



Land and Development Advisory

Ageas Bowl Masterplan

Transport Assessment Addendum





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Public

Project no. 70073579

Our Ref. No. TAA-001

Date: July 2023

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Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Issue	First Issue	Second Issue	
Date	04/04/2023	21/07/2023	28/07/2023	
Prepared by	Milly Bagshaw Stacey Gander Philip Moss	Milly Bagshaw Philip Moss	Milly Bagshaw Philip Moss	
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Signature				
Project number	70073579	70073579	70073579	
Report number	TAA001	TAA001	TAA001	
File reference	\\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Post App\Transport Assessment Addendum July23 IF.docx			



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1 Introduction

- 1.1.1. WSP has been commissioned by Land & Development Advisory Ltd to provide transport planning support for a detailed planning application at the Ageas Bowl, Eastleigh. This document will provides a Transport Assessment Addendum (TAA) to the Transport Assessment (TA) (Report No.3579-TA-001) submitted in support of planning application F/22/93194.
- 1.1.2. Following submission, Hampshire County Council (HCC) and National Highways (NH) in their role as the local and strategic Highway Authority raised formal comments regarding the proposals for the Ageas Bowl from a highways and transport perspective. The comments raised have been included within **Appendix A** and **Appendix B** for HCC and NH respectively.
- 1.1.3. There has been a minor change to the scheme to that outlined within the planning application Transport Assessment, with the development proposals from the Ageas Bowl masterplan now comprising of the following:
- ‘The erection of 186 new homes, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, together with tree planting, landscaping, SuDs and biodiversity enhancements.’*
- 1.1.4. Table 1-1 below summarises the development proposals at The Ageas Bowl site, these have been broken down into Character Areas.

Table 1-1 – Breakdown of Development Proposals

Character Area	Land Use	Land-Use Quantum/ Quantity
1 (North of site)	Car Park Merchandise shop	593 Event Day parking spaces 25sqm
2 (Centre/ east of site)	Budget Hotel Hotel Car Park	142 bedrooms 219 parking spaces (Combined with existing Hotel Car Park)
3 (Centre/ east of site)	Pavilion and Maintenance	3,640sqm
4 (South of site)	Care Home	71 bedrooms (+Concierge)
5 (West of site)	Residential Well-Being Centre	98 houses and 88 flats 1,211sqm

- 1.1.5. The transport strategy now allows for park and ride buses to park in the new event car park with access via the proposed junction onto B30305 Botley Road during major events. It is the intention that this situation will be temporary whilst the Section 73 application for the temporary event car park at Thorneydown is determined, with park and ride buses reverting to Thorneydown should the application be approved. Further information on these temporary proposals is included in Section 4 of this TAA.
- 1.1.6. It should be noted that whilst the scheme proposes an increase in residential dwellings, this only amounts to an additional three dwellings. This will not give rise to any discernible change in trip numbers therefore the trip analysis and forecast traffic flows presented within the Planning Application Transport Assessment remain appropriate and continues to be utilised for assessment purposes.

1.2 Report Structure

- 1.2.1. The layout of this Transport Assessment Addendum sets out the queries raised by HCC/NH and will be followed by response by WSP.

1.3 Summary

- 1.3.1. The further information provided within this Transport Assessment Addendum continues to substantiate that all transport matters relating to the proposed development are addressed, therefore the residual cumulative impacts on the road network would not be severe. This is the key test of the National Planning Policy Framework as it relates to the assessment of transport matters. Consequently, there are no highways or transportation reasons why the planning application should not be approved.

2 WCHAR

2.1 Hampshire County Council Comment

- 2.1.1. The HCC Highways response raised a query regarding the application not including a Walking, Cycling and Horse-Riding Assessment Report (WCHAR). The full details of the comment are presented below.

It is noted that a WCHAR assessment has not been undertaken and it is requested that an assessment is provided in accordance with HCC's Technical Guidance Note TG19. This should focus on routes to local schools, and local amenities such as convenience stores, as well as assessing the pedestrian and cycling infrastructure in the vicinity of the site.

2.2 WSP Response

- 2.2.1. WSP have undertaken a WCHAR following the request from HCC Highways, the WCHAR report is included within **Appendix C** of this document.

