

University of Southampton

## Wide Lane Sports Ground

### Transport Management Plan

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# 1. Introduction

## 1.1 Background

Ove Arup & Partners Ltd (Arup) have been commissioned by The University of Southampton (UoS) to produce a Transport Management Plan in support of the full planning application no. F/23/95045 for the development of the UoS Wide Lane Sports Ground (the site) in Eastleigh.

UoS's Wide Lane Sports Ground, displayed in Figure 1-1, is located in Eastleigh, to the west of Southampton Airport and Southampton Airport Parkway railway station. The site is bordered by Lakeside Country Park to the north, Wide Lane to the east, the A335 to the south and Monks Brook to the west. The site proposed for development is positioned at the centre of the Wide Lane Sports Ground.

**Figure 1-1: Site location plan (red line – site boundary, blue line – ownership boundary)**



The existing sports ground comprises various facilities, including grass pitches for rugby, football and cricket, floodlit synthetic turf pitches, tennis courts, a pavilion with changing facilities and a bar, and a gym and Sports Performance Centre. However, due to insufficient capacity to meet the intensive demand from the University and significant maintenance issues relating to poor drainage, there is a need for development to accommodate improved rugby and football facilities for use by the University and the wider community.

Further details regarding the development proposals are set out within Section 4 of this report.

## 1.2 Report Structure

The remainder of this report is structured as follows:

- Chapter 2 sets out the policy context for the development;
- Chapter 3 briefly describes the existing site conditions and characteristics;
- Chapter 4 sets out the development proposals and user and car parking demand forecasts; and
- Chapter 5 presents the key conclusions and findings of the report.

## 2. Policy Context

This section provides a review of existing national and local policies that would apply to the development. It also provides reference to application comments (application reference: F/23/95045) received from various statutory consultees to date.

### 2.1 National Policy

#### 2.1.1 National Planning Policy Framework (NPPF)<sup>1</sup>

Published in July 2021, the National Planning Policy Framework (NPPF) sets out national policies for delivering sustainable growth and development. Section 9 ‘Promoting sustainable transport’, paragraph 104, states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

The NPPF states that the planning system should actively manage growth patterns to align with its objectives. It emphasises focusing significant development on locations which are or can be made sustainable. Achieving this involves minimising the need to travel and providing diverse transportation options, thereby reducing congestion, emissions and enhancing air quality and public health.

Paragraph 99 of the NPPF focuses on sport and recreation land, stating that ‘existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.’

**The Sports Ground development places a strong emphasis on promoting sustainable travel options, particularly through provision of pedestrian footway and cycle parking and facilities. It is also clear that the facility will offer enhanced quantity of sporting activities due to the weather-proof artificial pitches, and better quality of sporting provision owing to the enhanced pitch surfaces.**

#### 2.1.2 Gear Change – A Bold Vision for Walking and Cycling (DfT, 2020, plus 2021 review)<sup>2</sup>

The UK Government introduced the first statutory Cycling and Walking Investment Strategy (CWIS 1) in 2017, spanning the period from 2016 to 2021. Building upon this, the government plans to release a second

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<sup>1</sup> Ministry of Housing, Communities & Local Government, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>2</sup> Department for Transport. <https://www.gov.uk/government/publications/gear-change-one-year-on-review>

four-year statutory cycling and walking investment strategy (CWIS 2) that aligns with the new policies outlined in Gear Change.

Gear Change represents a bold vision for England to become a leading nation for walking and cycling. It aims to foster healthier, happier and green communities, safer streets, convenient and accessible travel options, and prioritises active travel in decision-making processes. To support the implementation of CWIS, Local Transport Note 1/20 offers guidance and best practices for designing cycle infrastructure.

### 2.1.3 Local Transport Note 1/20

The Local Transport Note (LTN) 1/20 sets out a comprehensive national standard for design of cycle infrastructure. It covers the following aspects of infrastructure design:

- planning for cycling;
- space for cycling within highways;
- transitions between carriageways, cycle lanes and cycle tracks;
- junctions and crossings;
- cycle parking and other equipment;
- planning and designing for commercial cycling;
- traffic signs and road markings; and
- construction and maintenance.

The LTN has five core design principles where cycle networks and routes should be coherent, direct, safe, comfortable and attractive. Key considerations for effective cycle network design include:

- Cycle networks should be planned and designed to allow people to have seamless and convenient access to everyday destinations, along routes which are interconnected, easy to navigate and are of a consistently high quality.
- Cycle routes should be at least as direct as those available for motor vehicles, promoting efficiency and accessibility.
- Route should be safe, both in terms of actual safety measures and the perception of safety, to encourage more individuals to choose cycling as a transport mode.
- Routes should prioritise user comfort and be of high quality, featuring well-maintained smooth surfaces, adequate width to accommodate varying user volumes, and minimising the need for frequent stops and starts, while also avoiding steep gradients where possible.
- Cycle infrastructure should be leveraged to enhance public spaces, prioritising well-designed surroundings finished with attractive materials that entice people to spend time using and enjoying these spaces.

By adhering to these principles, cycle networks can effectively facilitate sustainable transportation options and contribute to the development of vibrant and people-friendly urban environments.

**This development prioritises active travel with the provision of a pedestrian footway and high-quality cycling parking facilities, in accordance with the LTN guidelines.**

## 2.2 Local Policy

### 2.2.1 Hampshire County Council Local Transport Plan (LTP) 4 (Draft)<sup>3</sup>

Given that Hampshire's current Local Transport Plan 3 was developed in 2011, it is not as relevant to today's challenges and opportunities as it was when first produced. The Draft Local Transport Plan 4 has been developed over the past two years, reflecting extensive scoping and stakeholder engagement work with a focus on modern-day issues such as the climate emergency declared by HCC in 2019. The Draft LTP4 is expected to be adopted in 2023.

The Draft LTP4 is shaped by two central guiding principles, as set out below:

- Significantly reduce dependency on the private car; and
- Provide a transport system that promotes high quality, prosperous places and puts people first.

**This proposed development accords with the guiding principles of the Draft LTP 4, with proposals tailored towards promoting trips by walking, cycling and public transport modes and have a converse impact on vehicle trips.**

### 2.2.2 Eastleigh Borough Local Plan 2016-2036 (2022)<sup>4</sup>

The Eastleigh Borough (EBC) Local Plan was adopted in 2022 and sets out the policies and plans to guide future development in Eastleigh Borough to 2036. The plan outlines a vision for Eastleigh, earmarking objectives that will enable the Borough to achieve this vision.

Policy S1 of the Local Plan focuses on the delivery of sustainable development, stating that new development should 'meet community needs without compromising the identity of the Borough or its individual settlements, or the ability of future generations to meet their own needs'. New developments should also enhance social equality, maintain a high performing local economy, have regard to the impacts of climate change and minimise the need to travel longer distances. When considering development proposals, EBC will take a positive approach that reflects the presumption in favour of sustainable development as set out within the NPPF.

Under strategic policy S11, EBC will work with the highway authorities and local transport operators to ensure that new developments 'encourage walking, cycling and the use of public transport' and 'minimise congestion'. To ensure that new developments are compliant with this policy, planning applications associated with development proposals should be accompanied by the appropriate transport documentation. EBC will also seek to safeguard routes and secure funding for new and improved transport infrastructure.

**The development is regarded as sustainable and will encourage walking, cycling and public transport whilst more generally promoting a healthy, active lifestyle among users. It therefore can be considered to conform with strategic policies set out within the EBC Local Plan.**

Policy DM14 of the Local Plan concerns parking, and states that 'for out of centre proposals, parking needs will be assessed based on the impacts of the development on neighbouring towns, districts or local centres'. It also states that 'proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:

It can be demonstrated that this is the only way the transport requirements driving the proposals for car parking proposals can be met;

The proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and

Transport and other environmental assessments demonstrate that the benefits of the proposals outweigh any adverse effects; and

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<sup>3</sup> Draft Hampshire County Council Local Transport Plan 4. <https://www.hants.gov.uk/transport/localtransportplan>

<sup>4</sup> Eastleigh Borough Council Local Plan 2016-2036 (2022). <https://www.eastleigh.gov.uk/planning-and-building/planning-policy-and-implementation/local-plan/local-plan-adoption>

The design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and  
The developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and  
For sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in exceptional cases.'

