	-
HSDC Havant Campus	0726	0826	0926	1103	1203	1303	1403	1503	1603	1703	1753	-	-
Havant Bus Station [A]	0732	0832	0932	1107	1207	1307	1407	1507	1607	1707	1757	-	-

HSDC Havant & South Downs College

Bus guide & timetable for 2025/26



39 Havant • Waterloooville • Wecock Farm

Havant Bus Station [D]	0530	0656	0815	0935	0955	0710	0725	0740	0765	0810	0825	0840	0855	0910	0925	then at these times each hour	40	55	10	25	Hail	1425	1440	1455
Leigh Park Park Parade [B]	0536	0652	0822	0942	0702	0717	0732	0747	0802	0917	0932	0947	0902	0917	0932		47	02	17	32		1432	1447	1502
Botley Drive Broomhurst Ave	0540	0656	0826	0946	0706	0721	0736	0751	0806	0821	0836	0851	0906	0921	0936		51	06	21	36		1436	1451	1506
ASDA Walmart	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0943		58	13	28	43		1443	-	-
South Downs College [Adj]	0547	0614	0634	0654	0714	0734	0749	0804	0819	0834	0849	0904	0919	0934	0949		04	19	34	49		1449	1504	1519
Purbrook Cunningham Rd	0555	0622	0642	0702	0722	0743	0758	0813	0828	0843	0858	0913	0928	0943	0958	then at these times each hour	13	28	43	58	Hail	1458	1513	1528
Waterlooville Precinct	0600	0631	0651	0711	0731	0752	0807	0822	0837	0852	0907	0922	0937	0952	1007		22	37	52	07		1507	1522	1537
Wecock Farm Eagle Ave	0610	0644	0704	0724	0744	0805	0820	0835	0850	0905	0920	0935	0950	1005	1020		38	50	05	20		1520	1535	1550

39 Havant • Waterloooville • Wecock Farm

Havant Bus Station [D]	1510	1525	1540	1555	1610	1625	1640	1655	1710	1725	1745	1805	1825	1845	1915	1945	2015	2045	2115	2145	2215	2245
Leigh Park Park Parade [B]	1517	1532	1547	1602	1617	1632	1647	1702	1717	1732	1752	1812	1832	1851	1921	1951	2021	2051	2121	2151	2221	2251
Botley Drive Broomhurst Ave	1521	1536	1551	1606	1621	1636	1651	1706	1721	1736	1756	1816	1836	1855	1925	1955	2025	2055	2125	2155	2225	2255
South Downs College [Adj]	1534	1549	1604	1619	1634	1649	1704	1719	1734	1749	1806	1826	1846	1902	1932	2002	2032	2102	2132	2202	2232	2302
Purbrook Cunningham Rd	1543	1558	1613	1628	1643	1658	1713	1728	1743	1758	1815	1835	1855	1910	1940	2010	2040	2110	2140	2210	2240	2310
Waterlooville Precinct	1552	1607	1622	1634	1649	1704	1719	1734	1749	1804	1821	1841	1901	1915	1945	2015	2045	2115	2145	2215	2245	2315
Wecock Farm Eagle Ave	1605	1620	1635	1646	1701	1716	1725	1744	1759	1814	1831	1851	1911	1924	1954	2024	2054	2124	2154	2224	2254	2324

39 Wecock Farm • Waterloooville • Havant

Wecock Farm Eagle Ave	0626	06	0815	0835	0855	0710	0725	0740	0755	0810	0825	0840	0855	0910	0925	0940	0955	then at these times each hour	10	25	40	55	until
Waterlooville Precinct [A]	0635	0605	0825	0848	0708	0723	0738	0753	0808	0823	0838	0853	0908	0923	0938	0953	1008		23	38	53	08	
Purbrook Cunningham Rd	0639	0609	0829	0853	0713	0728	0743	0758	0813	0828	0843	0858	0913	0928	0943	0958	1013		28	43	58	13	
Crookhorn Precinct	0640	0614	0634	0659	0719	0734	0749	0804	0819	0834	0849	0904	0919	0934	0949	1004	1019		34	49	04	19	
South Downs College [Opp]	0646	0617	0637	0702	0722	0737	0752	0807	0822	0837	0852	0907	0922	0937	0952	1007	1022		37	52	07	22	
ASDA Walmart														0842	0907	1012	1027		42	57	12	27	
Botley Drive Brookhurst Ave	0653	0634	0644	0714	0734	0749	0804	0819	0834	0849	0904	0919	0934	0949	1004	1019	1034	49	04	19	34		
Leigh Park Park Parade [A]	0657	0628	0648	0718	0738	0753	0808	0823	0838	0853	0908	0923	0938	0953	1008	1023	1038	53	08	23	38		
Havant Bus Station [D]	0606	0638	0700	0730	0740	0805	0815	0833	0848	0903	0918	0933	0948	1003	1018	1033	1048	60	15	30	45		