3 Accident Data Refresh

3.1 Hampshire County Council Comment

- 3.1.1. The HCC Highways response raised a query regarding the accident data presented as part of the application Transport Assessment (TA) being out of date. The full details of the comment are presented below.
- 3.1.2. *A PIA (Personal Injury Accident) data has been provided, from 1st May 2015 to 30th April 2020, obtained from Hampshire constabulary. The TA states that in November 2021 more recent accident data was requested, however Hampshire Constabulary confirmed that the data provided is the most recent dataset. However, this request is almost a year old, and the applicant should confirm if there is more recent data available.*

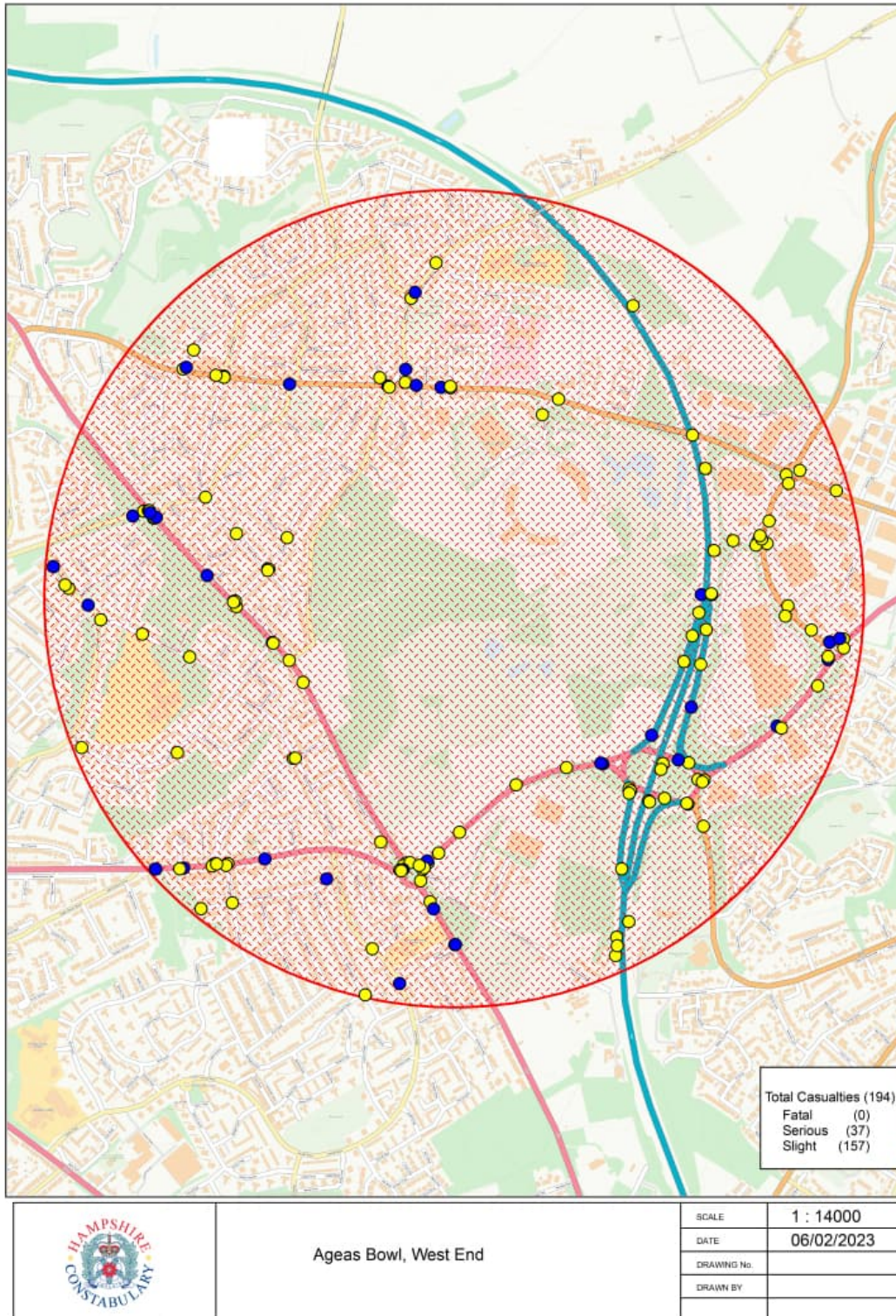
3.2 WSP Response

- 3.2.1. WSP have received updated Collision Data from Hampshire Constabulary, with a review of the Collision Data detailed below.