**In accordance with these criteria, it is not considered that an extension of the existing car parking facilities at Wide Lane Sports Centre is necessary to support the proposals. Additional parking is therefore unlikely to be permitted and is also considered to be unnecessary. As such no additional parking is proposed as part of the development proposals.**

### 2.2.3 University of Southampton Strategy (2022)<sup>5</sup>

The University of Southampton Strategy sets out the institution's vision, goals and priorities, aiming to position it as a leading global institution. With a focus on people, education and the student experience, research, knowledge exchange & enterprise, sustainability, place and organisational excellence, the strategy drives excellence, innovation and societal impact at all levels.

The goals of the university strategy are summarised below, encompassing their purpose, vision and key objectives:

- People: The strategy prioritises the well-being and development of its students, staff and community members, creating a vibrant and inclusive environment.
- Education and the student experience: The institution is dedicated to delivering an exceptional student experience, fostering a culture of academic excellence and providing opportunities for personal growth and development.
- Research: The University emphasises pushing the boundaries of knowledge through impactful research, driving innovation and making significant contributions to various fields.
- Knowledge exchange & enterprise: The strategy promotes collaboration, knowledge exchange and enterprise activities to translate research into practical solutions and drive economic and social impact.
- Sustainability: The University is committed to promoting sustainability in its operations, research and education, addressing environmental challenges and creating a greener future.
- Place: The institution aims to enhance the physical and social environment, contributing to the development of a vibrant and thriving place for students, staff and the wider community.
- Organisational excellence: The strategy focuses on continuous improvement, fostering a culture of excellence and ensuring efficient and effective organisational practices.

In summary, the University of Southampton Strategy prioritises its people, strives for excellence in education and the student experience, emphasises impactful research and knowledge exchange, promotes sustainability, contributes to creating a thriving place and maintains a commitment to organisational excellence.

**The development aligns with the University of Southampton's Strategy by providing state-of-the-art facilities, fostering an enriching student experience, promoting interdisciplinary collaboration, embracing sustainability and encouraging active travel.**

### 2.2.4 University of Southampton Travel Plan (2020-2030)<sup>6</sup>

The University of Southampton's Travel Plan reflects a strong commitment to sustainable transport and acknowledges the university's responsibility to mitigate the environmental impact of its operations. The plan promotes sustainability principles across all activities and emphasises the following commitments:

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<sup>5</sup> University of Southampton. <https://www.southampton.ac.uk/about/strategy>

<sup>6</sup> University of Southampton. [https://southampton.ac.uk/~assets/doc/estates-and-facilities/transport/travel-plan/UoS%20Travel%20Plan%202020-2030%20\(Final\)-UOS-GPY36D3.pdf?csf=1&web=1&e=OoZDUj](https://southampton.ac.uk/~assets/doc/estates-and-facilities/transport/travel-plan/UoS%20Travel%20Plan%202020-2030%20(Final)-UOS-GPY36D3.pdf?csf=1&web=1&e=OoZDUj)

- Measuring total emissions footprint and set targets for Scope 3 emission reductions (University Sustainability Strategy, Goal 2), which include travel to and from work
- Providing access to cost-effective and practical alternatives to the car
- Maximising the use of valuable land and enhancing public realm on their campuses
- Assessing the physical and mental health implications and risks associated with an over-reliance on car travel, compared to travel via sustainable modes.

The Travel Plan outlines a variety of initiatives aimed at improving walking and cycling facilities, bus services and information on alternative transport modes. It also includes measures to discourage single-occupancy car usage. These efforts align with the University's policy objectives and extend to all campuses and residential halls under its ownership.

The University is committed to achieving environmental good practices throughout its activities by:

- Implementing flexible working arrangements that enable staff and students to reduce their need to travel
- Providing improved walking and cycling facilities on campuses and halls
- Working in partnership with other stakeholders to provide improved walking and cycling routes and other transport initiatives
- Developing the Uni-link bus service and connections with other public transport operators
- Implementing a car parking policy to encourage car users to seek alternatives or car share, and to support the use of low or zero emission vehicles
- Improving the public realm to provide a better place for staff, students and visitors to work, study and socialise.
- Providing staff, students and visitors with accurate travel information to help inform their travel choices
- Managing their fleet vehicles to maximise use and reduce costs and emissions
- Encouraging and supporting staff and students to consider the environmental impact of their business travel habits
- Sharing best practice with other higher education institutions (HEIs), public bodies and others

**This development will align with and enhance the existing objectives of the University's Travel Plan, contributing to sustainable travel to and from the campus.**

## 2.3 Application Consultation Responses

The planning application (ref: F/23/95045) for two new artificial sports pitches and associated infrastructure was received on the 17<sup>th</sup> April 2023. Since then, statutory consultation comments have been validated from a number of relevant stakeholders. A summary of these responses is provided below.

### 2.3.1 HCC Highways

HCC Highways raised no objection to the development proposals from a highway's perspective. Access into and out of the site is to be unchanged, and HCC state that the site is 'in a sustainable location in terms of walking, cycling, bus and train'. The development proposals represent a 'simple betterment of existing facilities, rather than a new trip generator'.

### 2.3.2 National Highways (NH)

NH also offered no objection to the proposals, which are located in the vicinity of the M27 (Strategic Road Network).

### 2.3.3 Sport England

In their latest response to the application on 19th July 2023, Sport England offered no objection to the development proposals. They state that, based on operational data provided by UoS, there is '*sufficient demand from across university and community rugby; football and other pitch sports to generate the requirement for the additional 2no. Artificial Grass Pitches (AGPs) with some spare capacity to absorb additional demand potentially from community use*'.

## 3. Access and Parking Audit

### 3.1 Introduction

Primarily focused on conducting a site access and parking audit, this section also includes essential background information about the existing site location and its varied uses. The development site is situated in the Borough of Eastleigh. It is situated approximately 7km north of Southampton City Centre, 4km northeast of UoS's main Highfield Campus and 3km northeast of UoS Watersports Centre. The area surrounding Wide Lane Sports Ground exhibits a diverse range of land use types. It encompasses residential, recreational, industrial and commercial areas, along with railway and airport facilities.

The existing sports ground spans 76 acres and comprises an array of facilities catering to diverse sporting activities. These facilities include grass pitches for a variety of sports including rugby, football and cricket, two floodlit synthetic turf pitches, eight floodlit tennis courts, a pavilion equipped with changing facilities and a bar, and a gym and Sports Performance Centre.

### 3.2 Walking and Cycling

#### 3.2.1 Walking

Pedestrian access to the site is primarily provided through Wide Lane (A335). While footway provision is available, Figure 3-1 shows that it is predominantly located on the northbound side of the road, which conveniently aligns with the site's location. This arrangement ensures ease of pedestrian movement and safe access to the Wide Lane Sports Ground from Southampton Airport Parkway railway station and Parkway Station bus stop. Visitors can comfortably utilise the 3m wide shared footway on the northbound side of Wide Lane, taking into consideration the presence of cyclists. This enhances overall accessibility, promoting pedestrian safety in the vicinity while accommodating the needs of cyclists using the shared footway.

