NENE VALLEY
Transport Planning

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TRAVEL PLAN V2

102 Bedhampton Road, Havant

NENE VALLEY TRANSPORT PLANNING CONSULTANTS LTD

CONTENTS PAGE **Page Number**

1.0	**INTRODUCTION**	**2**
2.0	**PLANNING REQUIREMENT BACKGROUND**	**4**
3.0	**DEVELOPMENT PROPOSALS**	**8**
4.0	**HIGHWAY CONDITIONS**	**16**
5.0	**SUSTAINABLE TRANSPORT ACCESSIBILITY**	**18**
6.0	**TRAVEL PLAN TARGETS**	**26**
7.0	**TRAVEL PLAN COORDINATOR**	**30**
8.0	**MONITORING AND TARGETING**	**31**
9.0	**CONCLUSION**	**33**

APPENDICES

Appendix 1	Proposed development plans
Appendix 2	Bus Timetables
Appendix 3	TRICS Data

INTRODUCTION

1.1. This Travel Plan has been prepared in accordance with the Department for Transport's (DfT) guidance contained within 'The Essential Guide to Travel Planning' (2008) and 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (Department for Transport / Ministry of Housing, Communities and Local Government). The document also takes into account current Government policy set out within the National Planning Policy Framework (NPPF) and best practice guidance contained within Manual for Streets (DfT, 2007) and Manual for Streets 2 – Wider Application of the Principles (CIHT, 2010).

1.2. This Travel Plan has been prepared in support of the proposed change of use of 102 Bedhampton Road, Havant, PO9 3EZ, from an existing residential property to a children's day nursery. The Travel Plan accompanies the Transport Statement submitted as part of the planning application and has been prepared in accordance with national guidance relating to Travel Plans, Transport Assessments and Transport Statements.

1.3. Travel Plans are recognised as an effective tool for managing travel demand associated with new development. They are intended to encourage sustainable travel choices, reduce reliance on private car use where practicable, and ensure that development integrates appropriately with the surrounding transport network. Government guidance confirms that Travel Plans should be proportionate to the scale and nature of development and embedded into the operational management of a site.

1.4. The proposed development will provide a small-scale nursery facility accommodating a maximum of 40 children, primarily serving families within the local community. The nursery 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 holidays.

1.5. 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 and minimise short-term peaks in traffic activity. 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 avoid coinciding with nearby school travel activity, no drop-off or collection will take place between 09:30–12:45 or between 13:15–15:00.

1.6. The nursery will employ approximately nine members of staff on a typical operating day. Three on-site parking spaces will be reserved and clearly signed for staff use. Given the limited level of staff parking provision, staff will be encouraged to travel to the site by walking, cycling, public transport or car sharing wherever practicable. Staff attendance will also be staggered across a range of shift patterns, meaning that not all members of staff will arrive at or leave the site at the same time.

1.7. The purpose of this Travel Plan is to establish a structured framework for managing travel associated with the nursery in a safe, efficient and sustainable manner. The Travel Plan sets out a series of objectives, management measures and monitoring procedures that will be implemented to encourage sustainable travel choices where practicable.

1.8. Measures incorporated within the development include the promotion of walking, cycling and public transport use, the provision of nine secure and covered cycle parking spaces, and a dedicated storage area within the garage for buggies, prams and scooters. Travel information and personalised journey-planning advice will also be provided to staff, while parents and carers will be informed of the nursery's sustainable travel and drop-off and pick-up arrangements.

1.9. In accordance with best practice guidance, the Travel Plan will operate as a dynamic and evolving document, allowing measures to be reviewed and refined over time as the nursery becomes operational and travel patterns are better understood. Monitoring and review procedures will ensure that the Travel Plan remains effective and responsive to the needs of the nursery, its staff and the surrounding community.

1.10. Overall, the Travel Plan will support the sustainable operation of the proposed nursery while ensuring that travel demand associated with the development is managed responsibly and that any potential impacts on the surrounding highway network are minimised.

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)

2.1 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.

2.2 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 the 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."

2.3 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.

2.4 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.

2.5 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.

Benefits

2.3 This Travel Plan will aim to meet the objectives, and to deliver the following benefits:

- A focused approach to influence the travel behaviour of visitors to the site.
- Encourage and facilitate the introduction of safe and viable alternatives to single occupancy car travel by visitors
- Increase employee and visitor awareness of the potential for, and advantages of travelling by sustainable modes of travel, including walking, cycling, public transport and car sharing.
- Inform visitors of the social, environmental, and economic costs of their travel choices.
- Provide practical information on how employees and visitors can travel by more sustainable transport modes, including car sharing, with integration between transport modes.
- Provide practical initiatives based on regular appraisal of travel patterns.
- Improve accessibility for all.
- Improve safety for vulnerable road users.
- Provide re-assurance to residents in the local vicinity of the measures to reduce any impact on residential amenity.

Outcomes

2.4 Furthermore in line with Department for Transport's (DfT) 'The Essential Guide to Travel Planning', published in March 2008, the Travel Plan will also seek the following outcomes:

- Improved accessibility and travel choice for visitors.
- Improved access by the wider community to the development of sustainable modes of transport.
- Reduction in the need for car use, with associated benefits in terms of reduced traffic, congestion, air pollution and accidents.
- Achieve more attractive environments that contribute to regeneration and travel initiatives.
- Represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist.

2.5 This Travel Plan will seek the benefits and outcomes listed. The overarching objective will be to minimize overall single occupancy vehicle mileage by reducing the single occupancy car dependency of visitors travelling to and from the facility, where it is practical to do so, through promoting sustainable modes of transport and raising awareness of route planners available for all users and promoting incentives to help nudge all users of the site. The Travel Plan will raise options available to all users other than travelling as single occupancy vehicle users especially for short trips under 2km. This is in accordance with the Government's 'Future of Transport; a Network for 2030' document, produced in 2004, as well as the updated Planning Policy Guidance updated by the DfT on 6 March 2014.

2.6 In line with the new 'Planning Policy Guidance update, the Travel Plan will also act as a transport mitigation plan, focusing on maximizing sustainable access to the development, and facilitating smarter journey choices. In doing so, the Travel Plan sets out the aims to reduce the number of car trips, in particular single occupancy car trips, generated by all users of the site and therefore reduce the potential impact of any additional car trips, as well as relating to cars parked on the local highway network.

2.7 The proposed development will be designed in accordance with policy objectives set out in national and local documentation. The site will provide cycle parking, provision for sustainable travel and will ensure that the vast majority of users travelling by motor vehicle will do so by car sharing.

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 facility is intended principally to serve families living within the surrounding community. The nursery will operate between 07:30 and 18:00, Monday to Friday, for approximately 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 Approximately nine members of staff will be present during a typical operating day. Staff will work a range of staggered shifts to provide appropriate coverage throughout the nursery's operational hours. The typical shift patterns will comprise:

- 07:30–16:30;
- 08:00–17:00;
- 08:30–17:30;
- 09:00–15:00; and
- 09:00–18:00.

3.7 The earlier morning and later afternoon periods will be staffed by fewer members of the team, reflecting the lower number of children attending during these periods. The majority of staff will be present between approximately 09:00 and 15:00, when child occupancy and staffing requirements are expected to be at their highest.

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 Three parking spaces within the proposed layout will be reserved for staff use and will be clearly signed as staff-only spaces. The remaining on-site parking spaces will operate as short-stay drop-off and pick-up spaces for parents and carers. The distinction between staff parking and short-stay nursery parking will be clearly communicated and managed by the nursery.

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, Buggy, Pram and Scooter storage

3.16 Nine secure and covered cycle parking spaces will be provided within the site for use by staff and parents or carers wishing to travel to the nursery by bicycle. The cycle parking will be positioned in a convenient on-site location and will allow bicycles to be secured and protected from the weather throughout the nursery's operational day.

3.17 A dedicated storage area within the garage will also be available for buggies, prams and scooters. The garage provides sufficient space for these items to be stored safely and securely, ensuring that

they are kept away from the pedestrian footway, parking and manoeuvring areas and do not obstruct access to or movement around the site.

3.18 The storage arrangements will provide practical support for families walking, cycling or scooting to the nursery. Parents and carers will be able to leave buggies, prams and scooters securely on site rather than having to take them away following drop-off or leave them within circulation areas.

3.19 The combined provision of secure cycle parking and dedicated buggy, pram and scooter storage will encourage sustainable travel while maintaining a safe, accessible and organised environment for families arriving at and leaving the nursery.

Servicing and Refuse Collection

3.20 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.

3.21 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.

3.22 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.

3.23 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.

3.24 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.