Collision Data

- 3.2.2. Based upon the analysis of Personal Injury Accident (PIA) data received from Hampshire Constabulary for the latest available 5-year period (01/10/2017 – 30/09/2022) a total of 194 PIAs occurred with 37 being classified as 'Serious' (19%) and 157 classified as 'Slight' (81%). No fatal accidents were recorded within the study period or area, for which a 1km buffer was used around the Site which incorporated all of the key local junctions identified. Approximately 11% of the recorded incidents involved at least one pedal cycle.
- 3.2.3. Figure 3-1 shows the location of the accidents that occurred in the study area during the most recent five year period.

Figure 3-1 – Accident Data



- 3.2.4. Five cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being ‘Slight’:

- M27 – Junction 7;
- A27 – Kanes Hill Roundabout;
- A27 Church Hill/West End Road junction;
- A334 Charles Watts Way/B3342 Tollbar Way/Turnpike Way Roundabout; and
- Botley Road/B3035 Mini-Roundabouts.

- 3.2.5. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as ‘failing to see’ and ‘careless/reckless/in a hurry’ being listed as opposed to issues within the operation/design of the highway network.
- 3.2.6. One slight PIA was recorded within proximity of the proposed site access junction near the signalised B3035 Botley Road/Marshall Drive junction. The causation factor for this accident was listed ‘loss of control’ and ‘failed to judge other persons path or speed’. No vulnerable road users were recorded as being involved.
- 3.2.7. Another incident occurred on Marshall Drive; however this was attributed to a medical episode of a cyclist and did not involve any other road users.
- 3.2.8. In conclusion, it can be determined that there are no operational issues within the local highway network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. Given the limited level of traffic associated with the development proposals in comparison with existing traffic flows, it can be determined that the operation of the proposed development would not have an adverse impact upon active modes of transport from the highway safety perspective.

4 Event Day Car Park

4.1 Hampshire County Council Comment

- 4.1.1. The HCC Highways response raised the issues noted below regarding the proposed Event Day Car Park junction which will be accessed via Botley Road. The details of the query are outlined below:

A new event day car park is proposed, via an existing gated access off Botley Road. Visibility splays for the access have not been provided, and these should be included as part of this submission. The precise location of this access should be confirmed, which highlights the existing details/context of the surrounding area of the access, along with the Highway Boundary, to confirm ownership that is affected by this proposal.

Furthermore, the geometry and the type of access that is being proposed to serve the new event day car park should be made clear. Arguably, two sets of dropped kerb vehicle crossovers could be utilised, meaning that pedestrians will not have to negotiate two bellmouth junctions when, for the vast majority of the year when events are not taking place, there will be no vehicle movements through this access. This is the Highway Authority's preference as it provides pedestrian priority. Also, the alternative dropped kerb access option can be processed via a S184 license instead of a S278 Agreement. However, if the bellmouth/priority junction arrangement is progressed then an RSA1 (Road Safety Audit) would be required at this stage for any planning application future submission.

It is however noted that localised traffic management would be required on match days to manage pedestrian/vehicle conflict for either access design proposals.

Finally, and regardless of the ultimate junction form, updated vehicle tracking should be provided. Whilst tracking has been provided identifying a vehicle entering and existing the new site access arrangement, the dimension of this tracked vehicle should be provided along with the tracking speed.

4.2 WSP Response

- 4.2.1. WSP have updated the Drawing 3579-SK-101, which was included within Appendix F of the Transport Assessment. Further details are included on the drawing (Drawing 3579-SK-101-D provided in **Appendix D** of this document) to confirm its location, including the HCC highway boundary and location of the existing site access.
- 4.2.2. The Event Day Car Park access junction has been redesigned to reduce the overall footprint of the junction, whilst taking account of the requirement for entry and exit by buses. This includes narrowing the egress width from the car park from 4m to 3.5m to encourage slower vehicle speeds on exit. However the access into the Car Park width has been widened to allow for bus access and this has subsequently impacted the width of the pedestrian crossing which has increased to 6m. The design will maintain the two sets of dropped kerbs and the width of the refuge island has been reduced from 12m to 3m. On

event days this will allow pedestrians across the junction in one movement, which will be controlled by traffic marshals responsible for managing the car park access. Given that vehicles will not be using the junction on non-event days, this revised approach provides the appropriate balance between maintaining the existing pedestrian route and catering for buses, high volumes of traffic and traffic management arrangements on event days. On non-event days, the junction will be gated which will prevent vehicles from using and therefore maintain pedestrian priority across the access junction.