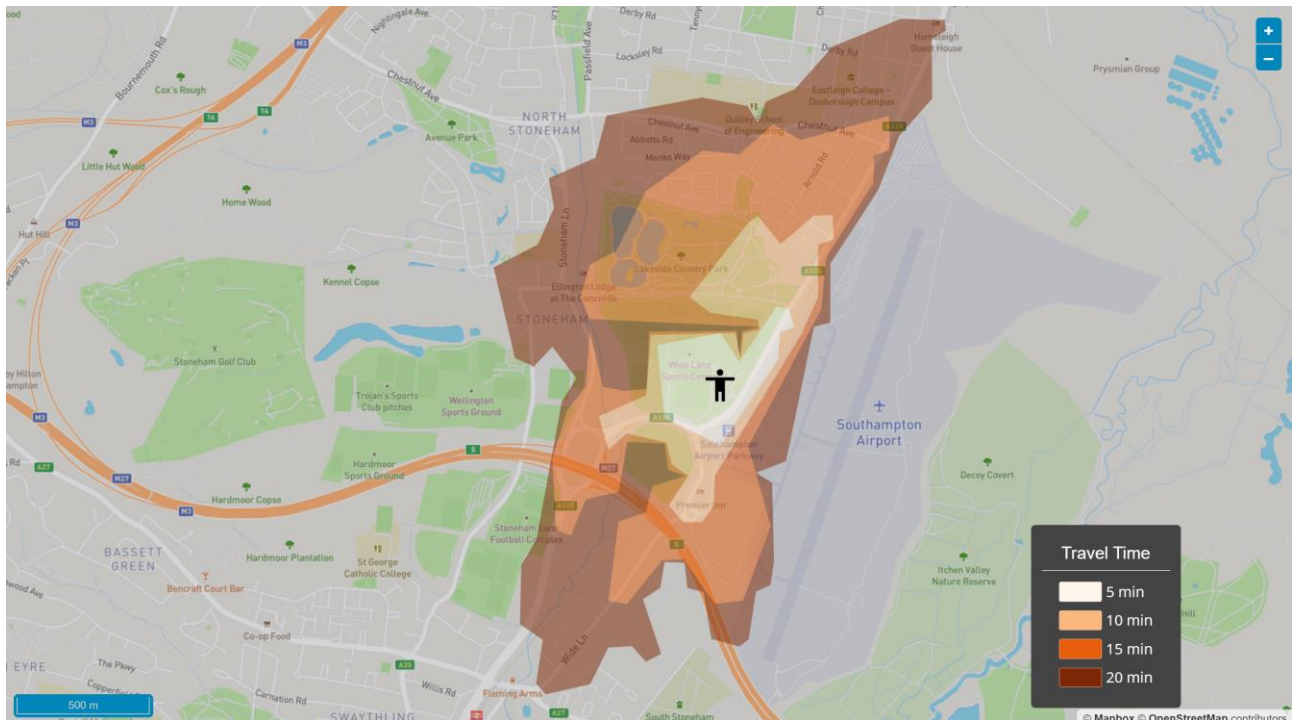
Toucan crossings are located near the site, as depicted in Figure 3-1. Toucan crossings are available at two important locations: the entrance of Southampton Parkway Station on Wide Lane (A335) and at the junction of Wide Lane and South Street. The latter serves as a key entry point to the residential area located to the north.

**Figure 3-1: Pedestrian access and crossings**



Figure 3-2 demonstrates the walking accessibility from Wide Lane Sports Ground. The plan reveals that Southampton Airport Parkway railway station and the eastern side of Lakeside Country Park are reachable within a 5-minute walk from the site. Additionally, a considerable expanse of residential areas in Eastleigh to the north, as well as industrial and commercial areas to the south, can be accessed within a 15 to 20-minute walk from the site.

**Figure 3-2: Walking isochrones from the site**

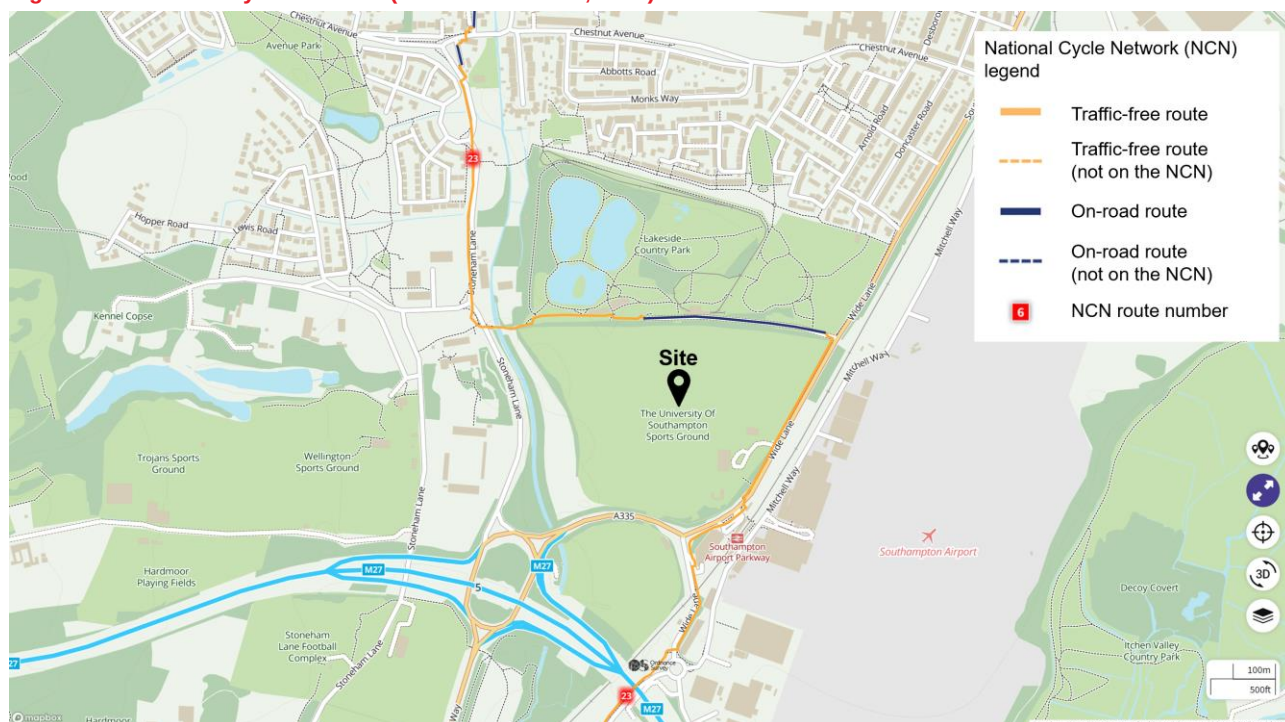


### 3.2.2 Cycling

The cycle infrastructure provision around Wide Lane Sports Ground mainly consists of shared footways, acknowledging the site's location on an A road with higher volumes of traffic and higher speeds. Cyclists predominantly use these shared footways, designed to accommodate both pedestrian and cyclist traffic. However, due to the substantial traffic flow on these roads, dedicated cycling infrastructure is lacking. As a result, cyclists are advised to exercise caution while sharing the footways with pedestrians and to be mindful of the faster speeds of passing vehicles. Despite the absence of dedicated cycling lanes, the shared footways play a vital role in facilitating cycling accessibility to the sports ground amid the challenges posed by higher traffic levels.

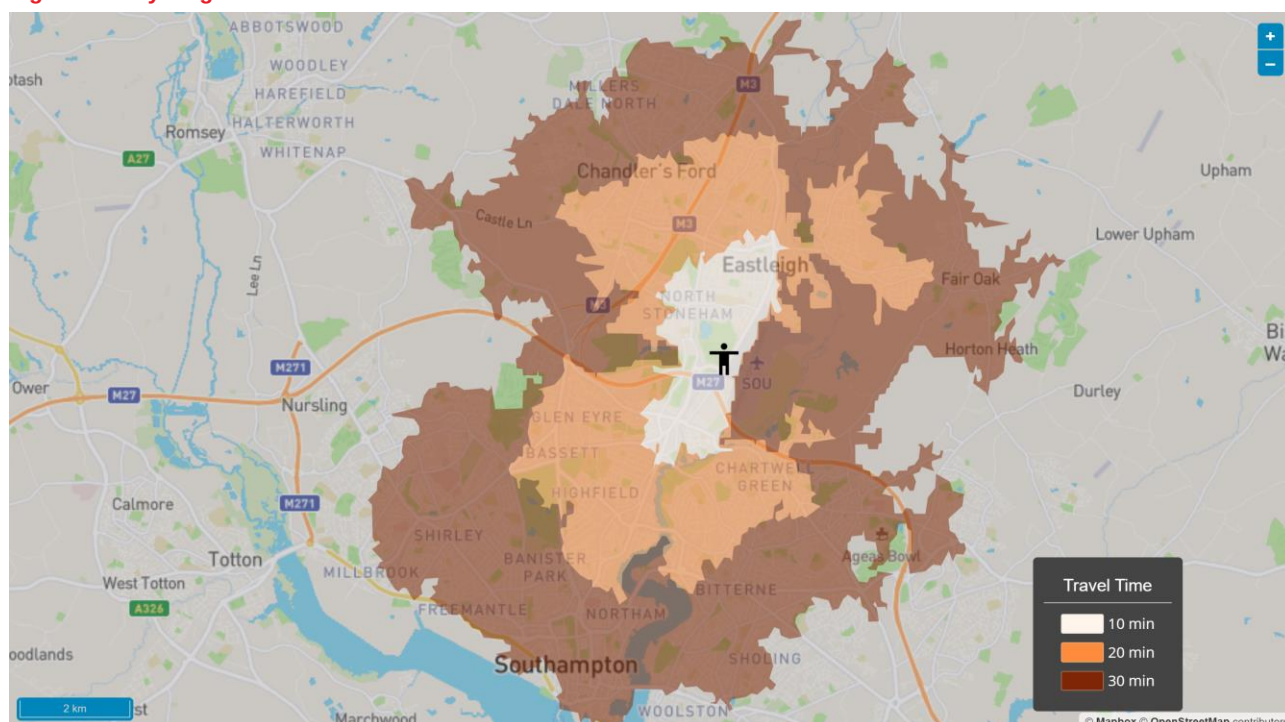
The National Cycle Network route 23 runs along the eastern and northern perimeter of Wide Lane Sports Ground, illustrated by Figure 3-3. Route 23 stretches from Reading to Southampton, passing through Basingstoke, Alresford, Winchester and Eastleigh. The signposted route consists of traffic-free sections (indicated by yellow solid lines) and on-road segments (marked with blue solid lines). The route along the perimeter of the sports ground is primarily traffic-free and passes through recreational areas, specifically on the northern perimeter.