3.25 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

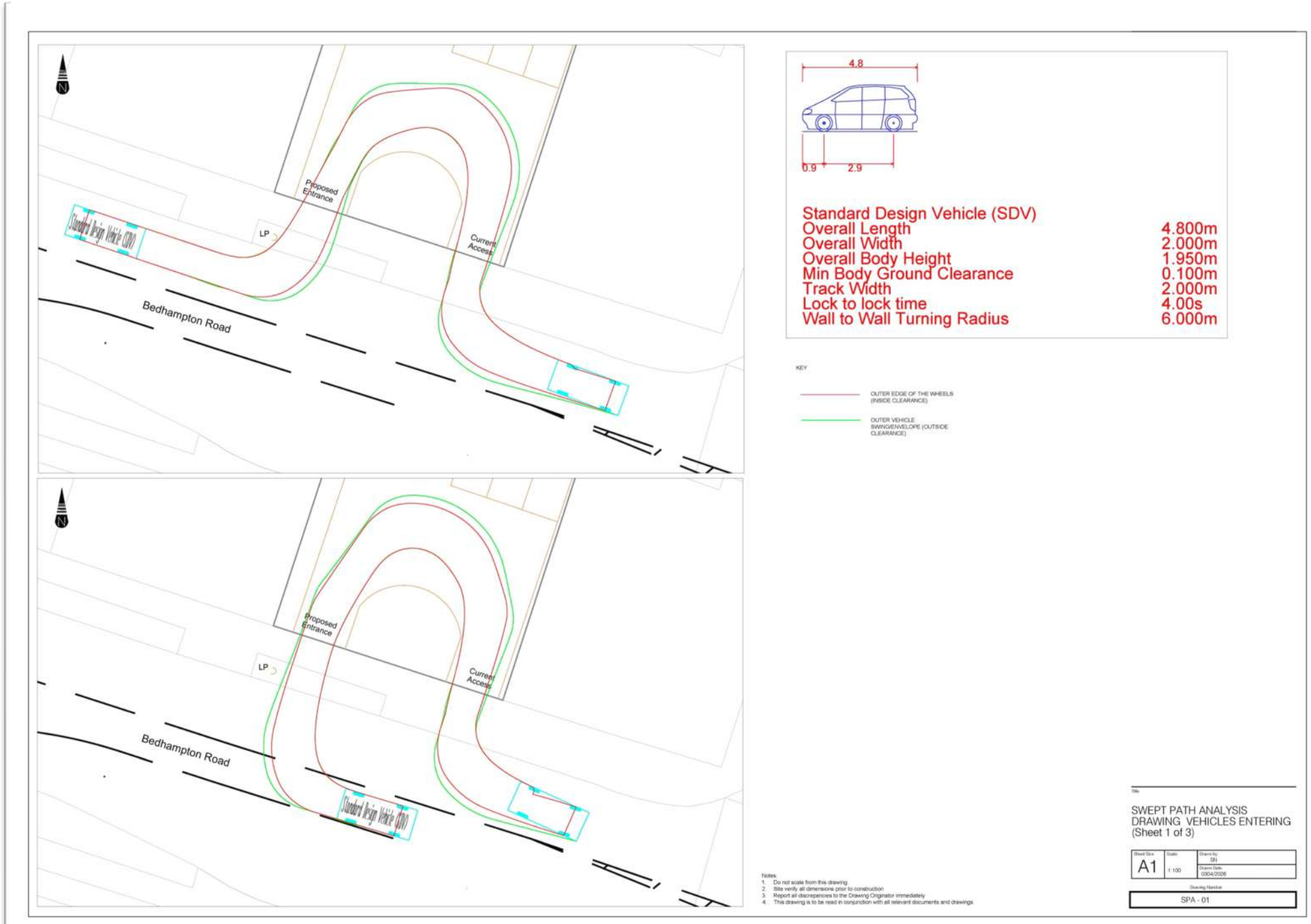


Figure 2 Swept path analysis sheet 2

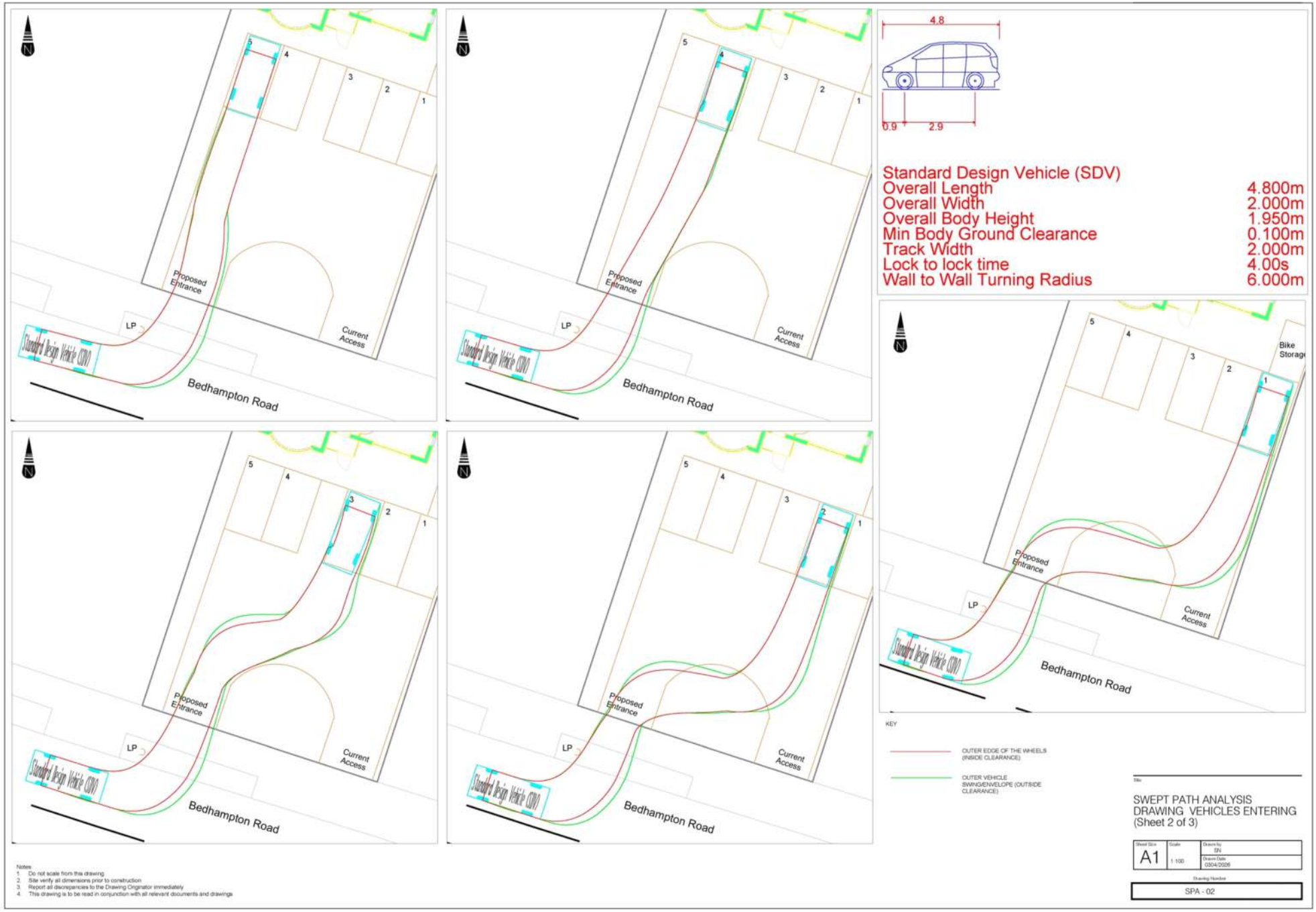


Figure 3Swept path analysis sheet 3

Figure 4 Vision splays sheet 1