39 Wecock Farm • Waterloooville • Havant

Wecock Farm Eagle Ave	1440	1455	1510	1525	1540	1555	1610	1630	1660	1710	1730	1760	1825	1855	1925	1955	2025	2055	2125	2155	2225
Waterlooville Precinct [A]	1453	1508	1523	1538	1553	1608	1628	1642	1702	1722	1740	1800	1834	1904	1934	2004	2034	2104	2134	2204	2234
Purbrook Cunningham Rd	1458	1513	1528	1543	1558	1613	1628	1647	1707	1727	1745	1805	1838	1908	1938	2008	2038	2108	2138	2208	2238
Crookhorn Precinct	1504	1519	1534	1549	1604	1619	1634	1653	1713	1733	1751	1811	1843	1913	1943	2013	2043	2113	2143	2213	2243
South Downs College [Opp]	1507	1522	1537	1552	1607	1622	1637	1656	1716	1736	1754	1814	1846	1916	1946	2016	2046	2116	2146	2216	2246
Botley Drive Broomhurst Ave	1517	1532	1547	1602	1617	1632	1647	1706	1726	1748	1804	1834	1855	1923	1953	2023	2053	2123	2153	2223	2253
Leigh Park Park Parade [A]	1521	1536	1551	1606	1621	1636	1651	1710	1730	1750	1808	1828	1857	1927	1957	2027	2057	2127	2157	2227	2257
Havant Bus Station [D]	1531	1546	1601	1616	1631	1646	1701	1720	1740	1800	1819	1838	1905	1935	2005	2035	2105	2135	2205	2235	2305

Full timetables available on our website

Visit www.stagecoachbus.com for full route timetables, including earlier and later services, non-college day services and weekend operation.

Unsure on what route you need?

Find personalised journeys & ticket information all our our journey planner on the Stagecoach Bus website.

If you need to board more than one service, this is the best way to work out what routes to look at, and where to make your connection.



Oaklands Catholic School

Bus guide & timetable for 2025/26



Welcome to our bus services

If you're just starting and you're not sure which route is best, you can plan your journey at stagecoachbus.com or on the Stagecoach Bus app

Travelling with us

Route 632 and 654 are operated as closed door services only for students of Oaklands Catholic School and Sixth Form.

We advise that students arrive at the bus stop 5 minutes before scheduled departure to make sure they catch the bus. All you need to do is put your hand out and signal for the bus as it's approaching to let the driver know you want to get on.

Keep up-to-date

Our local team update on service information such as diversions and delays via our Twitter/X page @StagecoachSouth.

You can also look out for longer planned disruptions and other route and timetable changes on your local 'Service Updates' page, on the Stagecoach Bus website.



Tickets and fares

632 and 654 operate as closed door services and are not available to the public.

Tickets & fares are controlled and administered by Oaklands Catholic School - please visit the school website for more information.

632 • Hayling Island • Havant • Oaklands School

School Days Only		School Days Only	
Mill Rythe School	0705	Oaklands School	1545
West Town Barley Mow	0708	Crookhorn Precinct	1548
Beachlands Bus Stand	0715	Havant Bus Station	1600
Eastoke Sandy Point Reserve	0723	Mill Rythe School	1612
Mengham Corner	0731	Mengham Corner	1617
Mill Rythe School	0737	Eastoke Sandy Point Reserve	1624
Langstone The Mallards	0747	Beachlands Bus Stand	1632
Havant Bus Station	0756	West Town Barley Mow	1638
Crookhorn Precinct	0805	Mill Rythe School	1641
Oaklands School	0815		

654 • Hambledon • Denmead • Waterlooille • Oaklands School

School Days Only		School Days Only	
Hambledon The Gardens	0821	Oaklands School [Inside Grounds]	1550
Hambledon Green Lane	0821	Oaklands School [Stakes Hill]	1551
Hambledon Lotts Stores	0822	Waterlooville Stakes Lodge	1552
Hambledon Hook Vinney	0823	Waterlooville Elmwood Avenue	1553
Forest Gate Wall Hill	0825	Waterlooville Precinct [C]	1555
Forest Gate Uplands Road	0826	Hulbert Road Roundabout	1557
Anthill Common Anthill	0827	Waterlooville Jubilee Road	1558
Anthill Common School Lane	0827	Waterlooville Highfield Avenue	1559
Denmead Glasspool	0828	Cowplain Queens Road	1559
Denmead Green	0829	Cowplain The Cowplain School	1602
Denmead War Memorial Hall	0830	Wecock Blackbird Close	1607
Mead End Dando Road	0831	Wecock Dove Close	1608
Mead End Maple Drive	0831	Wecock Jackdaw Close	1609
Waterlooville Soake Road	0832	Wecock Rachel Madocks School	1610
Waterlooville Sunnymead Drive	0833	Wecock Maytree Gardens	1611
Waterlooville Charlesworth Drive	0834	Cowplain The Rainbow	1612
Waterlooville Milton Road Rbt	0835	Waterlooville Silverdale Drive	1613
Waterlooville Parkwood Centre	0836	Waterlooville Clinton Road	1614
Waterlooville Elmwood Avenue	0840	Waterlooville The Falcon	1614
Waterlooville Stakes Lodge	0842	Waterlooville Sunnymead Drive	1614
Oaklands School [Stakes Hill]	0844	Waterlooville Soake Road	1615
Oaklands School [Inside Grounds]	0845	Mead End Mill Road	1617
		Denmead War Memorial Hall	1617
		Denmead Green	1618
		Denmead Glasspool	1619
		Anthill Common School Lane	1619
		Anthill Common Anthill	1620
		Forest Gate Uplands Road	1620
		Forest Gate Wall Hill	1621
		Hambledon Hook Vinney	1622
		Hambledon Lotts Stores	1623
		Hambledon Old Barn Crescent	1623
		Hambledon The Gardens	1624

Times marked as 0000 are request stops and estimated times of arrival, please make sure to be at the stop a few minutes before to make sure you catch the bus.



Download the Stagecoach Bus App!

Our mobile app has all you need in one place - bus tracking on our live map, journey planning, live bus information and mobile bus tickets if you're looking to travel further. Make sure you have the latest version of our app to take advantage of all the features. Download from your app store today!