**Figure 3-3: National Cycle Network (Source: Sustrans, 2022)**



The cycle isochrones in Figure 3-4 highlight the accessible locations for cyclists from the development site. Within just 10 minutes of cycling, a considerable portion of residential areas in Eastleigh to the north, along with a smaller portion of residential areas in Swaythling to the south, Southampton Airport Parkway railway station and Lakeside Country Park are all easily accessible from the site. Moreover, the UoS Highfield Campus, City Gateway and Wessex Lane university halls of residence are all reachable within a 20-minute cycle. Additionally, cyclists can access Southampton City Centre within a 30-minute cycle from the site.

**Figure 3-4: Cycling isochrones from the site**



## 3.3 Public Transport

### 3.3.1 Bus services

Wide Lane Sports Ground benefits from excellent accessibility to public transport, with seven bus services operating from nearby bus stops located within a 10-minute walk from the site, as detailed in Table 1. The nearest bus stop is the Parkway Station stop, approximately 350m south of the site, while the Lakeside Country Park stop is around 450m northeast on Wide Lane. Additionally, the Post Office Centre stop is approximately 700m away on Mitchell Way.

Among the two operators running the seven bus services, Unilink holds the dominant position as the official bus service for the University of Southampton. With frequent connections between the university campus, student halls of residence, Watersports Centre and the Wide Lane Sports Ground, Unilink offers users a range of convenient transportation options.

Table 1 outlines the services and frequencies throughout the day, showcasing the diverse choices available to cater to various transportation needs.

**Table 1: Summary of bus services**

| Service | Route                                                                                          | Operator | Mon-Fri                                                         | Saturday                                     | Sunday                                       |
|---------|------------------------------------------------------------------------------------------------|----------|-----------------------------------------------------------------|----------------------------------------------|----------------------------------------------|
| 401     | Boorley Park - Barton Peveril College                                                          | Xelabus  | Twice a day<br>First: 07:15 (outbound)<br>Last: 15:20 (inbound) | No service                                   | No service                                   |
| X4      | Crosstown: Eastleigh - West End - Hedge End                                                    | Xelabus  | Every 1 hr<br>First: 06:40<br>Last: 18:55                       | Every 1 hr<br>First: 06:40<br>Last: 18:55    | No service                                   |
| X21     | Southampton - Chilworth Science Park                                                           | Xelabus  | Twice a day<br>First: 07:37 (outbound)<br>Last: 15:10 (inbound) | No service                                   | No service                                   |
| U1A     | Eastern Docks - Southampton City Centre - University Interchange - Airport Parkway             | Unilink  | Every 10 mins<br>First: 06:25<br>Last: 20:15                    | Every 15 mins<br>First: 06:25<br>Last: 20:15 | Every 20 mins<br>First: 06:55<br>Last: 20:20 |
| U1C     | Eastleigh - Airport Parkway - University Interchange - Southampton City Centre - Eastern Docks | Unilink  | Every 10 mins<br>First: 05:35<br>Last: 19:40                    | Every 15 mins<br>First: 06:05<br>Last: 19:45 | Every 20 mins<br>First: 06:10<br>Last: 19:45 |
| U1E     | Eastern Docks - Southampton City Centre - University Interchange - Airport Parkway - Eastleigh | Unilink  | Every 35 mins<br>First: 17:00<br>Last: 20:30                    | Every 45 mins<br>First: 16:55<br>Last: 20:30 | Every 1.5 hrs<br>First: 16:55<br>Last: 18:25 |
| U1N     | Southampton Civic Centre - University - Eastleigh                                              | Unilink  | No service                                                      | Every 45 mins<br>First: 01:05<br>Last: 02:35 | Every 45 mins<br>First: 01:05<br>Last: 02:35 |

### 3.3.2 Rail services

The Wide Lane Sports Ground is conveniently situated approximately 350m northwest of Southampton Airport Parkway. It takes just 4 minutes to walk from the site along Wide Lane, where a shared footway primarily exists on the northbound side of the road. Safety for pedestrians is ensured with the presence of a toucan crossing at the station entrance on Wide Lane. Managed by South Western Railway, Southampton Airport Parkway station serves as a vital stop on the South West Main Line, offering excellent connectivity through a variety of rail services. Key routes available from the station include:

- Bournemouth - Birmingham New Street
- Bournemouth - Manchester Piccadilly
- Bournemouth - Winchester
- Cardiff Central - Portsmouth Harbour
- Manchester Piccadilly - Bournemouth
- Manchester Piccadilly - Southampton Central
- Nottingham - Bournemouth
- Romsey - Salisbury
- Poole - London Waterloo
- Poole - Winchester
- Salisbury - Romsey
- Southampton Central - Manchester Piccadilly
- Weymouth - Woking
- Winchester - Bournemouth
- Winchester - Southampton Central

Notably, the station is served by the hourly Salisbury to Romsey via Southampton and Eastleigh service, ensuring regular connectivity to these destinations. Additionally, during AM peak times (06:30-09:30), extra services operate to Bournemouth, Southampton Central, Winchester, London Waterloo, Manchester Piccadilly and Birmingham New Street. Moreover, during the PM peak hours (16:30-19:00), a supplementary service typically operates to Bournemouth. These additional train services cater to the increased travel demands.

Overall, Southampton Airport Parkway station serves as a vital transportation hub with excellent connections to and from nearby stations, making it a convenient choice for both local commuters and long-distance travellers. Travellers benefit from convenient access to a range of destinations and local stations through regular rail services at Southampton Airport Parkway. Popular destinations such as Eastleigh, Winchester and Romsey, as well as nearby local stations like Swaythling, St Denys and Southampton Central station, are easily accessible. These extensive connections enhance the overall accessibility of Southampton Airport Parkway, cementing its position as a central transportation link for various local communities.

### 3.4 Local Highway Network

The road network around the Wide Lane Sports Ground is crucial for providing convenient access and connectivity for users. This section presents an overview of the key roads in the vicinity of the site, as shown in Figure 3-5, and describes their connections to the sports ground.