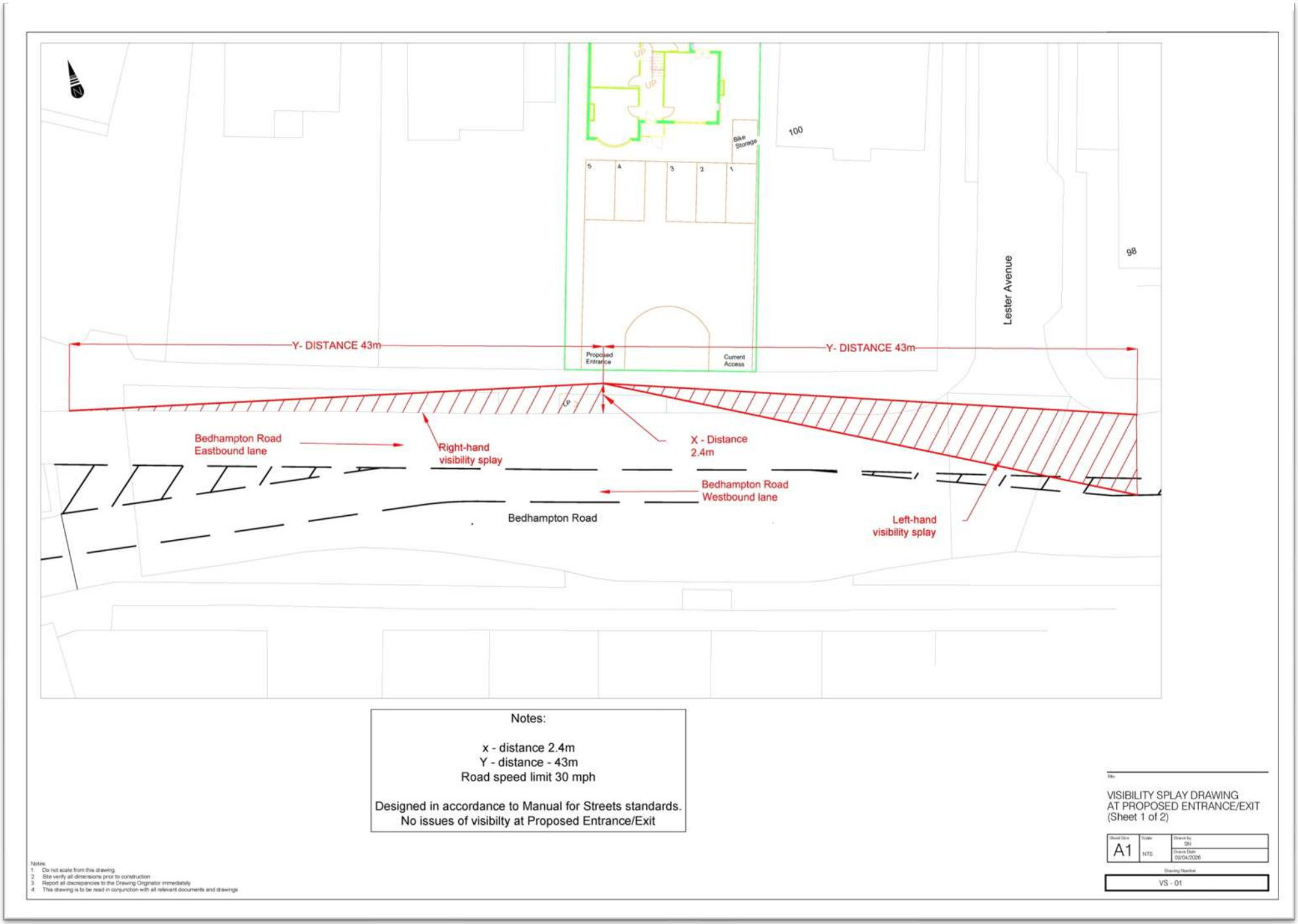
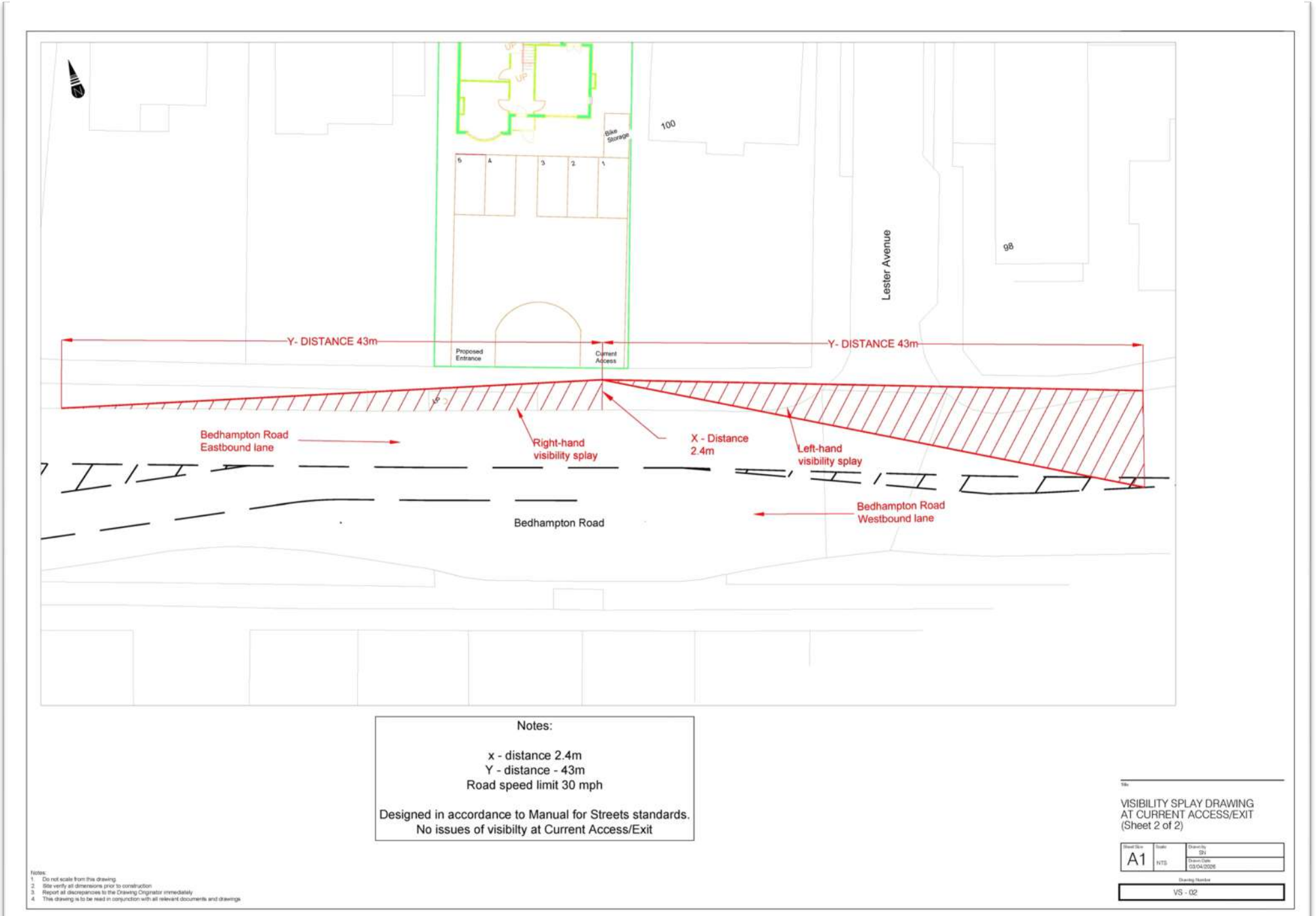
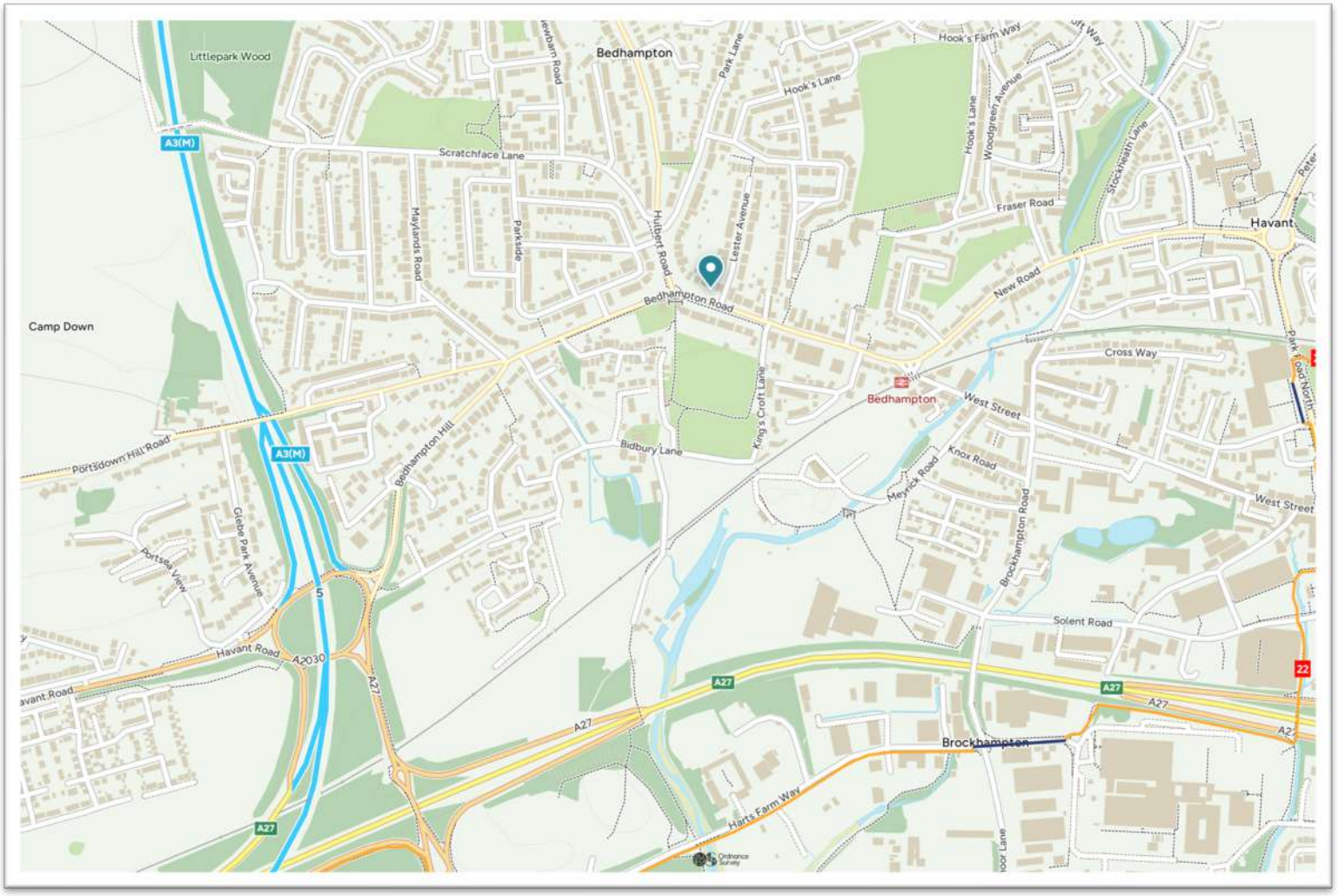


Figure 5 Vision splay sheet 2



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 town.

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.