23

Havant to Southsea

via Cosham • North End • Portsmouth



Monday to Friday excluding Public Holidays

valid from 6th April 2025

Travelling from Leigh Park?

Service 22 runs 24/7 between Warren Park and Havant. Most buses on services 22 and 23 connect without a need to change bus in the evening and at night - journeys marked with ▼ run through to service 22. Through tickets are not available, however DayRider tickets will work out cheaper for those making a single or return journey. Save an extra 20% with a bundle of 5 DayRiders on the app - cheaper than the price of two single fares! If you are travelling between Leigh Park and Portsmouth/The Hard, you may benefit from our faster, direct service 20.

Havant Bus Station [E]	0500	-	0525	0545	0600	0610	0620	-	0630	0640	-	0650	0700	0710	0720	0730	0740	0750
Farlington Rectory Avenue	0506	-	0533	0553	0608	0618	0628	-	0640	0650	-	0701	0711	0721	0731	0741	0751	0801
Cosham Health Centre [F]	0512	0527	0542	0602	0617	0627	0637	-	0651	0701	-	0712	0723	0733	0743	0753	0803	0813
North End Junction [G]	0518	0533	0551	0611	0626	0636	0646	-	0700	0710	-	0721	0734	0744	0754	0804	0814	0824
City Centre City Shops South [C]	0527	0542	0601	0621	0636	0646	0656	0703	0710	0720	0727	0735	0748	0758	0808	0818	0828	0838
The Hard Interchange [M]	0532	0547	0606	0626	0641	0651	0701	0708	0715	0725	0732	0741	0754	0804	0814	0824	0834	0844
Southsea Shops [A]	0538	0553	0613	0633	0648	0658	0708	0717	0726	0736	0743	0751	0804	0814	0824	0834	0844	0854
Southsea South Parade Pier	0541	0556	0617	0637	0652	0702	0712	0722	0731	0741	0748	0756	0809	0819	0829	0839	0849	0859

Havant Bus Station [E]	0800	0810	1340	1350	1640	1650	1705	1720	1735	1750	1805	1820	1840	1900	1920	1940	2000
Farlington Rectory Avenue	0811	0820	1350	1401	1651	1701	1716	1731	1745	1800	1815	1830	1849	1909	1929	1949	2009
Cosham Health Centre [F]	0823	0831	1401	1413	1703	1713	1728	1743	1756	1811	1826	1841	1900	1920	1940	2000	2020
North End Junction [G]	0834	0842	1412	1424	1714	1724	1739	1754	1805	1820	1835	1850	1909	1929	1949	2009	2029
City Centre City Shops South [C]	0848	0856	1426	1438	1728	1738	1749	1804	1815	1830	1845	1900	1919	1939	1959	2019	2039
The Hard Interchange [M]	0854	0902	1432	1444	1734	1744	1755	1810	1820	1835	1850	1905	1924	1944	2004	2024	2044
Southsea Shops [A]	0904	0910	1440	1452	1742	1752	1803	1818	1828	1843	1858	1913	1931	1951	2011	2031	2051
Southsea South Parade Pier	0909	0915	1445	1459	1749	1757	1808	1823	1833	1848	1903	1918	1935	1955	2015	2035	2055

Havant Bus Station [E]	2020	2040	2100	2120	2140	2200	2230	2300	2330	0000	0030	0100	0130	0230	0330	0430
Farlington Rectory Avenue	2029	2049	2109	2129	2149	2209	2238	2306	2336	0006	0036	0106	0136	0236	0336	0436
Cosham Health Centre [F]	2040	2100	2120	2140	2200	2220	2247	2312	2342	0012	0042	0112	0142	0242	0342	0442
North End Junction [G]	2049	2109	2129	2149	2209	2229	2256	2318	2348	0018	0048	0118	0148	0248	0348	0448
City Centre City Shops South [C]	2059	2119	2139	2159	2219	2239	2306	2327	2357	0027	0057	0127	0157	0257	0357	0457
The Hard Interchange [M]	2104	2124	2144	2204	2224	2244	2311	2332	0002	0032	0102	0132	0202	0302	0402	0502
Southsea Shops [A]	2111	2131	2151	2211	2231	2251	2318	2338	0008	0038	0108	0138	0208	0308	0408	0508
Southsea South Parade Pier	2115	2135	2155	2215	2235	2255	2322	2341	0011	0041	0111	0141	0211	0311	0411	0511

These journeys run from Mon-Fri night through to Tue-Sat early morning
See Sundays for journeys running through to Monday early morning

Which tickets can I use on 24/7 services?

All tickets are valid on Portsmouth 24/7 services - NightRider and DayRider tickets are valid from time of purchase until 0400 the following day. If you are a concessionary pass holder, please refer to the Terms and Conditions from your local issuing authority.

23

Havant to Southsea
 via Cosham • North End • Portsmouth


Saturdays

valid from 6th April 2025

Travelling from Leigh Park?

Service 22 runs 24/7 between Warren Park and Havant. Most buses on services 22 and 23 connect without a need to change bus in the evening and at night - journeys marked with ▼ run through to service 22. Through tickets are not available, however DayRider tickets will work out cheaper for those making a single or return journey. Save an extra 20% with a bundle of 5 DayRiders on the app - cheaper than the price of two single fares! If you are travelling between Leigh Park and Portsmouth/The Hard, you may benefit from our faster, direct service 20.