**Figure 3-5: Overview of the local highway network**



The presence of the following roads in close proximity to the site plays a pivotal role in establishing vital connections:

- **Wide Lane (A335):** Facilitating northbound to southbound travel, with average car speeds of 40-50 mph, this road provides access to Southampton Airport Parkway railway station, Parkway Station bus stop, residential areas in Eastleigh to the north, and industrial and commercial areas to the south. Wide Lane connects to Wessex Lane to the south, providing a vital linkage between the two roads. This connection plays a significant role in facilitating access to the Wessex Lane university halls of residence and the Watersports Centre.
- **Mitchell Way:** Supporting northbound to southbound travel with average car speeds of 30-40 mph, this road links Southampton Airport Parkway railway station and residential areas to the north via Wide Lane and connects the railway station with industrial and commercial areas to the south.
- **Stoneham Lane:** Enabling eastbound to westbound travel at average car speeds of 20-30 mph, this road connects Stoneham Golf Course, Lakeside Country Park and residential areas to the east with the wider road network to the west.
- **M27:** Serving as a major route, the M27 connects eastbound to westbound direction with higher car speeds, providing access to various locations, including Southampton City Centre, Portsmouth and other parts of Hampshire. The sports ground benefits from its proximity to this motorway, enhancing regional accessibility for visitors and participants.

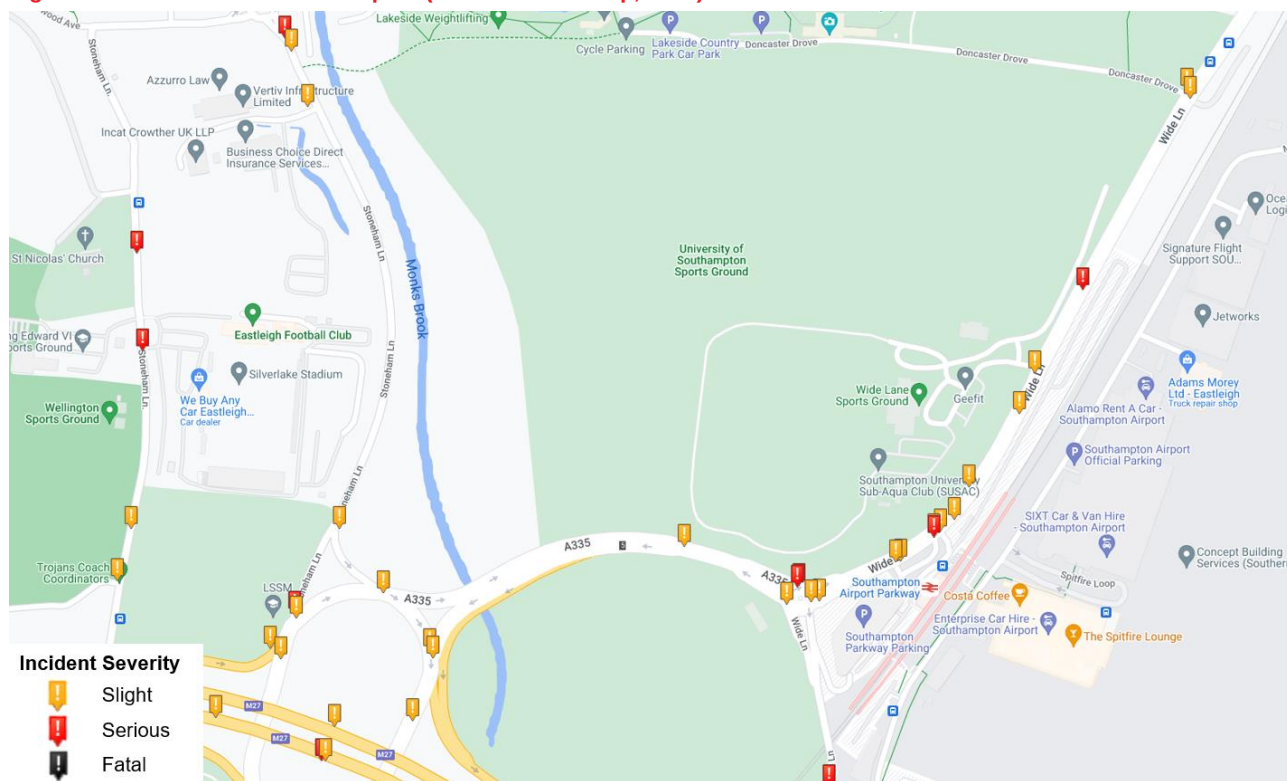
### 3.5 Road Traffic Collision Analysis

Data on Road Traffic Collisions (RTCs) covering the most recent available five-year period (1 January 2017 – 31 December 2021) has been obtained from the CrashMap website<sup>7</sup>. The map utilises Road Safety Data published by the Department for Transport to represent the RTCs, classifying them based on their severity levels:

- Slight – medical attention was required but no hospital stay was necessary;
- Serious – medical attention involving a hospital stay was required; and
- Fatal.

RTC data relevant to the study area is presented in Figure 3-6 below.

**Figure 3-6: Road Traffic Collision plan (Source: Crashmap, 2021)**



Analysis of RTC data confirms that Wide Lane Sports Ground has experienced a concentration of slight and serious accidents primarily to the south of the main site entrance, with no major concerns reported around the actual site access road. While the occurrences warrant attention, it is essential to recognise that the site's access road has not been significantly impacted by these incidents. The main pedestrian access between the railway station and the site has seen a significant number of RTCs, however there is not expected to be an increase in the number of pedestrian flows across the road as a result of the development proposals. As such, it is not considered that there are any pre-existing highway deficiencies that would be exacerbated by the development proposals.

<sup>7</sup> Crashmap, <https://www.crashmap.co.uk/>

### 3.6 Car Parking

Access to the existing Wide Lane Sports Ground car parking is provided via Wide Lane to the east of the site. Two-way internal circulatory routes provide access to 244 car parking spaces located across three car parking areas. This includes 14 disabled spaces which are located adjacent to the frontage of the Wide Lane pavilion and gym.

As an alternative to the on-site parking, visitors have the option of using paid car parking facilities nearby. The closest car park is located at Southampton Airport Parkway station, just a 4-minute walk from the site. With a capacity of 900 spaces, this car park operates 24 hours a day, providing a convenient parking solution for those accessing the Wide Lane Sports Ground.

## 4. Development Proposals

### 4.1 Site Proposals

The proposed development includes plans to install two new 3G artificial grass pitches as well as associated infrastructure including fencing along the pitch perimeters. In addition, new security fencing is proposed in the proximity of the existing sports pavilion and gym.

Following a need to enhance the Wide Lane site, it aims to accommodate improved rugby and football facilities for use by the University and the wider community. Existing grass pitches are unable to accommodate the intensive demand placed on them by their existing users and have ongoing maintenance issues pertaining to drainage. On average, 27 football games per season are cancelled, as well as 12 rugby games per season. The provision of new artificial grass pitches will facilitate intensive, weather resistant use, ensuring that users are able to use the facilities and maintain their healthy lifestyle all year round.