SUSTAINABLE TRANSPORT ACCESSIBILITY

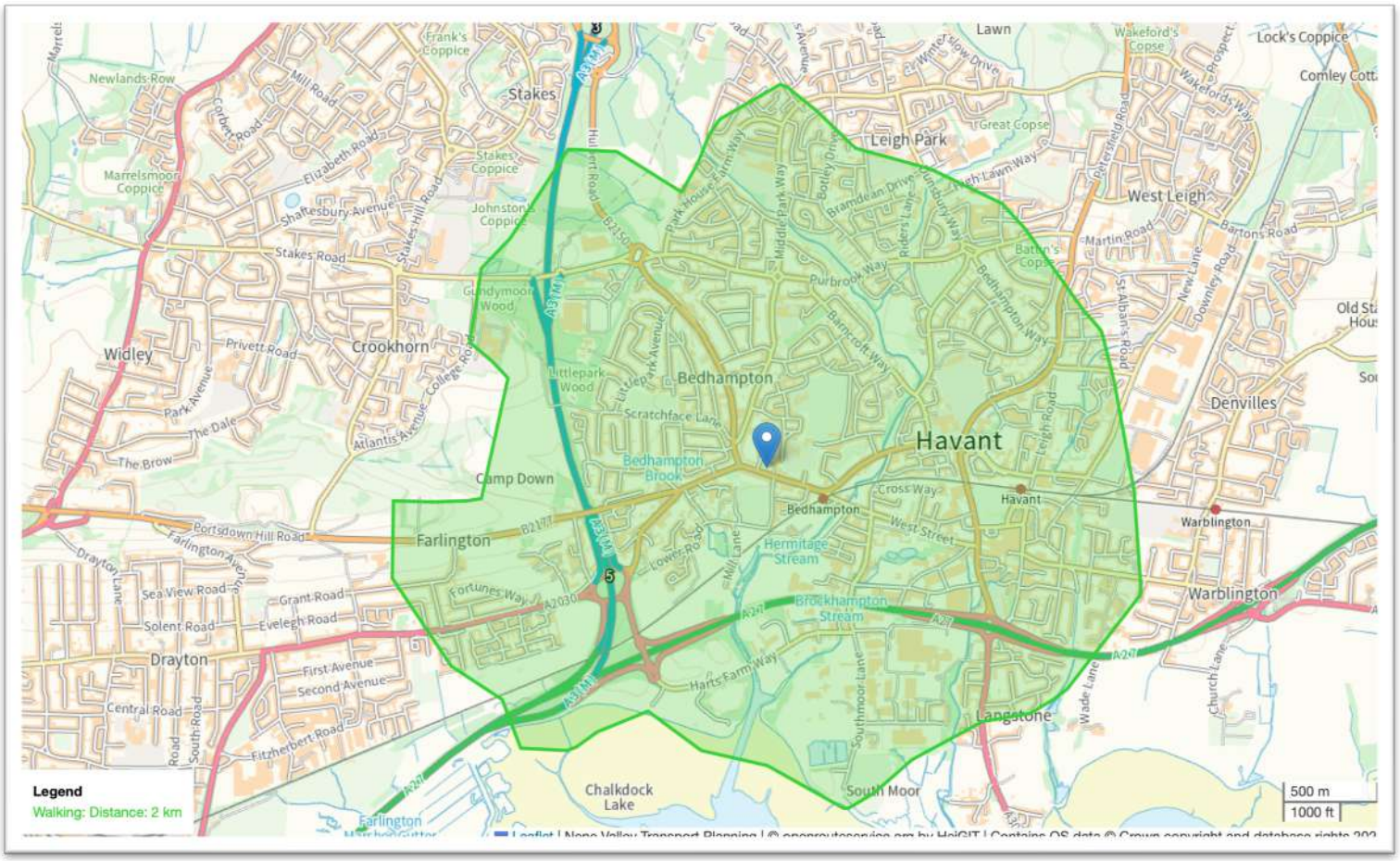
Pedestrians

5.1 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.

5.2 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.

5.3 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 7 2km walking catchment



5.4 Pedestrian movements associated with the nursery will principally comprise parents and carers accompanying young children, together with staff travelling to and from work. The substantial local residential catchment and established pedestrian network provide realistic opportunities for families and staff to walk to the nursery, particularly for shorter local journeys. Walking will be encouraged through the provision of travel information and dedicated on-site storage for buggies and prams.

5.5 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.

5.6 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.

5.7 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.

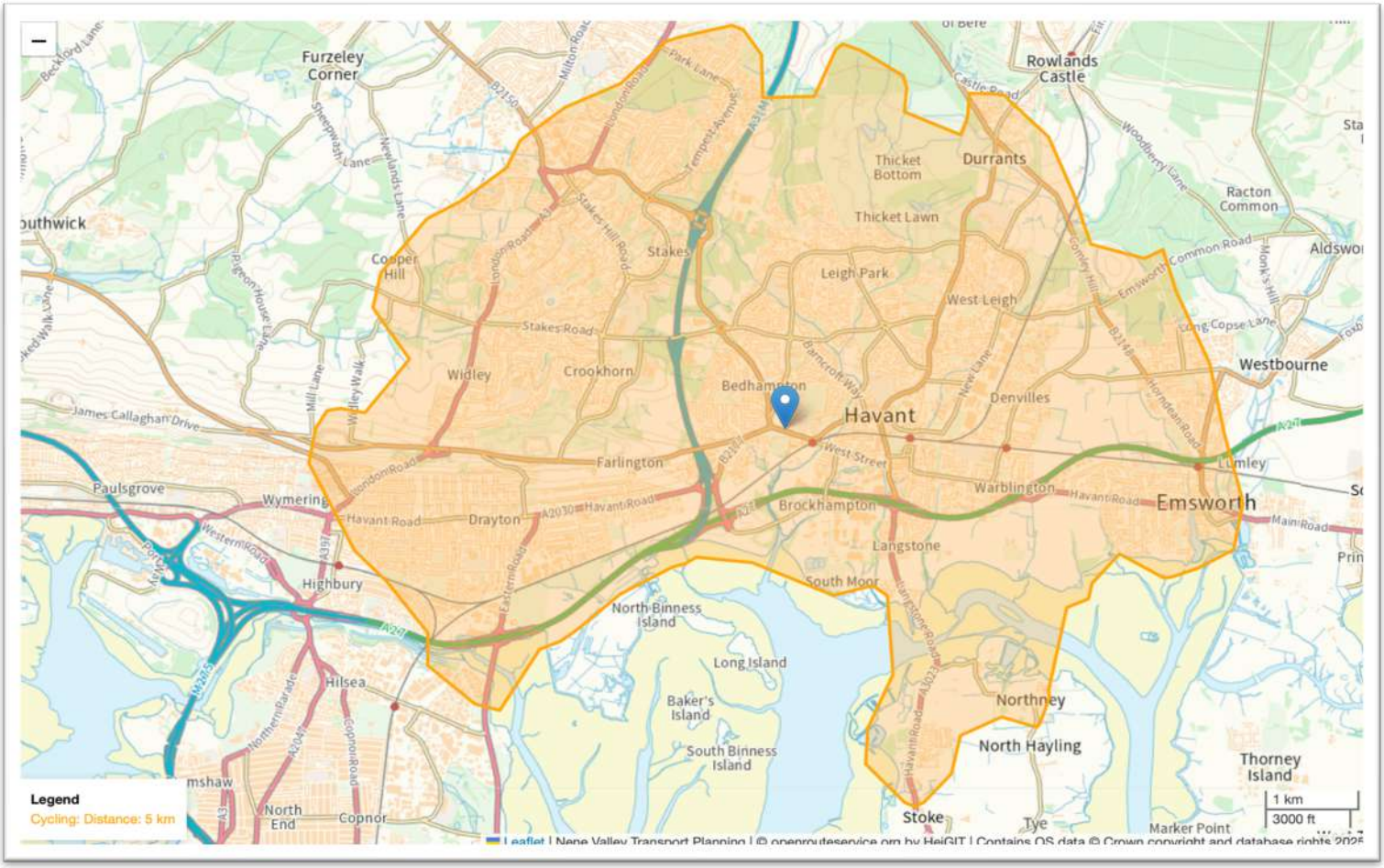
Cyclists

5.7 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.

5.8 The catchment demonstrates that the site is accessible by cycle from a wide range of surrounding communities including Bedhampton, Havant town centre, Denvilles, Leigh Park, Crookhorn, Farlington, Drayton, Widley and parts of Emsworth. These areas contain substantial residential populations and are connected to the site via a network of local streets and distributor roads.

5.9 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.

Figure 8 5km cycling catchment



5.10 The nursery will actively encourage staff, parents and carers to travel by bicycle where this represents a practical option. Staff will be provided with information on local cycling routes, journey-planning resources and the location and use of the nursery's cycle parking facilities.

5.11 Nine secure and covered cycle parking spaces will be provided within the site. The provision will be available to staff and parents or carers and will enable bicycles to be secured and stored under cover throughout the operational day.

5.12 A dedicated area within the garage will be used for the storage of buggies, prams and scooters. This will provide families travelling on foot or by scooter with a convenient and secure place to leave their equipment and will ensure that these items do not obstruct pedestrian routes, building entrances or vehicle circulation areas.

5.13 The Travel Plan Coordinator will periodically monitor the use of the cycle, buggy, pram and scooter storage facilities. Where monitoring or feedback identifies additional demand or operational issues, the arrangements will be reviewed to ensure that the facilities continue to meet the needs of staff and families.

5.14 Overall, the site lies within a substantial 5 km cycling catchment covering much of the Havant urban area. The provision of nine secure and covered cycle spaces, together with dedicated buggy, pram and scooter storage, will provide appropriate supporting infrastructure for active and sustainable journeys to the nursery.

Bus Services

5.12 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.

5.13 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.

5.14 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.

5.15 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.

5.16 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. Only three on-site parking spaces will be reserved for staff, with staff not using these spaces encouraged to travel by bus, walking, cycling, rail or car sharing wherever practicable.

Table 1 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

5.17 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.

5.18 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.

5.19 The close proximity of the station means that the site is particularly well suited to staff commuting by rail, with the final stage of the journey easily completed on foot. This level of accessibility enhances the site's sustainable transport credentials and provides a realistic and convenient alternative to travel by private car. Although three on-site parking spaces will be reserved for staff, employees not using these spaces will be encouraged to travel by rail in combination with walking or other sustainable transport modes.

5.20 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.