Havant Bus Station [E]	0500	0530	0600	0620	0640	0700	0720	0740	0800	0810	0820	0830	1620	1635	1650	1705
Farlington Rectory Avenue	0506	0538	0608	0628	0648	0708	0730	0750	0810	0820	0830	0840	1630	1645	1700	1715
Cosham Health Centre [F]	0512	0547	0617	0637	0657	0717	0741	0801	0821	0831	0841	0851	1641	1656	1711	1726
North End Junction [G]	0518	0556	0626	0646	0706	0726	0750	0812	0832	0842	0852	0902	1652	1707	1722	1737
City Centre City Shops South [C]	0527	0606	0636	0656	0716	0736	0800	0826	0846	0856	0906	0916	1706	1721	1736	1751
The Hard Interchange [M]	0532	0611	0641	0701	0721	0741	0805	0831	0851	0901	0911	0921	1711	1726	1741	1756
Southsea Shops [A]	0538	0618	0648	0708	0728	0748	0816	0840	0900	0910	0920	0930	1720	1735	1750	1805
Southsea South Parade Pier	0541	0622	0652	0712	0732	0752	0821	0845	0905	0915	0925	0935	1725	1740	1755	1810

Havant Bus Station [E]	1720	1735	1750	1805	1820	1840	1900	1920	1940	2000	2020	2040	2100	2120	2140	2200	2230	2300
Farlington Rectory Avenue	1731	1745	1800	1815	1830	1849	1909	1929	1949	2009	2029	2049	2109	2129	2149	2209	2238	2306
Cosham Health Centre [F]	1743	1756	1811	1826	1841	1900	1920	1940	2000	2020	2040	2100	2120	2140	2200	2220	2247	2312
North End Junction [G]	1754	1805	1820	1835	1850	1909	1929	1949	2009	2029	2049	2109	2129	2149	2209	2229	2256	2318
City Centre City Shops South [C]	1804	1815	1830	1845	1900	1919	1939	1959	2019	2039	2059	2119	2139	2159	2219	2239	2306	2327
The Hard Interchange [M]	1809	1820	1835	1850	1905	1924	1944	2004	2024	2044	2104	2124	2144	2204	2224	2244	2311	2332
Southsea Shops [A]	1817	1828	1843	1858	1913	1931	1951	2011	2031	2051	2111	2131	2151	2211	2231	2251	2318	2338
Southsea South Parade Pier	1822	1833	1848	1903	1918	1935	1955	2015	2035	2055	2115	2135	2155	2215	2235	2255	2322	2341

Havant Bus Station [E]	2330	0000	0030	0100	0130	0230	0330	0430	Later journeys available service 24/7							
Farlington Rectory Avenue	2336	0006	0036	0106	0136	0236	0336	0436								
Cosham Health Centre [F]	2342	0012	0042	0112	0142	0242	0342	0442								
North End Junction [G]	2348	0018	0048	0118	0148	0248	0348	0448								
City Centre City Shops South [C]	2357	0027	0057	0127	0157	0257	0357	0457								
The Hard Interchange [M]	0002	0032	0102	0132	0202	0302	0402	0502								
Southsea Shops [A]	0008	0038	0108	0138	0208	0308	0408	0508								
Southsea South Parade Pier	0011	0041	0111	0141	0211	0311	0411	0511								

These journeys run from Saturday night through to Sunday early morning

Sundays & Public Holidays

Havant Bus Station [E]	0530	0600	0630	0700	0720	0740	0800	0820	0840	0900	15	30	45	00	1515	1530	1545	1600	1620
Farlington Rectory Avenue	0536	0608	0638	0708	0728	0748	0810	0830	0850	0910	25	40	55	10	1525	1540	1555	1610	1629
Cosham Health Centre [F]	0542	0617	0647	0717	0737	0757	0821	0841	0901	0921	35	51	06	21	1536	1551	1606	1621	1640
North End Junction [G]	0548	0626	0656	0726	0746	0806	0832	0852	0912	0932	47	02	17	32	1547	1602	1617	1632	1649
City Centre City Shops South [C]	0557	0636	0706	0736	0756	0816	0846	0906	0926	0946	01	16	31	46	1601	1616	1631	1646	1701
The Hard Interchange [M]	0602	0641	0711	0741	0801	0821	0851	0911	0931	0951	06	21	36	51	1606	1621	1636	1651	1706
Southsea Shops [A]	0608	0648	0718	0748	0808	0828	0900	0920	0940	1000	15	30	45	00	1615	1630	1645	1700	1715
Southsea South Parade Pier	0611	0652	0722	0752	0812	0832	0905	0925	0945	1005	20	35	50	05	1620	1635	1650	1705	1720

Havant Bus Station [E]	1640	00	20	40	2009	2020	2100	2130	2200	2230	2300	2330	0030	0130	0230	0330	0430
Farlington Rectory Avenue	1649	09	29	49	2009	2029	2106	2136	2206	2236	2306	2336	0036	0136	0236	0336	0436
Cosham Health Centre [F]	1700	20	40	00	2020	2040	2112	2142	2212	2242	2312	2342	0042	0142	0242	0342	0442
North End Junction [G]	1709	29	49	09	2029	2049	2118	2148	2218	2248	2318	2348	0048	0148	0248	0348	0448
City Centre City Shops South [C]	1719	39	59	19	2039	2059	2127	2157	2227	2257	2327	2357	0057	0157	0257	0357	0457
The Hard Interchange [M]	1724	44	04	24	2044	2104	2132	2202	2232	2302	2332	0002	0102	0202	0302	0402	0502
Southsea Shops [A]	1731	51	11	31	2051	2111	2138	2208	2238	2308	2338	0008	0108	0208	0308	0408	0508
Southsea South Parade Pier	1735	55	15	35	2055	2115	2141	2211	2241	2311	2341	0011	0111	0211	0311	0411	0511

These journeys run from Sunday night through to Monday early morning

23

Southsea to Havant

via Portsmouth • North End • Cosham



Monday to Friday excluding Public Holidays

valid from 6th April 2025

Travelling to Leigh Park?