- 4.2.3. WSP have provided a separate drawing 3579-SK-102-C presenting the localised traffic management on the arrival into the Car Park. The drawing demonstrates how the traffic cones can be located on Botley Road to maintain the existing two-way through movement whilst also providing the space for vehicles to turn into the Event Day Car park.

Event Day Bus Access

- 4.2.4. On major event days it is now proposed that park and ride buses will park within the Event Day Car Park during events, with drop-off and pick-up of passengers taking place from Marshall Drive as per the existing situation. To facilitate this 93 spaces will be set aside within the Event Day Car Park for buses, with access and egress managed by traffic marshals.
- 4.2.5. WSP has provided a further drawing 3579-GA-103-A presenting bus and coach tracking in the Event Day Car Park and an example of the area which could be set aside for bus parking. This demonstrates that 30 buses and / or coaches can suitably fit within the car park. This will impact the capacity of the Event Day Car Park but this will be managed by the Cricket Club which currently sells car parking tickets for visitors on Event Days. When there are events that require bus access and parking, this will be recorded within the MTP produced for that event.

Event Day Car Parking

- 4.2.6. The table below provides an update on the total spaces available for event day parking. This reflects the reduction in car parking spaces in order to accommodate space for 30 buses. This shows that the revised proposals result in a slight reduction in overall event-day parking provision when compared with the superseded masterplan. Importantly, however, the proposals continue to provide a similar level of on-site parking to the existing situation (1,560 spaces compared with 1,685 spaces) with buses parking within the Event Day Car Park. Once bus parking is transferred to Thorneydown Farm, the proposals will provide 3,153 event-day spaces, of which 1,560 will be located on-site. This represents a small decrease of 25 spaces in comparison to the existing provision.

Table 4-1 - Proposed Event Day Car Parking - Updated

Name	Location	Typical Use*	Previous Approximate Maximum Capacity	Updated Approximate Maximum Capacity	Admission Type
CP4a/b	On-site	Accessible Parking	73	(+7) 80	Pre-booked
CP7	On-site	Staff / Media	210	210	Pre-booked
CP8	On-site	Media / VIP / Hotel	240	240	Pre-booked
CP9	On-site	Member / Guests	717	593 (– 93 car spaces) + 30 Buses = 500 Car parking spaces total	Pre-booked
CP10	On-site Golf Course (Thorneydown Farm)	Staff / Guests	530	530	Pre-booked
Park and Ride A	University of Southampton Sports Ground	Guests	1,500	1,500	General Admission
Total			3,270	3,060 cars 30 buses	

Road Safety Audit and Response Report

- 4.2.7. The Access has undergone a Road Safety Audit Stage 1. This will be shared with HCC once complete, along with the Designers Response and Draft Decision Log.

5 Pavilion Access Ramp

5.1 Hampshire County Council Comment

- 5.1.1. The HCC Highways response raised an issues regarding the lack of information given around the new access ramp into grounds from the new event day car park. The details of the query are outlined below:

A new access ramp is being proposed, which leads from the new event day car park into the grounds. However, no information regarding the structure type or form has been provided. The Highway Authority request that further information surrounding this new proposed structure are provided for review, especially as this structure goes over an internal access road.

5.2 WSP Response

- 5.2.1. The Pavilion Access Ramp has now been removed from the proposals.

6 Internal Layout

6.1 Hampshire County Council Comment

- 6.1.1. The HCC Highways review of the Transportation documentation raised concerns about the swept path undertaken as part of the application for the servicing and delivery vehicles. The comment is as follows:

Swept path analysis has been undertaken demonstrating that a large refuse vehicle is able to enter and exist both the internal of the residential area and care home. However, tracking speeds should be provided and resubmitted if necessary; the Highway Authority require a minimum tracking speed of 10mph. The tracking provided to date overruns kerbs in some locations, which is not acceptable.