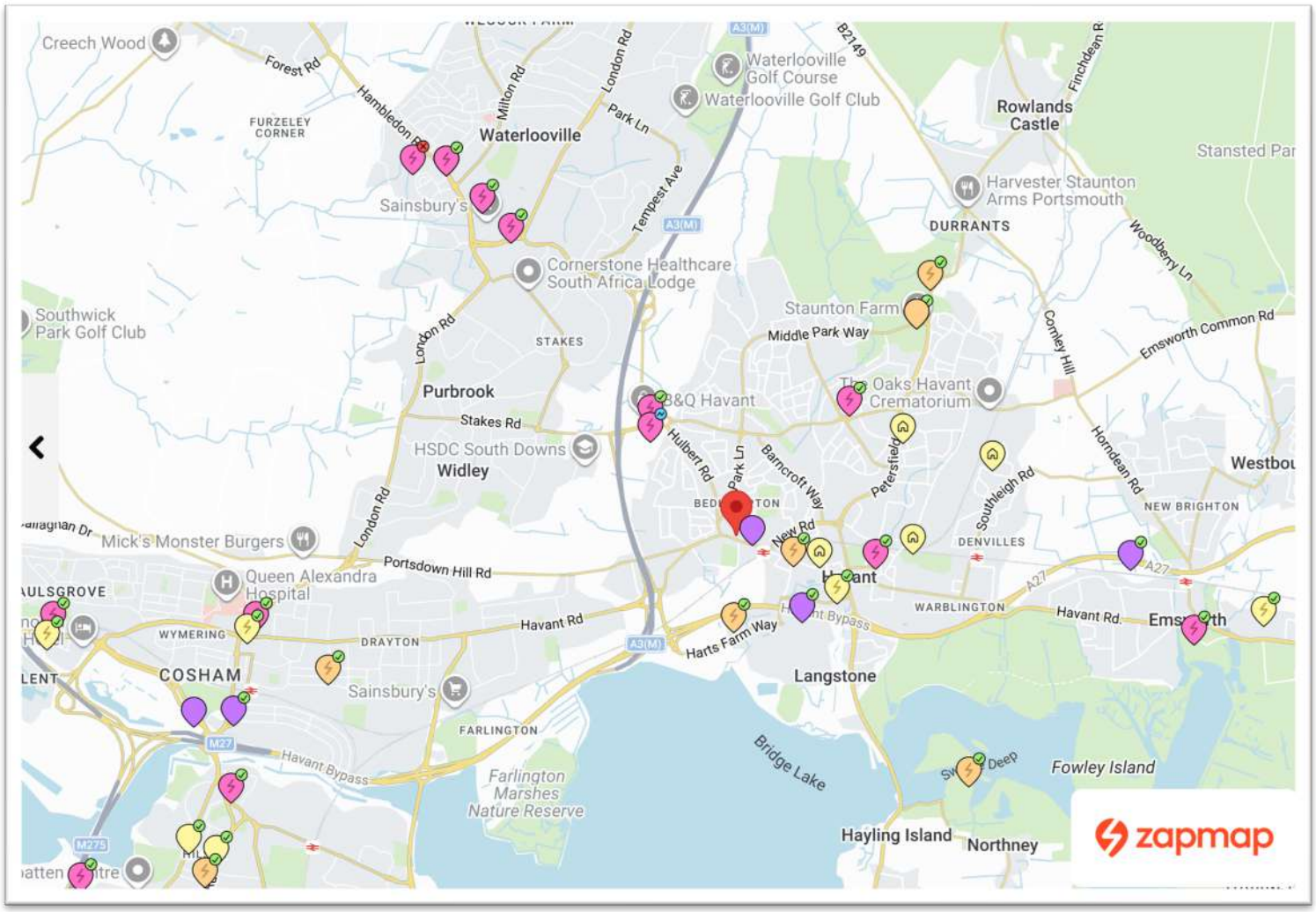
Table 2 Summary of rail services

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

5.17 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 changing provision within the vicinity of the site.

Figure 9 Zap Map highlighting charging infrastructure within the vicinity.



Personalised Travel Planning

5.18 The Travel Plan Coordinator will provide a personalised travel planning service for nursery employees. The service will be introduced as part of the staff induction process and will remain available throughout each employee's period of employment, particularly where their home address, working hours or travel circumstances change.

5.19 The personalised travel planning service will consider the employee's approximate home location, typical working shift, accessibility requirements and the sustainable transport options available to them. The Travel Plan Coordinator will provide appropriate advice on walking and cycling routes, local bus services, rail services from Bedhampton Railway Station and opportunities to combine different modes of transport.

5.20 Where travelling by car is unavoidable, the Travel Plan Coordinator will encourage car sharing between staff who live near one another and work the same or similar shifts. Subject to the agreement of the staff concerned, the Coordinator may assist in introducing employees who could reasonably share journeys. The staggered shift patterns will be considered when identifying realistic car-sharing arrangements.

5.21 Relevant information will be provided through staff travel packs, induction materials, internal communications and, where appropriate, one-to-one discussions. This will include journey-planning resources, public transport timetables, walking and cycling information, details of the on-site cycle facilities and guidance on the staff parking arrangements.

5.22 The Travel Plan Coordinator will use staff travel surveys and informal feedback to identify barriers to sustainable travel and determine whether further advice or measures would assist employees. The take-up and effectiveness of the personalised travel planning service will be considered as part of the annual Travel Plan monitoring process.

Summary

5.23 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.

5.24 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.

5.25 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.

5.26 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.

5.27 The site's accessibility is further supported by the proposed sustainable travel strategy for the nursery. Three on-site parking spaces will be reserved for staff, while remaining employees will be encouraged to travel by walking, cycling, bus, rail or car sharing wherever practicable. This approach will help reduce unnecessary car trips and promote the use of sustainable transport modes.

5.28 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.

5.29 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.

TRAVEL PLAN TARGETS

6.1 At the time of writing, the nursery has not yet commenced operation and therefore no site-specific travel survey data is available. Accordingly, a baseline position will be established once the nursery becomes operational.

6.2 The true site-specific baseline will be established through a staff travel survey undertaken within six months of occupation, following which the Travel Plan targets can be reviewed and refined where appropriate.

6.3 The targets set out below therefore provide a realistic and proportionate framework for monitoring travel behaviour associated with the development, particularly in relation to staff travel and the management of nursery drop-off and pick-up activity.

Table 3 Staff Travel Targets

Objective	Baseline Position	Target	Monitoring Method
Establish staff travel baseline	No site-specific survey data currently available	Undertake first staff travel survey within 6 months of occupation	Staff travel survey
Reduce reliance on single-occupancy staff car travel	No site-specific survey data currently available	Encourage staff to travel by walking, cycling or public transport where practicable	Annual staff travel survey
Promote sustainable staff travel	No site-specific survey data currently available	Increase staff awareness of walking, cycling and public transport options	Staff surveys and feedback
Encourage car sharing where car travel is unavoidable	No site-specific survey data currently available	Encourage staff travelling from similar locations to share journeys where feasible	Staff travel survey

Table 4 Operational Transport Management Targets

Objective	Target	Monitoring Method
Ensure safe drop-off and pick-up activity	All nursery drop-off and collection activity to take place within the site boundary using the designated parking spaces	Operational observation
Avoid overspill parking on Bedhampton Road	No regular parking or waiting associated with the nursery on the surrounding highway	Site monitoring
Manage arrivals and departures effectively	Maintain staggered drop-off and collection times throughout the operational day	Nursery operational management
Avoid conflict with local school travel periods	No drop-off or collection permitted between 09:30–12:45 and 13:15–15:00	Nursery operational management
Review operational effectiveness	Review Travel Plan targets and operational arrangements as part of annual monitoring reports	Annual monitoring

Table 5 Nursery users travel objectives

Objective	Baseline Position	Target	Monitoring Method
Promote walking for local journeys	Baseline to be established following initial monitoring	Encourage parents living within the local catchment to walk to the nursery where practicable	Parent surveys and feedback
Encourage active travel for short journeys	Baseline to be established	Promote walking, cycling and scooting for short local trips where feasible	Parent surveys and feedback
Support sustainable travel choices	Baseline to be established	Provide information to parents on walking routes, local bus services and cycle access	Parent surveys and feedback
Encourage use of scooter facilities	Baseline to be established	Provide secure scooter parking to support active travel for children	Site observation
Promote participation in active travel initiatives	Nursery not yet operational	Organise occasional walk / cycle / scoot to nursery initiatives and sustainable travel events	Nursery monitoring and participation tracking

Table 6 Travel Plan Action Plan

Strategy	Measure	Action	Responsibility	Timing	Monitoring
Cycling and Scooting	Cycle parking provision	Nine secure and covered cycle parking spaces will be provided within the site for staff and parents or carers. Information on the location and use of the facilities will be provided through staff induction materials and communications issued to families.	Nursery Management / Travel Plan Coordinator	Prior to opening and ongoing	Periodic observations of usage and staff and parent feedback
Cycling and Scooting	Buggy, pram and scooter storage	A dedicated area within the garage will be maintained for the secure storage of buggies, prams and scooters. The area will be managed to ensure that stored items do not obstruct pedestrian routes, vehicle circulation areas or access to the building.	Nursery Management / Travel Plan Coordinator	Prior to opening and ongoing	Site observations and feedback from families
Personalised Travel Planning	Staff journey-planning advice	The Travel Plan Coordinator will offer personalised journey-planning advice to employees as part of their induction and whenever requested. Advice will cover walking, cycling, bus and rail travel, multi-modal journeys and opportunities for car sharing.	Travel Plan Coordinator	Staff induction and ongoing	Staff travel surveys and staff feedback
Car Sharing	Staff car sharing	Staff living in similar locations and working the same or compatible shifts will be encouraged to share journeys where car travel is unavoidable. Subject to employee agreement, the Travel Plan Coordinator will assist in identifying suitable car-sharing opportunities.	Travel Plan Coordinator	On opening and ongoing	Annual staff travel surveys and staff feedback
Travel Plan Management	Communication with families	All new families will receive a copy or summary of the Travel Plan as part of the nursery's induction process. The drop-off and pick-up arrangements, designated vehicle route and on-site traffic management procedures will form part of the nursery's terms of attendance.	Nursery Management / Travel Plan Coordinator	At enrolment and ongoing	Operational observations and parent feedback
Monitoring and Review	Staff travel survey	A staff travel survey will be undertaken within six months of the nursery becoming operational to establish the site-specific baseline.	Travel Plan Coordinator	Within six months of opening	Survey results recorded and reviewed
Monitoring and Review	Ongoing monitoring	The Travel Plan measures, operational arrangements and progress against the targets will be reviewed annually. Where monitoring identifies that a measure is not operating effectively, appropriate amendments or additional measures will be introduced.	Travel Plan Coordinator	Annually and ongoing	Annual monitoring report

TRAVEL PLAN COORDINATOR

7.1 A The nursery management will appoint a Travel Plan Coordinator prior to the nursery becoming operational. The role may be undertaken by an appropriate member of the nursery's management or administrative team who has sufficient authority and availability to implement the measures contained within the Travel Plan.