Service 22 runs 24/7 between Warren Park and Havant. Most buses on services 22 and 23 connect without a need to change bus in the evening and at night - journeys marked with ▼ run through to service 22. Through tickets are not available, however DayRider tickets will work out cheaper for those making a single or return journey. Save an extra 20% with a bundle of 5 DayRiders on the app - cheaper than the price of two single fares! If you are travelling between Leigh Park and Portsmouth/The Hard, you may benefit from our faster, direct 20 service.

Southsea South Parade Pier [D]	0545	0605	0625	0635	0645	0655	0705	0715	0725	0735	0745	0755	0805	0815	0825	0835	0845	0855	1405
Southsea Shops [B]	0549	0609	0629	0640	0650	0700	0710	0720	0730	0740	0750	0800	0810	0820	0830	0840	0850	0900	1410
The Hard Interchange [E]	0556	0616	0636	0650	0700	0710	0720	0730	0740	0750	0800	0810	0820	0830	0840	0850	0900	0910	1420
City Centre City Shops South [D]	0601	0621	0641	0657	0707	0717	0727	0737	0747	0757	0807	0817	0827	0837	0847	0857	0907	0917	1427
North End Junction [C]	0611	0631	0651	0711	0721	0731	0741	0751	0801	0811	0821	0831	0841	0851	0901	0911	0921	0931	1439
Cosham Health Centre [B]	0618	0640	0700	0721	0731	0741	0751	0801	0811	0821	0831	0841	0851	0901	0911	0921	0930	0940	1448
Farlington Rectory Avenue	0628	0651	0711	0732	0742	0752	0802	0812	0822	0832	0842	0852	0902	0912	0922	0932	0942	0952	1500
Havant Bus Station	0636	0701	0723	0744	0754	0804	0814	0824	0834	0844	0854	0904	0914	0924	0934	0944	0953	1003	1511

Southsea South Parade Pier [D]	1415	1425	1435	1445	1455	1505	1705	1715	1725	1735	1745	1800	1815	1830	1845	1900	1920	1940	2000	2020
Southsea Shops [B]	1420	1430	1440	1450	1500	1510	1710	1720	1730	1740	1750	1805	1820	1835	1850	1904	1924	1944	2004	2024
The Hard Interchange [E]	1430	1440	1450	1500	1510	1522	1722	1732	1742	1752	1802	1815	1830	1845	1900	1911	1931	1951	2011	2031
City Centre City Shops South [D]	1437	1447	1457	1507	1517	1529	1729	1739	1749	1759	1809	1822	1835	1850	1905	1916	1936	1956	2016	2036
North End Junction [C]	1451	1501	1511	1521	1531	1544	1744	1754	1804	1814	1824	1834	1846	1901	1916	1926	1946	2006	2026	2046
Cosham Health Centre [B]	1501	1511	1521	1532	1542	1555	1755	1803	1813	1823	1833	1843	1855	1910	1925	1935	1955	2015	2035	2055
Farlington Rectory Avenue	1512	1522	1532	1544	1554	1607	1807	1814	1824	1834	1844	1854	1906	1921	1936	1946	2006	2026	2046	2106
Havant Bus Station	1524	1534	1544	1557	1607	1620	1820	1824	1834	1844	1854	1904	1916	1931	1946	1956	2016	2036	2056	2116

Southsea South Parade Pier [D]	2040	2100	2120	2140	2200	2220	2245	2315	2345	0015	0045	0115	0145	0215	0315	0415	0515	2040	2100	2120	2140	2200	2220	2245	2315	2345	0015	0045	0115	0145	0215	0315	0415	0515
Southsea Shops [B]	2044	2104	2124	2144	2204	2224	2249	2318	2348	0018	0048	0118	0148	0218	0318	0418	0518	2044	2104	2124	2144	2204	2224	2249	2318	2348	0018	0048	0118	0148	0218	0318	0418	0518
The Hard Interchange [E]	2051	2111	2131	2151	2211	2231	2266	2325	2365	0025	0055	0125	0155	0225	0325	0425	0525	2051	2111	2131	2151	2211	2231	2266	2325	2365	0025	0055	0125	0155	0225	0325	0425	0525
City Centre City Shops South [D]	2056	2116	2136	2156	2216	2236	2301	2328	2358	0028	0058	0128	0158	0228	0328	0428	0528	2056	2116	2136	2156	2216	2236	2301	2328	2358	0028	0058	0128	0158	0228	0328	0428	0528
North End Junction [C]	2106	2126	2146	2206	2226	2246	2311	2337	0007	0037	0107	0137	0207	0237	0337	0437	0537	2106	2126	2146	2206	2226	2246	2311	2337	0007	0037	0107	0137	0207	0237	0337	0437	0537
Cosham Health Centre [B]	2115	2135	2155	2215	2235	2255	2320	2343	0013	0043	0113	0143	0213	0243	0343	0443	0543	2115	2135	2155	2215	2235	2255	2320	2343	0013	0043	0113	0143	0213	0243	0343	0443	0543
Farlington Rectory Avenue	2126	2146	2206	2226	2246	2306	2331	2349	0019	0049	0119	0149	0219	0249	0349	0449	0549	2126	2146	2206	2226	2246	2306	2331	2349	0019	0049	0119	0149	0219	0249	0349	0449	0549
Havant Bus Station	2136	2156	2216	2236	2256	2316	2341	2356	0026	0056	0126	0156	0226	0256	0356	0456	0556	2136	2156	2216	2236	2256	2316	2341	2356	0026	0056	0126	0156	0226	0256	0356	0456	0556

These journeys run from Mon-Fri night through to Tue-Sat early morning
See Sundays for journeys running through to Monday early morning

Which tickets can I use on 24/7 services?