6.2 WSP Response

- 6.2.1. Updated swept path analysis of the masterplan is included in **Appendix F** of this document. Additionally, an updated review of residential parking provision has been provided below to reflect the revised masterplan.

Residential Parking Standards

- 6.2.2. With the updated number of residential dwellings, the table below sets out the parking requirements as per Eastleigh Borough Councils Adopted Parking Standards, 2009. This shows that to meet the standards, 212 parking spaces are required. The development will be providing 195 parking spaces for the houses at the development. This is considered to be appropriate, given the number of on-street visitor spaces that are provided across the masterplan (see paragraphs 6.2.5 and 6.2.6).

Table 6-1 - Updated Houses Car Parking Assessment (Based on Eastleigh Borough Council Parking)

House Size	Number of Houses	Individual/ 'on-plot' allocation	Spaces Required	Spaces Provided
2-Bedroom	17	2	34	34
3-Bedroom	65	2	130	130
4-Bedroom	16	3	48	31
Visitor Bays	N/A	N/A	20	16
Total Spaces				

Including Visitors:	232	221
Not Including Visitors:	212	195

- 6.2.3. The updated masterplan allows for 92 parking spaces for the flats. Below are the parking requirements for flats from Eastleigh Borough Council. As all spaces will be unallocated, the Eastleigh Borough Council standards require the provision of 124 spaces.

Table 6-2 - Updated Flats Car Parking Assessment (Based on Eastleigh Borough Council Parking)

Flat Size	Number of Flats	With 50% or more unallocated spaces	Spaces Required	With less than 50% unallocated spaces	Spaces Required
1 Bedroom	16	1.00	16	1.25	20
2 Bedroom	72	1.50	108	1.75	126
Total Spaces Required			124	-	146

- 6.2.4. The parking standards recommends that visitor parking is allowed for at a rate of 0.2 spaces per dwelling. This equates to 20 spaces for the houses and 18 spaces for the flats. Across the development a total of 32 visitor spaces are proposed between the houses and the flats.
- 6.2.5. It should be noted residents and visitors will be able to use the internal road on non-event days. The internal road can accommodate 80 parked vehicles in parallel parking bays and whilst this parking is used by the Cricket Club for operational purposes at least 50% should be available on normal basis for visitor use.
- 6.2.6. In addition for formal parking for visitor spaces, there is capacity for approximately 12 vehicles to park on-street around the masterplan without impeding access for residents, HGVs, refuse or emergency vehicles. This is included within the totals in Table 6-1. This is aligned to Eastleigh Borough Council Parking Standards, which states that visitor parking can be provided as on-road provision so long as the highway is at least 5.5m wide.
- 6.2.7. The overall parking requirement for the residential element of the site is 368 spaces when taking account of parking requirements for residents and visitors, with provision for 355 spaces included on the masterplan. Whilst it is noted that this represents a shortfall in comparison with the Eastleigh Borough Council parking standards this shortfall is not considered to be material. This takes into account the accessibility of the site to nearby amenities and provision of a car club vehicle on-site.

7 Footpath Links through Telegraph Woods

7.1 Hampshire County Council Comment

- 7.1.1. The HCC Highways response raised a query focused around the pedestrian and cyclist footpath link between the site and Telegraph Woods connecting to Telegraph Road and beyond. The full details of the comment are presented below.

An additional pedestrian and cycle path is being proposed through Telegraph Woods connecting to Telegraph Road, tying into the existing footpaths. However, further information regarding the design of the footpath link should be provided, with any design adhering to LTN 1/20.

Furthermore, confirmation on the ownership/status of the existing footpaths should also be provided and how this to be secured for public use and maintained in perpetuity. Additionally, details surrounding the surfacing materials and lightning proposals of this footpath should be provided. Furthermore, it should be explored how this footpath links to Telegraph Road and whether any additional mitigation/strategies are required here.

Any impact on the existing Public Rights of Way (ProW) network required separate consultation with HCC Countryside Service Team.