7.2 The name and contact details of the appointed operational Travel Plan Coordinator will be provided to the Local Planning Authority and Highway Authority prior to opening. Until the operational Coordinator has been appointed, Nene Valley Transport Planning Consultants Ltd will act as the interim contact in relation to the submission, approval and discharge of the Travel Plan condition. The Travel Plan Coordinator will be responsible for implementing, promoting, monitoring and reviewing the Travel Plan and ensuring that its measures are incorporated into the day-to-day operation of the nursery.

7.3 The Coordinator will promote sustainable travel by encouraging staff, parents and carers to walk, cycle, use public transport or car share wherever practicable. This will include providing travel information, maintaining staff and family travel packs and offering personalised journey-planning advice to employees. The Coordinator will oversee the cycle, buggy, pram and scooter storage arrangements and ensure that these facilities remain available, secure and free from obstruction. Any concerns regarding capacity, accessibility or the use of the facilities will be reviewed and addressed where practicable.

7.4 The Coordinator will oversee the safe operation of the nursery's drop-off and pick-up arrangements. This will include monitoring vehicle movements during the busiest periods, ensuring that the designated one-way vehicle route is followed and confirming that parents and carers use the appropriate on-site spaces and do not wait or park in a manner that obstructs the site or surrounding highway.

7.5 As part of the nursery's induction process, all new families will receive a copy or summary of the Travel Plan. The procedures contained within the Travel Plan will form part of the nursery's terms of attendance. Parents and carers will be expected to comply with the agreed drop-off and pick-up arrangements, use the designated vehicle route and follow the on-site traffic management procedures at all times.

7.6 The Coordinator will encourage car sharing between staff who live near one another and work compatible shifts. Where employees agree, the Coordinator may assist in identifying suitable car-sharing partners while ensuring that personal information is handled appropriately. The Coordinator will act as the principal point of contact for staff, parents, local residents, the Local Planning Authority and the Highway Authority in relation to travel, parking or traffic management matters associated with the nursery.

7.7 Any feedback or concerns raised by staff, parents, carers or local residents will be recorded and reviewed. Where appropriate, operational procedures or Travel Plan measures will be amended to address identified issues and maintain the safe operation of the nursery.

7.8 The Coordinator will arrange staff travel surveys, review the results, assess progress against the Travel Plan targets and prepare the annual monitoring report. Where monitoring identifies that measures are not operating effectively, the Coordinator will recommend appropriate remedial or additional measures.

MONITORING AND TARGETING

8.1 The measures outlined within this Travel Plan are intended to encourage sustainable travel choices, manage operational travel demand and minimise any potential impact on the surrounding highway network. In line with the scale and operational characteristics of the proposed development, the Travel Plan focuses primarily on staff travel behaviour and the safe management of parent drop-off and collection activity.

8.2 At the pre-opening stage, no site-specific travel survey data is available for the nursery. Accordingly, a proxy baseline for travel behaviour has been established using multi-modal trip rate data derived from the TRICS database, which has also been used to inform the trip generation assessment contained within the accompanying Transport Statement.

8.3 TRICS (Trip Rate Information Computer System) is the industry-standard database used throughout the UK to estimate travel demand associated with different land uses. The dataset used for this assessment relates to Land Use 04 – Education, Category D – Nursery, based on surveys of comparable nursery facilities located within residential or edge-of-centre environments.

8.4 The selected dataset comprises eight survey sites undertaken between 2012 and 2022, representing nursery facilities accommodating between 49 and 111 pupils, which broadly reflects the scale of the proposed development. The surveys include sites located within residential and suburban areas, providing a reasonable comparator for the operational characteristics of the proposed nursery.

8.5 The TRICS outputs provide separate modal trip rates for vehicles, pedestrians, cyclists and public transport users, allowing an indicative distribution of travel modes to be identified. The total modal trip rates derived from the selected dataset are summarised below.

Table 7 TRICS multi modal trip rates

Mode	Total Trip Rate
Vehicle	1.524
Pedestrian	1.050
Public Transport	0.143
Cyclist	0.035

8.6 While TRICS does not directly present a modal split, the relative modal proportions can be inferred by comparing the total trip rates across the different travel modes. On this basis, the dataset indicates that vehicle travel typically accounts for the majority of trips associated with nursery facilities, reflecting the need for parents or carers to accompany young children during journeys to and from the site.

8.7 Based on the total modal trip rates shown above, the indicative modal distribution for nursery travel patterns is approximately as follows.

Table 8 Indicative modal distribution based on TRICS data

Mode	Indicative Share
Vehicle	~55%
Walking	~38%
Public Transport	~5%
Cycling	~1%

8.8 These figures should be interpreted as indicative proportions derived from TRICS multi-modal trip rates rather than a surveyed modal split. However, they provide a useful evidence base for understanding the likely travel characteristics associated with the proposed development.

8.9 The results indicate that, while vehicle travel forms the dominant mode for nursery journeys, a significant proportion of trips are undertaken on foot, reflecting the typically local catchment areas served by early-years facilities located within residential areas.

8.10 In this context, the Travel Plan focuses on encouraging opportunities for active travel for short local journeys, including walking, cycling and the use of scooters, particularly where families live within the surrounding residential area. Measures are also included to encourage sustainable staff commuting, including walking, cycling, public transport use and car sharing where practicable.

8.11 Once the nursery becomes operational, the true site-specific baseline for staff travel patterns will be established through a staff travel survey undertaken within six months of occupation. This survey will collect information on staff commuting patterns, including travel mode, approximate journey distance and opportunities for car sharing or alternative travel modes.

8.12 The results of this survey will form the baseline dataset for future Travel Plan monitoring and will be used to assess the effectiveness of the Travel Plan measures. Where appropriate, Travel Plan targets and measures may be reviewed as part of the monitoring process to ensure they remain proportionate and responsive to the operational characteristics of the nursery.

8.13 Overall, the Travel Plan is based on a realistic understanding of how the proposed nursery will operate. While parent drop-off and collection activity will inevitably form part of the travel profile, the measures set out within this document aim to encourage sustainable staff commuting and promote active travel for local journeys, while ensuring that arrival and departure activity is safely managed within the site.

8.14 Through the implementation of these measures, supported by periodic monitoring and review, the Travel Plan will provide an effective framework for managing travel associated with the development and ensuring that any potential impacts on the surrounding highway network are minimised.

Targets

8.15 In order to measure the effectiveness of the Travel Plan and ensure that sustainable travel opportunities are actively promoted, a series of proportionate targets will be implemented during the first three years of the nursery's operation.

8.16 The targets are designed to be realistic and achievable, recognising the operational characteristics of a nursery where young children are typically accompanied by parents or carers. As such, the primary focus of the Travel Plan targets relates to encouraging sustainable staff commuting and promoting opportunities for active travel for short local journeys where practicable.

8.17 Baseline travel patterns will be established through a staff travel survey undertaken within six months of occupation, which will provide an evidence base for monitoring progress and refining Travel Plan measures where appropriate. Subsequent surveys will be undertaken on an annual basis to track changes in travel behaviour.

8.18 The targets set out below are intended to provide a framework for monitoring progress during the first three years following occupation.

Table 9 Travel plan targets (years 1-3)

Objective	Baseline Position	Year 1 Target	Year 2 Target	Year 3 Target	Monitoring Method
Establish staff travel baseline	No site-specific travel data available prior to occupation	Staff travel survey completed within 6 months of opening	Annual staff travel survey	Annual staff travel survey	Staff travel surveys
Reduce reliance on single-occupancy staff car travel	To be established through first survey	Reduce single-occupancy staff car trips by 5% from baseline	Reduce single-occupancy staff car trips by 10% from baseline	Reduce single-occupancy staff car trips by 15% from baseline	Staff travel surveys
Increase walking and cycling for staff	No baseline data available	Increase walking/cycling trips by 5% above baseline	Increase walking/cycling trips by 10% above baseline	Increase walking/cycling trips by 15% above baseline	Staff travel surveys
Increase use of public transport	No baseline data available	Achieve 5% of staff trips by public transport (where practicable)	Increase public transport mode share to 7%	Increase public transport mode share to 10%	Staff travel surveys
Encourage active travel for children and families	Most children expected to arrive by parent drop-off	Achieve 5% of journeys by walking, cycling or scootingwhere feasible	Increase active travel participation to 8% of journeys	Increase active travel participation to 10% of journeys	Parent feedback and nursery monitoring
Manage drop-off	Parent drop-off and	Maintain 100% of drop-off and	Maintain safe operational	Maintain safe and efficient	Site observations

and collection activity safely	collection expected to form primary access mode	collection activity within the site boundary	arrangements and no regular overspill parking	operation of drop-off and pick-up activity	

Monitoring and Review

8.19 Monitoring and review form a fundamental component of the Travel Plan and ensure that the measures set out within the document remain effective and responsive to the operational characteristics of the nursery. In accordance with national guidance on Travel Plans, the document will operate as a living management tool, allowing travel patterns to be monitored and the effectiveness of implemented measures to be assessed over time.