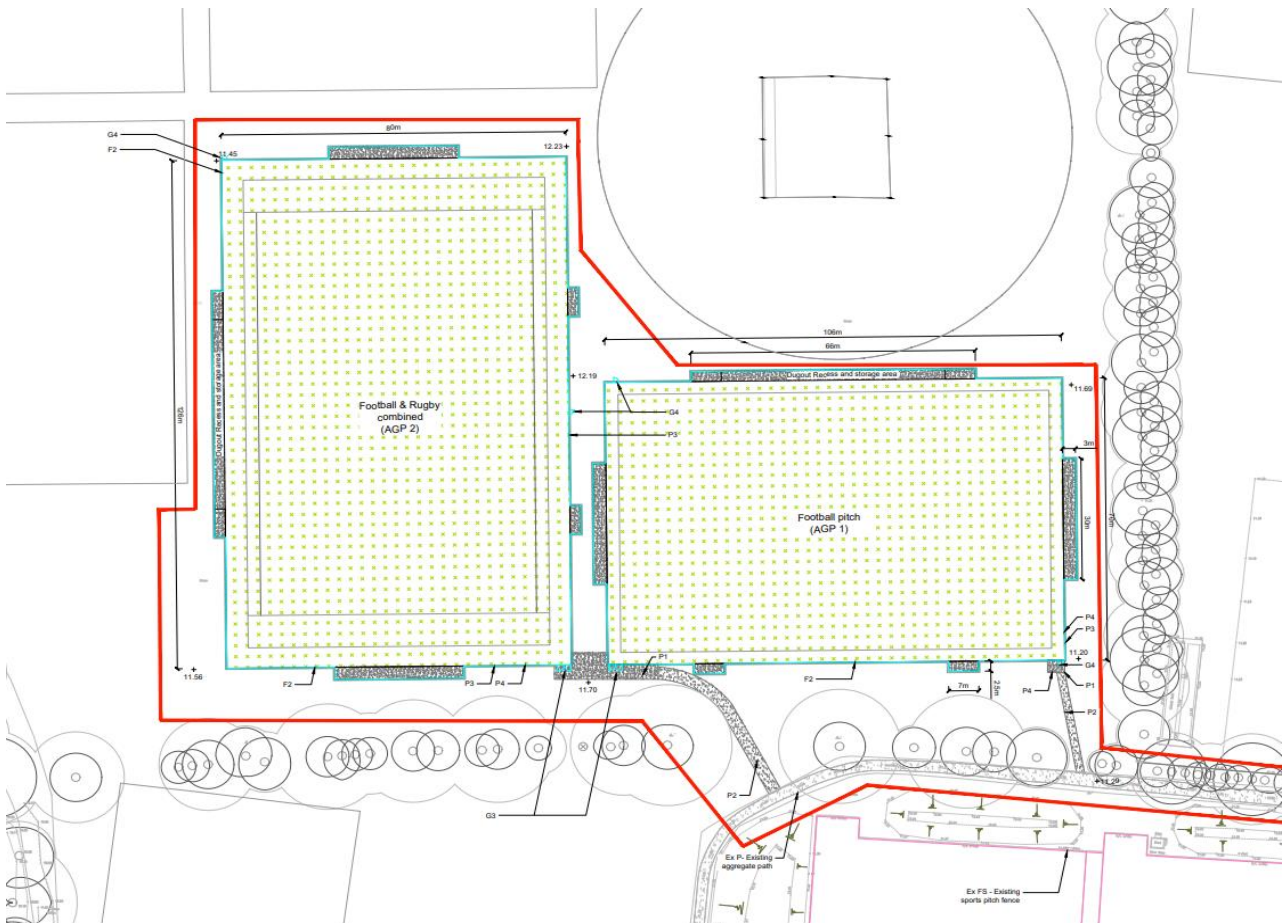
A summary of existing and proposed provision on site is provided at Table 2.

**Table 2: Existing and Proposed Site Provision**

| Facility Type                                    | Existing Provision | Proposed Provision |
|--------------------------------------------------|--------------------|--------------------|
| <b>Grass Pitches (mixed sizes/functions)</b>     | 13                 | 10                 |
| <b>Cricket Wickets</b>                           | 2                  | 2                  |
| <b>Artificial/Synthetic Turf Pitches</b>         | 2                  | 4                  |
| <b>Tennis Courts</b>                             | 8                  | 8                  |
| <b>Pavilion with Changing Facilities and Bar</b> | 1                  | 1                  |
| <b>Gym and Sports Performance Centre</b>         | 1                  | 1                  |

As Table 2 shows, a total of three existing grass pitches, including two football (youth and training-only) pitches and one rugby pitch, are to be replaced by the two artificial pitches. One of these artificial pitches will be available for football-only, whilst the other will facilitate combined rugby and football use. These artificial pitches will be more flexible and capable of supporting a wider range of sporting activities than the existing grass pitches.

The proposed artificial pitches are shown at Figure 4-1.



**Figure 4-1: Proposed Artificial Pitches General Arrangement**

No growth in peak hour traffic generation or car parking is anticipated due to an overall net loss in the number of pitches provided on site. Under the development proposals, the weather-resilient artificial pitches on site will be used more, but the maximum number of users on site at any one time will be less.

Other associated infrastructure is also proposed on site, including wire mesh fencing to the perimeter of the artificial pitches, hardstanding and aggregate paths to the south of the artificial pitches to provide pedestrian access and ecological enhancements.

## 4.2 User Demand Forecast

### Methodology and Assumptions

An analysis of user demand has been conducted using operational data supplied by the Wide Lane Sports Centre. This data includes average weekday and weekend use of the site by existing university and external clubs.

The existing tennis and cricket uses on site are seasonal, with their most intensive use occurring during summer months. Conversely, whilst some football and rugby activities may continue into the summer months, these activities typically become less frequent during these summer months as league seasons (traditionally September to May) draw to a close. Furthermore, significant space is required for cricket matches, and the existing cricket pitches on site protrude onto the nearby rugby and football pitches. As such, the site cannot reach capacity for football and rugby activities whilst cricket matches are taking place.

It is likely that some tennis use will continue throughout these worst-case periods in which rugby and football are the predominant uses on site. However, tennis is typically far less user intensive, with just two players required to form a game. Trips generated by tennis users are therefore not considered to constitute material user demand. Therefore, tennis and cricket uses have been discounted from the 'worst-case' forecasting.

To complement operational data, several assumptions have been made regarding the site's use. These assumptions are based on Arup's working knowledge of sports centre and playing field operations and the various sport uses on site. These assumptions include:

- Football matches comprise of 50 total people (22 players, 8 substitutes, 1 official, 4 coaches and 15 spectators).
- Rugby matches comprise of 60 total people (30 players, 10 substitutes, 1 official, 4 coaches and 15 spectators).
- Players will arrive an hour before kick-off and depart an hour post kick-off.
- Training takes place between 18:00-22:00 Tuesday-Thursday.
- Sessions last 2 hours.
- For training, players will arrive in the hour prior to training and depart in the hour following training.

A full copy of the operational data and assumptions, as well as trip generation and car parking accumulation forecasting is contained within Appendix A.

The industry-standard trip generation analysis database, TRICS, has been used to estimate the modal split of users of the site. The TRICS '5-a-side football' category has been selected, which is broadly reflective of the use on site. The TRICS search involved 5-a-side facilities located in a suburban area in line with the locational characteristics of the development site. The TRICS search returned the following modal split:

**Table 3: TRICS Modal Split**

| Mode             | Modal Split |
|------------------|-------------|
| Car (Driver)     | 30%         |
| Car Occupant     | 50%         |
| Walking          | 10%         |
| Cycling          | 1%          |
| Public Transport | 9%          |

As the proposed development site is a university facility, with bus services running directly between the UoS campus and Wide Lane Sports Centre, a 25% uplift has been applied to public transport trips, reflecting student travel characteristics and the efficient linkages between the site and the rest of the university. Correspondingly, a reduction has been applied to car trips including driver trips (-15%) and car occupants (-10%) to reflect student travel characteristics. The resultant university student modal split is as follows:

**Table 4: University Student Modal Split**

| Mode             | Modal Split |
|------------------|-------------|
| Car (Driver)     | 15%         |
| Car Occupant     | 40%         |
| Walking          | 10%         |
| Cycling          | 1%          |
| Public Transport | 34%         |

Given that there are 41 university football teams and 10 university rugby teams that play regularly on-site, and just two external football teams and one external rugby team, the modal split at Table 4 has been applied to the majority of the matches on site, with the modal split at Table 3 applied to the three matches each week that involve external teams.

### Existing Vehicular Trip Generation

Based on the above, the existing worst-case weekday vehicular trip generation associated with the Wide Lane Sports Centre set out at Table 5.

**Table 5: Existing Weekday Vehicular Trip Generation**

| Time Period | Arrivals | Departures | Two-Way |
|-------------|----------|------------|---------|
| 11:00       | 23       | 0          | 23      |
| 12:00       | 8        | 0          | 8       |
| 13:00       | 53       | 0          | 53      |
| 14:00       | 0        | 0          | 0       |
| 15:00       | 8        | 23         | 23      |

|       |   |    |    |
|-------|---|----|----|
| 16:00 | 0 | 8  | 8  |
| 17:00 | 8 | 53 | 61 |
| 18:00 | 8 | 0  | 8  |
| 19:00 | 8 | 8  | 16 |
| 20:00 | 0 | 8  | 8  |
| 21:00 | 0 | 8  | 8  |
| 22:00 | 0 | 8  | 8  |

The existing weekend vehicular trip generation is set out at Table 6.