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23

Southsea to Havant

via Portsmouth • North End • Cosham



Saturdays

valid from 6th April 2025

Travelling to Leigh Park?

Service 22 runs 24/7 between Warren Park and Havant. Most buses on services 22 and 23 connect without a need to change bus in the evening and at night - journeys marked with ▼ run through to service 22. Through tickets are not available, however DayRider tickets will work out cheaper for those making a single or return journey. Save an extra 20% with a bundle of 5 DayRiders on the app - cheaper than the price of two single fares! If you are travelling between Leigh Park and Portsmouth/The Hard, you may benefit from our faster, direct 20 service.

Southsea South Parade Pier [D]	0545	0615	0635	0655	0715	0735	0755	0815	0825	0835	0845	1715	1730	1745	1800	1815	1830	1845	1900	1920
Southsea Shops [B]	0549	0619	0639	0700	0720	0740	0800	0820	0830	0840	0850	1720	1735	1750	1805	1820	1835	1850	1904	1924
The Hard Interchange [E]	0556	0626	0646	0710	0730	0750	0810	0830	0840	0850	0900	1730	1745	1800	1815	1830	1845	1900	1911	1931
City Centre City Shops South [D]	0601	0631	0651	0716	0736	0756	0816	0836	0846	0856	0906	1737	1752	1807	1822	1835	1850	1905	1916	1936
North End Junction [C]	0611	0641	0701	0731	0751	0811	0831	0851	0901	0911	0919	1749	1804	1819	1834	1845	1901	1916	1926	1946
Cosham Health Centre [B]	0618	0650	0710	0741	0801	0821	0841	0901	0911	0921	0928	1758	1813	1828	1843	1855	1910	1925	1935	1955
Farlington Rectory Avenue	0628	0701	0721	0752	0812	0832	0852	0912	0922	0932	0940	1810	1824	1839	1854	1906	1921	1936	1946	2006
Havant Bus Station	0636	0711	0733	0804	0824	0844	0904	0924	0934	0944	0951	1821	1834	1849	1904	1916	1931	1946	1956	2016
																▼ 22			▼ 22	▼ 22

Southsea South Parade Pier [D]	1940	2000	2020	2040	2100	2120	2140	2200	2220	2245	2315	2345	0015	0045	0115	0145	0215	0315	0415	0515
Southsea Shops [B]	1944	2004	2024	2044	2104	2124	2144	2204	2224	2249	2319	2348	0018	0048	0118	0148	0218	0318	0418	0518
The Hard Interchange [E]	1951	2011	2031	2051	2111	2131	2151	2211	2231	2256	2325	2355	0025	0055	0125	0155	0225	0325	0425	0525
City Centre City Shops South [D]	1956	2016	2036	2056	2116	2136	2156	2216	2236	2301	2329	2358	0028	0058	0128	0158	0228	0328	0428	0528
North End Junction [C]	2006	2026	2046	2106	2126	2146	2206	2226	2246	2311	2337	0007	0037	0107	0137	0207	0237	0337	0437	0537
Cosham Health Centre [B]	2015	2035	2055	2115	2135	2155	2215	2235	2255	2320	2343	0013	0043	0113	0143	0213	0243	0343	0443	0543
Farlington Rectory Avenue	2026	2046	2106	2126	2146	2206	2226	2246	2306	2331	2349	0019	0049	0119	0149	0219	0249	0349	0449	0549
Havant Bus Station	2036	2056	2116	2136	2156	2216	2236	2256	2316	2341	2356	0026	0056	0126	0156	0226	0256	0356	0456	0556
	▼ 22	▼ 22	▼ 22	▼ 22	▼ 22			▼ 22			▼ 22	▼ 22	▼ 22	▼ 22	▼ 22		▼ 22	▼ 22		

These journeys run from Saturday night through to Sunday early morning

Sundays & Public Holidays

Southsea South Parade Pier [D]	0615	0645	0705	0725	0745	0805	0825	0845	0900	15	30	45	00	1715	1730	1745	1805	1825	1845	1905
Southsea Shops [B]	0619	0649	0710	0730	0750	0810	0830	0850	0905	20	35	50	05	1720	1735	1750	1809	1829	1849	1909
The Hard Interchange [E]	0626	0656	0720	0740	0800	0820	0840	0900	0915	30	45	00	15	1730	1745	1800	1816	1836	1856	1916
City Centre City Shops South [D]	0631	0701	0727	0747	0807	0827	0847	0907	0922	37	52	07	22	1737	1752	1807	1822	1841	1901	1921
North End Junction [C]	0641	0711	0739	0759	0819	0839	0859	0919	0934	49	04	19	34	1749	1804	1819	1834	1851	1911	1931
Cosham Health Centre [B]	0648	0720	0748	0808	0828	0848	0908	0928	0943	58	13	28	43	1758	1813	1828	1843	1858	1918	1938
Farlington Rectory Avenue	0658	0731	0759	0819	0839	0859	0919	0939	0954	09	24	39	54	1809	1824	1839	1854	1908	1928	1948
Havant Bus Station	0706	0743	0809	0829	0849	0909	0929	0949	1004	19	34	49	04	1819	1834	1849	1904	1916	1936	1956
																				▼ 22