8.20 Prior to the opening of the nursery, a Travel Plan Coordinator (TPC) will be appointed by the nursery management. The Travel Plan Coordinator will be responsible for the day-to-day management of the Travel Plan, including the promotion of sustainable travel initiatives, coordination of monitoring activities, and liaison with the Local Planning Authority where required. The role may be undertaken by a member of the nursery's management or administrative team and will form part of their ongoing operational responsibilities.

8.21 To establish a robust evidence base for future monitoring, a staff travel survey will be undertaken within six months of the nursery becoming operational. This survey will establish the first site-specific dataset relating to staff travel patterns, including the mode of travel used for commuting, approximate travel distances and potential opportunities for modal shift. The results of this survey will provide a baseline against which future monitoring data can be compared.

8.22 Following the initial survey, staff travel surveys will be undertaken on an annual basis. These surveys will allow the nursery to monitor changes in travel behaviour over time and assess the effectiveness of the Travel Plan measures. The surveys will typically be undertaken electronically and distributed to all staff members to ensure a representative sample of travel patterns is obtained.

8.23 The results of the staff travel surveys will be compiled into a Travel Plan Monitoring Report, which will be produced annually. Each monitoring report will summarise the following:

- The current modal split for staff travel to and from the nursery
- Any changes in travel behaviour compared with previous survey results
- The effectiveness of the Travel Plan measures implemented to date
- Any issues or concerns identified relating to travel to the site
- Proposed amendments or additional measures where appropriate

8.24 The monitoring reports will allow the nursery to track whether the Travel Plan objectives are being achieved and to identify opportunities to further encourage sustainable travel where practicable. Where monitoring identifies opportunities for improvement, the Travel Plan may be updated to introduce additional measures or refine existing initiatives.

8.25 The Travel Plan Coordinator will maintain a record of any travel, parking or traffic-management concerns raised by staff, parents, carers or neighbouring residents. The record will identify the nature of the concern, any action taken and whether further monitoring or amendment of the Travel Plan is required.

8.26 Feedback obtained through the personalised travel planning service and staff travel surveys will also be used to identify barriers to walking, cycling, public transport use and car sharing. Where appropriate, the Travel Plan Coordinator will provide additional advice or introduce proportionate measures to address those barriers.

CONCLUSION

9.1 This Travel Plan has been prepared in support of the proposed change of use of 102 Bedhampton Road, Havant to operate as a children's day nursery accommodating up to 40 children. The document accompanies the Transport Statement submitted in support of the planning application and sets out a structured framework for managing travel associated with the development in a safe, efficient and sustainable manner.

9.2 The Travel Plan has been prepared in accordance with relevant national guidance including the National Planning Policy Framework (NPPF) and Department for Transport guidance on Travel Plans, Transport Assessments and Statements. It also takes into account the objectives of Policy CS20 (Transport and Accessibility) within the Havant Borough Local Plan, together with the wider objectives of the Hampshire Local Transport Plan, which seek to ensure that development promotes sustainable travel and integrates effectively with the existing transport network.

9.3 The proposed nursery represents a small-scale educational facility serving the surrounding residential community. The 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. Child drop-off and collection will occur on a staggered basis throughout the operational day, helping to distribute vehicle movements and minimise short-term peaks in traffic activity.

9.4 The Travel Plan recognises that young children attending the nursery will generally arrive accompanied by parents or carers, meaning that a proportion of journeys will be undertaken by private car. However, the site benefits from strong accessibility by sustainable transport modes, including:

- A substantial 2 km walking catchment covering the surrounding residential areas of Bedhampton and Havant
- A 5 km cycling catchment covering much of the Havant urban area
- Bus stops located immediately adjacent to the site on Bedhampton Road providing connections to Havant, Portsmouth and surrounding areas
- Bedhampton Railway Station located approximately 500 metres from the site, providing access to the regional rail network

9.5 These factors mean that the site is located within an accessible urban environment where sustainable travel choices are readily available.

9.6 The Travel Plan sets out a series of practical measures designed to encourage sustainable travel behaviour among staff and families. These measures include the promotion of walking, cycling, bus and rail travel, personalised journey-planning advice for employees, car sharing, the provision of nine secure and covered cycle parking spaces and dedicated storage within the garage for buggies, prams and scooters.

9.7 Staff travel forms a primary focus of the Travel Plan, as this represents an area where modal shift can realistically be achieved. Three signed on-site spaces will be reserved for staff, with other employees encouraged to travel by walking, cycling, public transport or car sharing wherever practicable. Staggered staff shift patterns will distribute staff arrivals and departures throughout the day and will assist in facilitating car-sharing arrangements between employees working compatible hours.

9.8 The Travel Plan also includes initiatives designed to promote active travel for short local journeys, including walking, cycling and scooting initiatives for children and families, together with occasional active travel days and participation incentives.

9.9 A Travel Plan Coordinator will be appointed by the nursery to oversee implementation of the Travel Plan, provide personalised travel advice, manage the drop-off and pick-up procedures, promote sustainable travel and coordinate monitoring activities. The Coordinator will also review feedback from staff, families and local residents and will update the Travel Plan where necessary to ensure that it remains effective.

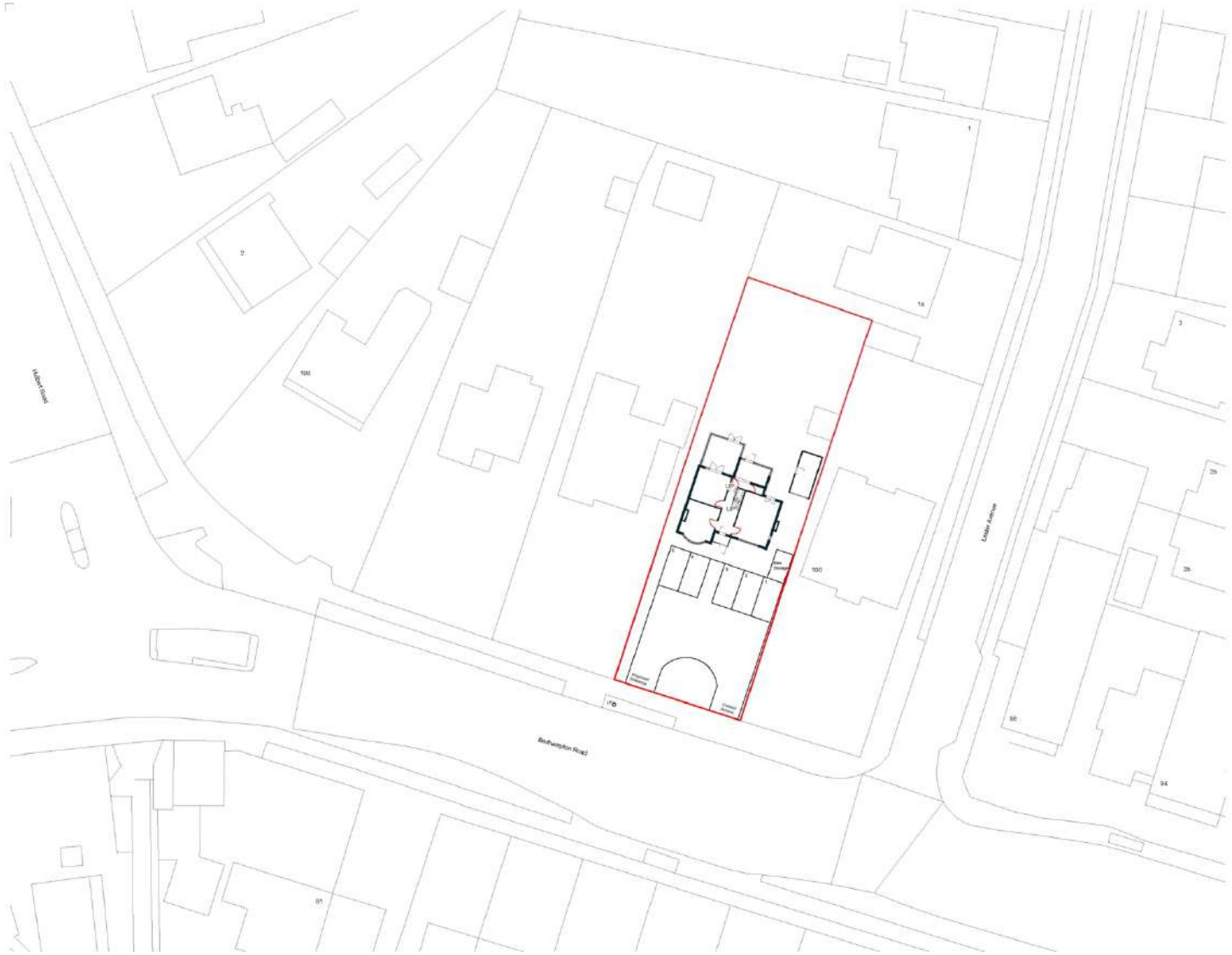
9.10 The Travel Plan will therefore operate as a dynamic and evolving document, allowing travel patterns to be monitored and initiatives refined over time as the nursery becomes operational.

9.11 Overall, the Travel Plan demonstrates that travel associated with the proposed nursery can be managed responsibly and sustainably. The measures set out within the document will help to encourage sustainable travel behaviour, manage arrival and departure activity effectively and minimise any potential impacts on the surrounding highway network.