7.2 WSP Response

- 7.2.1. It is no longer proposed that the route through Telegraph Woods will be provided as a formal route and will instead consist only of a leisure route which is signed from the Proposed Development. This will therefore be provided as a “Permissive Path” rather than a designated Right of Way; therefore there will be no future responsibilities that the Highway Authority will need to fulfil and all ongoing maintenance and operational matters will be addressed by the landowner.

8 Committed Developments

8.1 Hampshire County Council Comment

- 8.1.1. The following comment was received from the HCC Highways regarding committed development inclusion in the original Transport Assessment:

“Land west and South of Horton Heath –proposed allocation for 950 dwellings”, that is stated in the TA is outdated and has been replaced by a more recent application, application number O/20/89498. The Highway Authority request that this application is therefore included as part of any committed developments.”

8.2 WSP Response

- 8.2.1. The application material associated with O/20/89498 has been reviewed. Appendix L of the Transport Assessment submitted alongside the planning application contains anticipated future trip generation for proposed development. The traffic flow diagram entitled ‘*Scenario: Total Development Trip Generation*’ which is contained within this appendix shows no vehicles travelling on Botley Road in either direction, in either the AM or PM peak. This is the same level of traffic flow assumed to be generated by this committed development Within the original Transport Assessment, which also assumed no additional traffic flow would be generated on Botley Road as a result of the Land west and south of Horton Heath development. As such, the previously assessed committed development remains valid and robust for the local highway network.
- 8.2.2. With respect to traffic flows generated by this committed development at Junction 7 of the M27, these have been included in the junction capacity assessment of this junction which is summarised in Chapter 13 in this Transport Assessment Addendum. These committed development flows have been taken from the Transport Assessment that accompanied planning application O/20/89498.

9 Botley Road / Marshall Drive Traffic Signal Junction

9.1 Hampshire County Council Comment

- 9.1.1. The following comment was received from the HCC Highways regarding the Botley Road/ Marshall Drive Signal Junction traffic modelling:

Traffic modelling has been undertaken for the Botley Road/Marshall drive junction. Baseline conditions have been informed by a manual classified count and queue length survey undertaken the 2nd December 2021. Linsig has been used to review the current operation of the Botley Road/Marshall Drive junction and the impact of the development traffic on this junction.

The Highway Authority have reviewed the modelling provided and note the below issues with this:

- *the minimum green times for some phases (e.g. pedestrians and left turn filter) differ from those on street*
- *the use of infinitely long lanes throughout is incorrect. There are short, flared lanes on all approaches*
- *lane widths differ for some links, which affect the saturation flows*

However, in light of the above the Highway Authority have run a revised version of the model which includes correction of the errors mentioned above. The result from this revised model shows that for all years, both with and without development traffic, the junction will operate satisfactorily, including a good level of spare capacity in the AM and PM peaks. In conclusion the signal junction can accommodate the development flows and no capacity changes would be necessary.

No modelling has been carried out for any events at the Ageas Bowl when traffic flows would be far higher. However, as the HA operate the signals manually during these events this is considered unnecessary.

9.2 WSP Response

- 9.2.1. For completeness WSP have updated the site access modelling based on the comments received by HCC. As outlined by HCC the changes do not impact the overall operation of the junction, which will operate within capacity with and without the development across both peak periods. Table 9-1 and Table 9-2 present the 2027 baseline and 2027 baseline with development modelling results. The full outputs of the modelling results are included within **Appendix G**.

Table 9-1 – 2027 Base modelling results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base							
1/1 + 1/2	Botley Road WB Left Turn + Ahead	80	25	26	81	26	28
2/1 + 2/2	Marshall Drive Right + Left Turn	61	3	66	79	6	75
3/1 + 3/2	Botley Road EB Ahead Right Turn	74	15	19	69	9	22
Overall Junction		Overall PRC: 13.8% Cycle Time: 120 seconds			Overall PRC: 11.3% Cycle Time: 120 seconds		

Table 9-2 – 2027 Base + Development flows modelling Results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base + Development Flows Results							
1/1 + 1/2	Botley Road WB Left Turn + Ahead	89	32	37	90	32	38
2/1 + 2/2	Marshall Drive Right Left Turn	82	6	75	89	8	87
3/1 + 3/2	Botley Road EB Ahead + Right Turn	79	18	24	84	12	84
Overall Junction		Overall PRC: 1.2% Cycle Time: 120 seconds			Overall PRC: 0.6% Cycle Time: 120 seconds		