Southsea South Parade Pier [D]	1925	1945	2005	2025	2045	2105	2145	2215	2245	2315	2345	0015	0115	0215	0315	0415	0515			
Southsea Shops [B]	1929	1949	2009	2029	2049	2109	2148	2218	2248	2318	2348	0018	0118	0218	0318	0418	0518			
The Hard Interchange [E]	1936	1956	2016	2036	2056	2116	2155	2225	2255	2325	2355	0025	0125	0225	0325	0425	0525			
City Centre City Shops South [D]	1941	2001	2021	2041	2101	2121	2158	2228	2258	2328	2358	0028	0128	0228	0328	0428	0528			
North End Junction [C]	1951	2011	2031	2051	2111	2131	2207	2237	2307	2337	0007	0037	0137	0237	0337	0437	0537			
Cosham Health Centre [B]	1958	2018	2038	2058	2118	2138	2213	2243	2313	2343	0013	0043	0143	0243	0343	0443	0543			
Farlington Rectory Avenue	2008	2028	2048	2108	2128	2148	2219	2249	2319	2349	0019	0049	0149	0249	0349	0449	0549			
Havant Bus Station	2016	2036	2056	2116	2136	2156	2226	2256	2326	2356	0026	0056	0156	0256	0356	0456	0556			
	▼ 22	▼ 22	▼ 22			▼ 22	▼ 22	▼ 22	▼ 22	▼ 22		▼ 22	▼ 22	▼ 22	▼ 22					

These journeys run from Sunday night through to Monday early morning

Timetables for Portsmouth, Fareham & Gosport Service Number SD4

Valid from 26/01/2026 until further notice

SD4: Bishops Waltham - Havant Campus

Monday to Friday

Notes:	Service No.:	SD4
		CD
Bishops Waltham The Square Stop code: 1900HA110611		0805
Bishops Waltham, Cricklemede Stop code: 1900HA110620		0812
Swanmore Post Office Stop code: 1900HA110656		0817
Waltham Chase, Forest Gardens Stop code: 1900HA110672		0822
Shedfield, Church Road Stop code: 1900HA110595		0825
Wickham Square Stop code: 1900HA110778		0830
Crockerhill, Forest Lane Stop code: 1900HA040269		0835
Wickham Road Rbt Stop code: 1900HA040257		0840
East Street Stop code: 1900HA040253		0845
The Seagull Stop code: 1900HA040416		0852
Portchester Precinct Stop code: 56c4387bc2f40c77		0855
Racecourse Lane Stop code: 1990PH130010		0859
QA Steps Stop code: 1990PH130086		0905
South Downs Campus Stop code: 1900HA070399		0913
Havant College Stop code: 1900HA070199		0923

CD Operates On College Days

SD4: Havant Campus - Bishops Waltham

Monday to Friday

Service No.:		SD4
Notes:		CD
Fareham Bus Station Stop code: 1900HA040241		1712
Wickham Square Stop code: 1900HA110778		1727
Waltham Chase, Forest Gardens Stop code: 1900HA110671		1734
Swanmore St Barnabas Church Stop code: 1900HA110658		1739
Bishops Waltham The Square Stop code: 1900HA110611		1749
CD	Operates On College Days	

Timetables for Portsmouth, Fareham & Gosport Service Number SD5

Valid from 26/01/2026 until further notice

SD5: Gosport - Havant Campus

Monday to Friday

Service No.:	SD5
Notes:	CD
Gosport Interchange Stop code: 1900HAA92251	0753
Forton Road Stop code: 1900HA050218	0804
Elson Church Stop code: 1900HA050272	0811
Rowner Crossroads Stop code: 1900HA050022	0818
Swan Court Stop code: 1900HAA91156	0824
Hoeford BRT Stop code: 1900HAA91144	0831
Station Roundabout Stop code: 1900HA040272	0836
Fareham Bus Station arr Stop code: 1900HA040241	0840
Fareham Bus Station dep Stop code: 1900HA040241	0842
The Seagull Stop code: 1900HA040416	0855
Portchester Precinct Stop code: 56c4387bc2f40c77	0858
Racecourse Lane Stop code: 1990PH130010	0902
QA Steps Stop code: 1990PH130086	0908
South Downs Campus Stop code: 1900HA070399	0916
Havant College Stop code: 1900HA070199	0926
CD	Operates On College Days

SD5: Havant Campus - Gosport

Monday to Friday

Service No.:		SD5
Notes:		CD
Havant Campus Stop code: 1900HA070198		1630
South Downs Campus Stop code: 1900HA070400		1640
QA Steps Stop code: 1990PH130087		1647
Portchester Precinct Stop code: 56c4387bc2f40c77		1655
Fareham Bus Station dep Stop code: 5dc17f456adde1e8		1707
Rowner Crossroads Stop code: 1900HA050021		1721
Crossways Stop code: 1900HA050217		1732
Gosport Interchange Stop code: 1900HAA92251		1741
CD		Operates On College Days

APPENDIX 4: TRICS DATA

Calculation Reference: AUDIT-405201-231101-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
WS WEST SUSSEX	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
NN NORTH NORTHAMPTONSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
DR DONCASTER	1 days
08 NORTH WEST	
EC CHESHIRE EAST	1 days
09 NORTH	
TW TYNE & WEAR	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 49 to 111 (units:)
 Range Selected by User: 49 to 111 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 07/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