9.12 The proposals therefore accord with the objectives of national and local planning policy, including the National Planning Policy Framework, the Havant Borough Local Plan and the Hampshire Local Transport Plan, all of which seek to promote development in accessible locations and encourage sustainable transport choices.

9.13 On this basis, the Travel Plan provides an appropriate and proportionate framework for managing travel associated with the development and demonstrates that the proposed nursery can operate without giving rise to unacceptable transport impacts.

APPENDIX 1: DEVELOPMENT PLANS



Proposed Site Plan

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PRELIMINARY

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

SA

CLIENT
Girls and Boys Nursery

PROJECT
HO Bedhampton Road, Havant, PO9 3EZ

TITLE
Proposed Site Plan

DRAWN DATE	SCALE @ A1	REVISION
Mar 2026	1 : 200	P01
DRAWN	CHECKED	APPROVED
R Reade	R Reade	PR

DRAWING NO
26000 - STA - ZZ - ZZ - D - A - 2100

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Proposed Front Elevation

1 : 50

Proposed Side Elevation 1

1 : 50

PRELIMINARY

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

SA

Gills and Boys Nursery

932 Northampton Road, Harpole, PE36 1BZ

Proposed Front and Side Elevation

Mar 2026 | 1 : 50 | P01

R Reade | R Reade | PJB

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1:50 0m 1 2 3 4 5

APPENDIX 2: BUS TIMETABLES

HSDC Havant & South Downs College

Bus guide & timetable for 2025/26

Stagecoach
from September 2025

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.**

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

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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
Waterlooville Zone		

Annual StudentRider		
£470	Term 1 Autumn	£190
	Term 2 Spring	£160
	Term 3 Summer	£160
Havant Zone		

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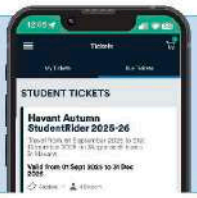

Check your local Service Updates page for changes to timetables, routes, and diversions/disruptions to services

HSDC Havant & South Downs College

Bus guide & timetable for 2025/26

Stagecoach
from September 2025

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
Havant Bus Station [B]	0520	0535	0550	0605	0620	0635	0650	0705		20	35	50	05		1520	1535	1550	1605	1620	1635	1650
Mill Rythe School	0530	0545	0600	0615	0630	0645	0700	0717		32	47	02	17		1532	1547	1602	1617	1632	1647	1702
Mengham Corner	-	0549	-	0619	-	0649	-	0723		-	53	-	23		-	1553	-	1623	-	1653	-
West Town Barley Mow	0533	-	0603	-	0633	-	0703	-		35	-	05	-		1535	-	1605	-	1635	-	1705
Beachlands Bus Stand	0540	-	0610	-	0640	-	0710	-	then at these times each hour	44	-	14	-	until	1544	-	1614	-	1644	-	1714
Eastoke Sandy Point Reserve	0548	0555	0618	0625	0648	0656	0718	0730		52	00	22	30		1552	1600	1622	1630	1652	1700	1722
Beachlands Bus Stand	-	0604	-	0634	-	0706	-	0740		-	10	-	40		-	1610	-	1640	-	1710	-
West Town Barley Mow	-	0610	-	0640	-	0713	-	0747		-	17	-	47		-	1617	-	1647	-	1717	-
Mengham Corner	0553	-	0623	-	0656	-	0726	-		00	-	30	-		1600	-	1630	-	1700	-	1730
Mill Rythe School	0557	0613	0627	0643	0700	0717	0730	0751		06	21	36	51		1606	1621	1636	1651	1706	1721	1736
Langstone Avenue	0603	0619	0633	0649	0706	0723	0736	0801		16	31	46	01		1616	1631	1646	1701	1716	1731	1746
Havant Bus Station [B]	0610	0625	0640	0655	0715	0730	0745	0810		25	40	55	10		1625	1640	1655	1710	1725	1740	1755

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
Havant Bus Station [B]	1705	1720	1735	1750	1805	1820	1840	1900	1920	1940	2000	2030	2100	2130	2200	2230	2330
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	0728	0828	0928	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

Stagecoach
from September 2025

39 Havant • Waterlooville • Wecock Farm

Havant Bus Station [D]	0530	0555	0615	0635	0655	0710	0725	0740	0755	0810	0825	0840	0855	0910	0925	then at these times each hour	40	55	10	25	until	1425	1440	1455
Leigh Park Park Parade [B]	0536	0602	0622	0642	0702	0717	0732	0747	0802	0817	0832	0847	0902	0917	0932		47	02	17	32		1432	1447	1502
Botley Drive Brockenhurst Ave	0540	0606	0626	0646	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		13	28	43	58		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		35	50	05	20		1520	1535	1550

39 Havant • Waterlooville • 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 Brockenhurst 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	1916	1945	2015	2045	2115	2145	2215	2245	2315
Wecock Farm Eagle Ave	1605	1620	1635	1646	1701	1716	1729	1744	1759	1814	1831	1851	1911	1924	1954	2024	2054	2124	2154	2224	2254	2324

39 Wecock Farm • Waterlooville • Havant

Wecock Farm Eagle Ave	0525	0555	0615	0635	0655	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]	0535	0605	0625	0648	0708	0723	0738	0753	0808	0823	0838	0853	0908	0923	0938	0953	1008		23	38	53	08	
Purbrook Cunningham Rd	0539	0609	0629	0653	0713	0728	0743	0758	0813	0828	0843	0858	0913	0928	0943	0958	1013		28	43	58	13	
Crookhorn Precinct	0543	0614	0634	0659	0719	0734	0749	0804	0819	0834	0849	0904	0919	0934	0949	1004	1019		34	49	04	19	
South Downs College [Opp]	0546	0617	0637	0702	0722	0737	0752	0807	0822	0837	0852	0907	0922	0937	0952	1007	1022		37	52	07	22	
ASDA Walmart														0942	0957	1012	1027		42	57	12	27	
Botley Drive Brockenhurst Ave	0553	0624	0644	0714	0734	0749	0804	0819	0834	0849	0904	0919	0934	0949	1004	1019	1034		49	04	19	34	
Leigh Park Park Parade [A]	0557	0628	0648	0718	0738	0753	0808	0823	0838	0853	0908	0923	0938	0953	1008	1023	1038		53	08	23	38	
Havant Bus Station [D]	0605	0636	0700	0730	0748	0805	0818	0833	0848	0903	0918	0933	0948	1003	1018	1033	1048		03	18	33	48	

39 Wecock Farm • Waterlooville • Havant

Wecock Farm Eagle Ave	1440	1455	1510	1525	1540	1555	1610	1630	1650	1710	1730	1750	1825	1855	1925	1955	2025	2055	2125	2155	2225
Waterlooville Precinct [A]	1453	1508	1523	1538	1553	1608	1623	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 Brockenhurst Ave	1517	1532	1547	1602	1617	1632	1647	1706	1726	1746	1804	1824	1853	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	1818	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

Stagecoach
from September 2025

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 if 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 • Waterlooville • 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 Well 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 Well 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

Stagecoach

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.

	Earlier journeys available service operates 24/7																		
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

			then every 10 mins until			then every 10 mins until												
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

																Later journeys available service operates 24/7
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

Stagecoach

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.

	Earlier journeys available service operates 24/7												then every 10 mins until				
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	2220	2230	2300
Farlington Rectory Avenue	1731	1745	1800	1815	1830	1849	1909	1929	1949	2009	2029	2049	2109	2129	2149	2209	2238	2238	2306
Cosham Health Centre [F]	1743	1756	1811	1826	1841	1900	1920	1940	2000	2020	2040	2100	2120	2140	2200	2220	2247	2247	2312
North End Junction [G]	1754	1805	1820	1835	1850	1909	1929	1949	2009	2029	2049	2109	2129	2149	2209	2229	2256	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	2306	2327
The Hard Interchange [M]	1809	1820	1835	1850	1905	1924	1944	2004	2024	2044	2104	2124	2144	2204	2224	2244	2311	2311	2332
Southsea Shops [A]	1817	1828	1843	1858	1913	1931	1951	2011	2031	2051	2111	2131	2151	2211	2231	2251	2318	2318	2338
Southsea South Parade Pier	1822	1833	1848	1903	1918	1935	1955	2015	2035	2055	2115	2135	2155	2215	2235	2255	2322	2322	2341

									Later journeys available service operates 24/7
Havant Bus Station [E]	2330	0000	0030	0100	0130	0230	0330	0430	
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

	Earlier journeys available service operates 24/7										then every 15 mins at				until					
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		36	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

		then every 20 mins at			until												Later journeys available service operates 24/7
Havant Bus Station [E]	1640		00	20	40	2000	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

Stagecoach

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.

	Earlier journeys available service operates 24/7																		then every 10 mins until	
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

							then every 10 mins until													
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
														▼22					▼22	▼22	▼22

																	Later journeys available service operates 24/7
Southsea South Parade Pier [D]	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
The Hard Interchange [E]	2051	2111	2131	2151	2211	2231	2256	2325	2355	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
North End Junction [C]	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
Farlington Rectory Avenue	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
		▼22			▼22			▼22	▼22	▼22	▼22	▼22		▼22	▼22		

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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via Portsmouth • North End • Cosham

Stagecoach

Saturdays valid from 6th April 2025

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	Earlier journeys available service operates 24/7											then every 10 mins until								
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]	0566	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	1846	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

																				Later journeys available service operates 24/7
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	2318	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	2328	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

	Earlier journeys available service operates 24/7										then every 15 mins at					until						
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

																	Later journeys available service operates 24/7
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

Service No.:	SD4
Notes:	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

Notes:	Service No.:	SD4
		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 3: 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 undertaking 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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 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 show. 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*