10 Event Day Junction Capacity Assessment

10.1 Hampshire County Council Comment

10.1.1. The following comment was received from the HCC Highways regarding the assumptions made in the original Transport Assessment:

“An event-day capacity assessment has been undertaken for the new access junction on B3035 Botley Road, using Junction 9 modelling. The result show that during event day, the new event day car parking access will operate within capacity. However, this assumption is based on assuming that:

- *For One-Day International Matches occurring on a weekday up to 46.8% of event spectators are assumed to arrive in the AM peak period, and*
- *For Concerts or Twenty Twenty Cricket Matches up to 41% of event spectators are assumed to arrive in the PM peak period.*

Assuming the maximum car park capacity is 700, would result in 328 arrivals in the AM peak and 288 arrivals in the PM peak, with a 50/50 split of direction of travel. However, this is just an assumption, and the applicant should confirm if this is the worst-case scenario that has been used.”

10.2 WSP Response

10.2.1. In order for WSP to be able to respond to this query from HCC, further information has been obtained from Hampshire Cricket Club. This includes the profile of spectator arrivals for both One Day Internationals and Twenty20 Cricket Matches between 2019 – 2022 and utilising the approach from the Thorneydown TA to ensure a robust assessment has been undertaken. This information is set out below together with a consideration of the implications.

10.3 One-Day Internationals

10.3.1. The profile of arrivals for the following One Day Internationals were assessed:

- England vs. Pakistan One Day International (11/05/19);
- CWC South Africa vs. India (05/06/19);
- CWC South Africa vs. West Indies (10/06/19);
- CWC England vs. West Indies (14/06/19);
- CWC India vs. Afghanistan (22/06/19); and
- CWC Bangladesh vs. Afghanistan (24/06/19).

10.3.2. The arrivals at these matches within the AM peak arrivals are set out in the table below.

Table 10-1 – Summary of ODI arrivals in the AM peak

	No. of arrivals (10:00 – 11:00)	Total Daily Arrivals	Percentage of arrivals in AM peak (%)
England vs. Pakistan One Day International (11/05/19)	5,271	10,931	48.2%
CWC South Africa vs. India (05/06/19)	3,843	8,210	46.8%
CWC South Africa vs. West Indies (10/06/19)	2,708	7,284	37.2%
CWC England vs. West Indies (14/06/19)	5,266	9,839	53.5%
CWC India vs. Afghanistan (22/06/19)	4,296	9,752	44.1%
CWC Bangladesh vs. Afghanistan (24/06/19)	2,901	8,403	34.5%
Average percentage of arrivals in AM peak			44.1%

- 10.3.3. As can be seen above, the highest recorded percentage of arrivals in the AM peak was 53.5%, which is higher than the previously assessed 46.8%. For a 700-space car park and increase in peak hour arrivals from 46.8% to 53.5% equates to an additional 47 vehicles. The implications of these additional vehicles are now considered.
- 10.3.4. Table 10-2 below replicates the junction assessment carried out in Table 8-5 in the Transport Assessment, assessing the Event Day Car Park access. This updated version of the assessment includes the additional 47 vehicles, taking account of the increase

presented in paragraph 10.3.3. The full junction modelling outputs are included in **Appendix H**.

Table 10-2 – B3035 Botley Road/ Event Day Car Park Access Junction Modelling Results

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay	RFC	Queue (PCU)	Delay	RFC
A3035 Botley Road (Right turn in)	3	9	0.51	1	9	0.32

10.3.5. These additional vehicles make little difference to the junctions' operation. In both peaks, the RFC is well below 1, meaning that the junction is operating well within capacity. A small queue of three vehicles is forecast in the AM peak and just a single vehicle in the PM peak. The delay in each period is less than nine seconds.