**Table 6: Existing Weekend Vehicular Trip Generation**

| Time Period | Arrivals | Departures | Two-Way |
|-------------|----------|------------|---------|
| 11:00       | 53       | 0          | 53      |
| 12:00       | 8        | 0          | 8       |
| 13:00       | 95       | 0          | 95      |
| 14:00       | 0        | 0          | 0       |
| 15:00       | 0        | 53         | 53      |
| 16:00       | 0        | 8          | 8       |
| 17:00       | 0        | 95         | 95      |

As Table 5 and Table 6 show, a peak 61 two-way movements occur during the 17:00-18:00 period during the worst-case weekday. During the worst-case weekend, two peak periods occur – one during the 13:00-14:00 period, and one during the 17:00-18:00 period.

### Proposed Vehicular Trip Generation

As the development proposals involve the replacement of two youth and training-only football pitches, and one rugby pitch with an artificial football pitch and a combined artificial rugby and football pitch, it is not expected that this will materially alter the worst-case trip generation on site.

Instead, the development proposals are expected to enhance the condition resilience of the existing facilities, making the possibility of the existing worst-case trip generation scenarios at Table 5 and Table 6 more plausible. Existing sporting activities that currently take place on the pitches that are to be replaced are likely to transfer to the artificial pitches.

## 4.3 Car Parking

### Existing Parking Demand Forecast

Based on the trip generation assessment at Section 4.2, Table 7 provides a car parking accumulation summary, providing an outline of the forecast car parking demand generated by the existing site.

**Table 7: Car Parking Accumulation**

| Time Period    | Parking Accumulation | +5% allowance |
|----------------|----------------------|---------------|
| <b>Weekday</b> |                      |               |
| 11:00          | 23                   | 24            |
| 12:00          | 30                   | 32            |
| 13:00          | 83                   | 87            |
| 14:00          | 83                   | 87            |
| 15:00          | 68                   | 71            |
| 16:00          | 60                   | 63            |
| 17:00          | 16                   | 17            |
| 18:00          | 24                   | 25            |
| 19:00          | 25                   | 26            |
| 20:00          | 17                   | 17            |
| 21:00          | 8                    | 9             |
| 22:00          | 0                    | 0             |
| <b>Weekend</b> |                      |               |

|              |     |     |
|--------------|-----|-----|
| <b>11:00</b> | 53  | 55  |
| <b>12:00</b> | 60  | 63  |
| <b>13:00</b> | 155 | 162 |
| <b>14:00</b> | 155 | 162 |
| <b>15:00</b> | 102 | 107 |
| <b>16:00</b> | 95  | 99  |
| <b>17:00</b> | 0   | 0   |

Table 7 shows that the existing site has a peak car parking demand of 155 spaces, or 162 spaces when allowing a 5% buffer for poor parking and any other unforeseen circumstances, during the 13:00-15:00 period on the worst-case weekend.

### Proposed Provision

No changes to the existing car parking provision of 230 standard spaces and 14 disabled spaces are proposed as part of the development proposals. This is because there will be a net loss in the number of pitches on site, and no changes to the site's existing trip generation are proposed. As such, there is not expected to be a growth in peak car parking demand, and the existing provision of 230 spaces is sufficient to serve the proposed development site as demonstrated by the parking accumulation study at Table 7.

Both HCC and NH have raised no objection to the development proposals including the premise of no additional car parking on site. In their response as statutory consultee, HCC explicitly accepted that the proposals provide 'a simple betterment of existing facilities, rather than a new trip generator'. As such, additional car parking is not necessary, and a continuation of existing provision is considered appropriate.

It is considered that this approach is in line with Policy DM14 of the EBC Local Plan as set out at Section 2.2.

### Overflow Provision: Contingency Measure

Overflow parking is provided to the north-east of the site, with informal provision for a number of vehicles in the event that the three car parking areas to the east of the site reach full capacity. Similarly, paid car parking facilities at Southampton Airport Parkway cater for a significant number of cars and can act as a secondary overflow location in the event that there is no parking available on site. This overflow provision will act as a contingency measure to ensure that there is no car parking overspill into the surrounding highway network.

## 5. Summary and Conclusions

### 5.1 Summary

Ove Arup & Partners Ltd (Arup) have been commissioned by The University of Southampton (UoS) to produce a Transport Management Plan in support of the full planning application no. F/23/95045 for the development of the UoS Wide Lane Sports Ground (the site) in Eastleigh.

The development site spans a 76-acre site in Eastleigh, Hampshire. It is located approximately 7km north of Southampton city centre, and 4km north-east of the UoS's main Highfield Campus.

The development proposals include plans to install two new artificial pitches at the sports ground, replacing three existing grass pitches that were susceptible to waterlogging and unable to accommodate the intensive demand generated by users of the site.

### 5.2 Conclusions

This TS has examined relevant national and local planning policies, including the NPPF, the HCC Draft Local Transport Plan 4, the Eastleigh Borough Local Plan and the University of Southampton Strategy. The proposed development aligns with these policies by promoting sustainable transport, providing a betterment of sporting facilities and enriching student experiences.

The TS has also explored the responses from various statutory consultees, with responses from NH and HCC offering no objection to the development proposals. Where Sports England offered an objection on the grounds that the proposed development does not meet any of their exceptions and conflicts with paragraph 99 of the NPPF, reasoning has been provided within this TS that rebuts their assessment.

Pedestrian facilities in the vicinity of the site includes a dedicated 3m-wide footway/cycleway and two toucan crossings that facilitate access between the site and the Southampton Airport Parkway railway station and bus stops to the east of the site.

Cycle access to the site is also provided via Wide Line, with a number of shared footway/cycleways permeating the local area in the vicinity of the site. The NCN 23 route provides a useful traffic-free route in the vicinity of the site.

The site is well-served by a range of bus and rail services which stop at the Southampton Airport Parkway immediately east of the site. Unilink bus services provide a frequent connection between other university facilities and the Wide Lane sports ground, ensuring that public transport offers a genuine and attractive modal choice for students and other users.

Road traffic collision analysis indicates that there has been a concentration of slight and serious accidents to the south of the Wide Lane Sports Ground site access, though there are no significant concerns with regard to the actual site access road. It is not considered that the proposed development would exacerbate any existing highway deficiency.

The development proposals include plans for two new artificial pitches, replacing three existing grass pitches (a rugby pitch and two youth/training football pitches) that are susceptible to waterlogging and unable to accommodate intensive year-round use. Associated infrastructure is also proposed, including wire fencing, aggregate pathway and hardstanding and ecological enhancement.

The development proposals are not expected to generate any growth in peak hour traffic generation, nor are they expected to generate any additional car parking demand. As such, no changes to the existing car parking arrangement are proposed, with the existing provision of 244 car parking spaces considered sufficient to serve the site as demonstrated by a parking accumulation study.

# Appendix A

## User Demand Forecast Calculations

Existing Total Person Trip Generation:

|          |  |       |     |     |
|----------|--|-------|-----|-----|
| Weekday: |  | Arr   | Dep | TW  |
|          |  | 11:00 | 150 |     |
|          |  | 12:00 | 50  |     |
|          |  | 13:00 | 350 |     |
|          |  | 14:00 |     |     |
|          |  | 15:00 |     |     |
|          |  | 16:00 | 50  | 150 |
|          |  | 17:00 | 55  | 350 |
|          |  | 18:00 | 55  |     |
|          |  | 19:00 | 55  | 50  |
|          |  | 20:00 |     | 55  |
|          |  | 21:00 |     | 55  |
| Weekend: |  | 22:00 |     | 55  |
|          |  | Arr   | Dep | TW  |
|          |  | 11:00 | 350 |     |
|          |  | 12:00 | 50  |     |
|          |  | 13:00 | 470 |     |
|          |  | 14:00 |     |     |
|          |  | 15:00 |     | 350 |
|          |  | 16:00 |     | 50  |
|          |  | 17:00 |     | 470 |