E(f) 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	3 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	8 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	DR-04-D-01	NURSERY	DONCASTER
	BAWTRY ROAD		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	111	
	Survey date: FRIDAY	13/05/22	Survey Type: MANUAL
2	EC-04-D-01	NURSERY	CHESHIRE EAST
	CHESTER ROAD		
	MACCLESFIELD		
	Edge of Town Centre		
	No Sub Category		
	Total Number of pupils:	70	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	LN-04-D-01	NURSERY	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	SWALLOW BECK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	49	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
4	NN-04-D-01	NURSERY	NORTH NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	KETTERING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	90	
	Survey date: TUESDAY	07/06/22	Survey Type: MANUAL
5	SF-04-D-03	NURSERY	SUFFOLK
	CAMP ROAD		
	LOWESTOFT		
	Edge of Town Centre		
	Residential Zone		
	Total Number of pupils:	110	
	Survey date: WEDNESDAY	10/12/14	Survey Type: MANUAL
6	TW-04-D-02	NURSERY	TYNE & WEAR
	ETTRICK GROVE		
	SUNDERLAND		
	HIGH BARNES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	110	
	Survey date: WEDNESDAY	28/11/12	Survey Type: MANUAL
7	TW-04-D-03	NURSERY	TYNE & WEAR
	JUBILEE ROAD		
	NEWCASTLE UPON TYNE		
	GOSFORTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	108	
	Survey date: TUESDAY	21/05/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-04-D-01	NURSERY	WEST SUSSEX
	FARNCOMBE ROAD WORTHING		
	Edge of Town Centre Residential Zone		
	Total Number of pupils:	75	
	Survey date: FRIDAY	13/05/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	90	0.108	8	90	0.044	8	90	0.152
08:00 - 09:00	8	90	0.170	8	90	0.134	8	90	0.304
09:00 - 10:00	8	90	0.053	8	90	0.046	8	90	0.099
10:00 - 11:00	8	90	0.015	8	90	0.015	8	90	0.030
11:00 - 12:00	8	90	0.024	8	90	0.025	8	90	0.049
12:00 - 13:00	8	90	0.054	8	90	0.068	8	90	0.122
13:00 - 14:00	8	90	0.053	8	90	0.065	8	90	0.118
14:00 - 15:00	8	90	0.018	8	90	0.021	8	90	0.039
15:00 - 16:00	8	90	0.062	8	90	0.057	8	90	0.119
16:00 - 17:00	8	90	0.061	8	90	0.068	8	90	0.129
17:00 - 18:00	8	90	0.136	8	90	0.172	8	90	0.308
18:00 - 19:00	8	90	0.008	8	90	0.047	8	90	0.055
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.762			0.762			1.524

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 49 - 111 (units:)
 Survey date range: 01/01/12 - 07/06/22
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	90	0.055	8	90	0.012	8	90	0.067
08:00 - 09:00	8	90	0.098	8	90	0.032	8	90	0.130
09:00 - 10:00	8	90	0.033	8	90	0.008	8	90	0.041
10:00 - 11:00	8	90	0.015	8	90	0.012	8	90	0.027
11:00 - 12:00	8	90	0.028	8	90	0.041	8	90	0.069
12:00 - 13:00	8	90	0.098	8	90	0.095	8	90	0.193
13:00 - 14:00	8	90	0.058	8	90	0.059	8	90	0.117
14:00 - 15:00	8	90	0.012	8	90	0.012	8	90	0.024
15:00 - 16:00	8	90	0.033	8	90	0.040	8	90	0.073
16:00 - 17:00	8	90	0.041	8	90	0.095	8	90	0.136
17:00 - 18:00	8	90	0.044	8	90	0.091	8	90	0.135
18:00 - 19:00	8	90	0.001	8	90	0.037	8	90	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.516			0.534			1.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: **1**
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	90	0.021	8	90	0.001	8	90	0.022
08:00 - 09:00	8	90	0.017	8	90	0.001	8	90	0.018
09:00 - 10:00	8	90	0.007	8	90	0.001	8	90	0.008
10:00 - 11:00	8	90	0.001	8	90	0.000	8	90	0.001
11:00 - 12:00	8	90	0.000	8	90	0.008	8	90	0.008
12:00 - 13:00	8	90	0.014	8	90	0.018	8	90	0.032
13:00 - 14:00	8	90	0.003	8	90	0.006	8	90	0.009
14:00 - 15:00	8	90	0.003	8	90	0.003	8	90	0.006
15:00 - 16:00	8	90	0.001	8	90	0.008	8	90	0.009
16:00 - 17:00	8	90	0.001	8	90	0.003	8	90	0.004
17:00 - 18:00	8	90	0.004	8	90	0.008	8	90	0.012
18:00 - 19:00	8	90	0.000	8	90	0.014	8	90	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.071			0.143

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	90	0.003	8	90	0.000	8	90	0.003
08:00 - 09:00	8	90	0.011	8	90	0.003	8	90	0.014
09:00 - 10:00	8	90	0.000	8	90	0.000	8	90	0.000
10:00 - 11:00	8	90	0.000	8	90	0.000	8	90	0.000
11:00 - 12:00	8	90	0.000	8	90	0.000	8	90	0.000
12:00 - 13:00	8	90	0.004	8	90	0.001	8	90	0.005
13:00 - 14:00	8	90	0.001	8	90	0.003	8	90	0.004
14:00 - 15:00	8	90	0.000	8	90	0.000	8	90	0.000
15:00 - 16:00	8	90	0.000	8	90	0.003	8	90	0.003
16:00 - 17:00	8	90	0.000	8	90	0.000	8	90	0.000
17:00 - 18:00	8	90	0.000	8	90	0.003	8	90	0.003
18:00 - 19:00	8	90	0.000	8	90	0.003	8	90	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.016			0.035

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.