**Existing Vehicle Trip Generation:**

|     |  | Arr  | Dep | TW | Accumulation |     |     |
|-----|--|------|-----|----|--------------|-----|-----|
| 150 |  | 1100 | 23  | 0  | 23           | 23  | 24  |
| 50  |  | 1200 | 0   | 0  | 8            | 30  | 32  |
| 350 |  | 1300 | 53  | 0  | 53           | 83  | 87  |
| 0   |  | 1400 | 0   | 0  | 0            | 83  | 87  |
| 200 |  | 1500 | 8   | 23 | 30           | 68  | 71  |
| 50  |  | 1600 | 0   | 8  | 8            | 60  | 63  |
| 405 |  | 1700 | 8   | 53 | 61           | 16  | 17  |
| 55  |  | 1800 | 8   | 0  | 8            | 24  | 25  |
| 105 |  | 1900 | 8   | 8  | 16           | 25  | 26  |
| 55  |  | 2000 | 0   | 8  | 8            | 17  | 17  |
| 55  |  | 2100 | 0   | 8  | 8            | 8   | 9   |
| 55  |  | 2200 | 0   | 8  | 8            | 0   | 0   |
|     |  | Arr  | Dep | TW |              |     |     |
| 350 |  | 1100 | 53  | 0  | 53           | 53  | 55  |
| 50  |  | 1200 | 8   | 0  | 8            | 60  | 63  |
| 470 |  | 1300 | 95  | 0  | 95           | 155 | 162 |
| 0   |  | 1400 | 0   | 0  | 0            | 155 | 162 |
| 350 |  | 1500 | 0   | 53 | 53           | 102 | 107 |
| 50  |  | 1600 | 0   | 8  | 8            | 95  | 99  |
| 470 |  | 1700 | 0   | 95 | 95           | 0   | 0   |

### Matchday

Existing:

|                   | Quantity | Games per week (2 hr per game) | Games per pitch (30 week average) | Total Hours Played per Pitch (per season) | Total Hours played Across All Pitches (per season) | Average Cancellations (games): |
|-------------------|----------|--------------------------------|-----------------------------------|-------------------------------------------|----------------------------------------------------|--------------------------------|
| Football Pitches: | 9        | 3                              | 90                                | 180                                       | 2                                                  |                                |
| Rugby Pitches:    | 4        | 1                              | 30                                | 60                                        | 240                                                | 1                              |

Typical Football Matchday Profile:

|                 |                                                               |
|-----------------|---------------------------------------------------------------|
| Weekday (Weds): | 1 game at 12<br>1 game at 13<br>6 games at 14<br>1 game at 16 |
| Weekend:        | 6 games at 12<br>1 game at 13<br>5 games at 14                |
| Shortfall:      | 6                                                             |
| Assumption:     | 6 more games                                                  |
| Weekday (Weds): | 2 more games at 12<br>1 more game at 14                       |
| Weekend:        | 1 more game at 12<br>2 more games at 14                       |

Typical Rugby Matchday Profile (Assumption)

Weekday (Weds): 2 games at 14

Weekend: 2 games at 14

Internal External Use:

|                       |                       |
|-----------------------|-----------------------|
| 10 Uni rugby teams    |                       |
| 41 Uni football teams |                       |
| 1 External rugby      | assumed weekend 14:00 |
| 2 External football   | assumed weekend 14:00 |

Dwell time assumptions:

|                                             |                      |
|---------------------------------------------|----------------------|
| 2 hrs per game                              |                      |
| Arrival 1 hr prior to KO                    |                      |
| Departure 1 hr post final whistle (average) |                      |
| Total Dwell Time of:                        | 4 hours              |
| Player Assumptions                          | 22 players           |
|                                             | 8 subs               |
|                                             | 1 official           |
| Football Matches:                           | 4 Coaches/Management |
|                                             | 15 Spectators        |
|                                             | <b>50 Total</b>      |
|                                             | 30 players           |
|                                             | 10 subs              |
|                                             | 1 official           |
| Rugby Matches:                              | 4 coaches/management |
|                                             | 15 Spectators        |
|                                             | <b>60 Total</b>      |

## Training

|                                                                                                        | Weekly Hours Total                   | Monthly Hours Total: | Total Season Hours (31 weeks) | Player Assumptions       | Sessions (2hr) | Players x Sessions |
|--------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------|-------------------------------|--------------------------|----------------|--------------------|
|                                                                                                        | 4                                    | 16                   | 124                           |                          | 20             | 2                  |
|                                                                                                        | 6                                    | 24                   | 186                           |                          | 20             | 4                  |
| Training Grids                                                                                         | 4                                    | 16                   | 124                           |                          | 15             | 2                  |
| AU Ladies Rugby                                                                                        | 2                                    | 8                    | 62                            |                          | 15             | 1                  |
| AU Mens Rugby (1/2/3/4)                                                                                | 6                                    | 24                   | 186                           |                          | 12             | 3                  |
| AU Medics Rugby                                                                                        | 4                                    | 16                   | 124                           |                          | 15             | 2                  |
| AU Engineers Rugby                                                                                     | 2                                    | 8                    | 62                            |                          | 15             | 1                  |
| AU Touch Rugby                                                                                         | 4                                    | 16                   | 124                           |                          | 15             | 2                  |
| AU Ladies Football                                                                                     | 2                                    | 8                    | 62                            |                          | 15             | 1                  |
| AU Ladies Medics Football                                                                              | 2                                    | 8                    | 62                            |                          | 15             | 1                  |
| IM Mayflower Football                                                                                  | 8                                    | 32                   | 248                           |                          | 12             | 4                  |
| IM Engineers Football                                                                                  | 4                                    | 16                   | 124                           |                          | 12             | 2                  |
| IM Law Society Football                                                                                | 4                                    | 16                   | 124                           |                          | 10             | 2                  |
| AU Mens Lacrosse                                                                                       | 52                                   | 208                  | 1612                          |                          | 191            | 27                 |
| AU Medics Lacrosse                                                                                     |                                      |                      |                               |                          |                |                    |
| Ultimate Frisbee                                                                                       |                                      |                      |                               |                          |                |                    |
| Total Hours:                                                                                           |                                      |                      |                               | Worst Case Training Day: |                |                    |
|                                                                                                        |                                      |                      |                               | AU Ladies Rugby          |                | 2                  |
|                                                                                                        |                                      |                      |                               | AU Mens Rugby (1/2/3/4)  |                | 4                  |
|                                                                                                        |                                      |                      |                               | AU Ladies Football       |                | 2                  |
|                                                                                                        |                                      |                      |                               | IM Engineers Football    |                | 1                  |
| Training Assumptions:                                                                                  |                                      |                      |                               |                          |                |                    |
| Training takes place between 18:00-22:00                                                               |                                      |                      |                               |                          |                |                    |
| Facility closes at 22:00                                                                               |                                      |                      |                               |                          |                |                    |
| Sessions typically 2 hours long                                                                        | 2 hrs length                         |                      |                               |                          |                |                    |
| Sessions concentrated Tues-Thurs. No training on weekends                                              | 17 hours training per day Tues-Thurs |                      |                               | Total                    |                | 9                  |
| Separate sessions:                                                                                     | 9 sessions per day                   |                      |                               |                          |                |                    |
| Training dwell time = length of session. Arrivals assumed in hour leading to, depts in hour following. |                                      |                      |                               |                          |                |                    |
| Assuming a normal distribution (additional session at 19:00):                                          |                                      |                      |                               |                          |                |                    |
|                                                                                                        | Arrivals (Sessions)                  | Depts (Sessions)     |                               |                          |                |                    |
|                                                                                                        | 18:00                                | 3                    |                               |                          |                |                    |
|                                                                                                        | 19:00                                | 3                    |                               |                          |                |                    |
|                                                                                                        | 20:00                                | 3                    | 3                             |                          |                |                    |
|                                                                                                        | 21:00                                |                      | 3                             |                          |                |                    |
|                                                                                                        | 22:00 Close                          |                      | 3                             |                          |                |                    |

## General

Modal Split (TRICS):

|                  |                    |      |
|------------------|--------------------|------|
| Car (Driver)     | 30%                |      |
| Car Occupant     | 50% Car Occupancy: | 1.67 |
| Walking          | 10%                |      |
| Cycling          | 1%                 |      |
| Public Transport | 9%                 |      |

TRICS deemed to be reflective of External Use

University Use involves the following assumptions:

Higher proportion of PT given direct buses from uni  
Corresponding decrease in SOV trips (lower car ownership among students)  
And in car occupancy trips

Modal Split (University Use):

|                  |                    |      |
|------------------|--------------------|------|
| Car (Driver)     | 15%                |      |
| Car Occupant     | 40% Car Occupancy: | 2.67 |
| Walking          | 10%                |      |
| Cycling          | 1%                 |      |
| Public Transport | 34%                |      |