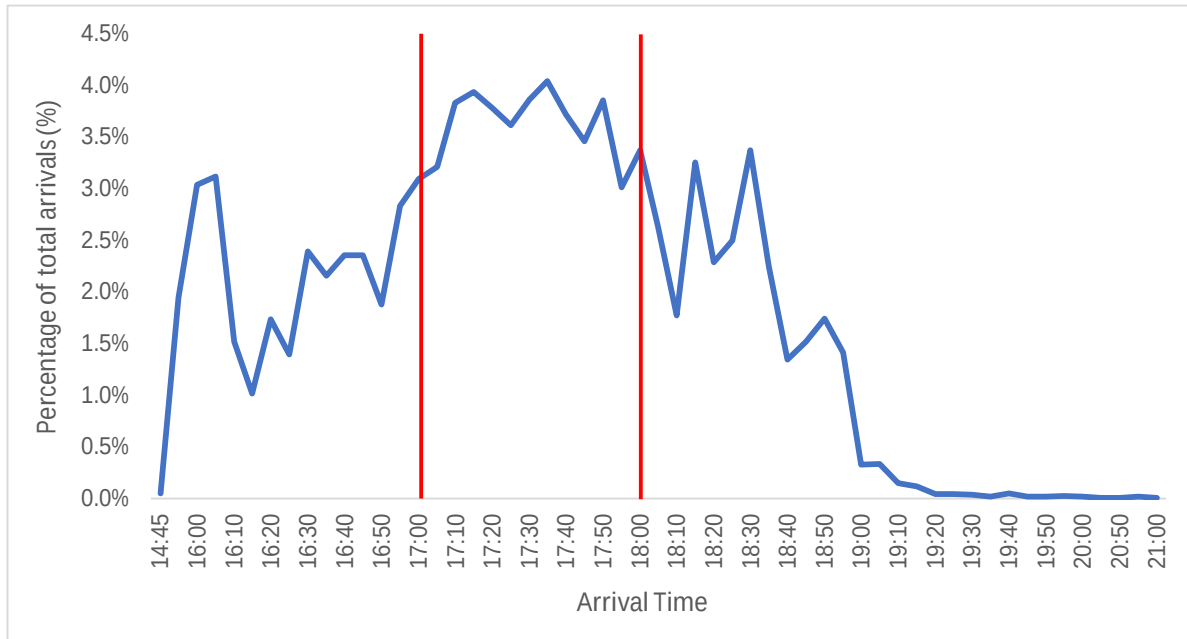
10.4 Twenty20 Cricket Matches

10.4.1. The profile of arrivals for the following additional matches was assessed:

- Twenty20 England vs. Sri Lanka (Saturday 26/6/21);
- Twenty20 England vs. India (Thursday 7/7/22); and
- Twenty20 England vs. South Africa (Sunday 31/7/22).

10.4.2. As the only assessed scenario which took place on a weekday was the England vs. India match on 7/7/22. The full profile arrivals for this match are set out in table Figure 10-1.

Figure 10-1 – Profile arrivals (T20 England Vs. India)



10.4.3. As can be seen above, 43.5% of total arrivals occurred between the 17:00 and 18:00. This is marginally higher than 41% of event spectators which was assumed within the Transport Assessment for Twenty20 Cricket Matches. However, it is still lower than the assessed arrivals for One Day International matches. As such, the assessment undertaken within the Transport Assessment can be seen as robust and as representing a worst-case scenario.

10.5 Evidence Base from Thorneydown TA

10.5.1. The evidence base from the Thorneydown TA is included in **Appendix H** for reference.

11 Traffic Management

11.1 Hampshire County Council Comment

11.1.1. The Local Highway Authority have provided the following comments in respect to traffic management:

“Details of this should be provided now to identify any additional mitigation methods that may be required to prevent event day traffic from parking within the new proposed areas, and how this will be managed.

Currently it is not clear how access to the residential/hotel/care home element of this proposal will be maintained during event days, with the TA stating that there is to be a temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road during the period of peak demand after events at the Ageas Bowl.

Confirmation should be provided on how the new proposed residential development/ Care home/ hotel access will be retained if there is to be a temporary road closure to help mitigate with the event traffic.”

And

“The Highway Authority note that with the reconfiguration on site, and inclusion of the new parking facilities at Thorneydown Farm (once constructed), will result in an increase in 85 parking spaces. However, whilst there is an increase in parking spaces being provided there is a loss of parking spaces within close proximity to Ageas Bowls venue, with the relocated spaces resulting in a longer distance to walk to the venue.

This could potentially worsen the event day on-street parking situation, which is already resulting in ad hoc parking on residential streets/drives and occasional abandonment of vehicles in the carriageway. Therefore, it is requested that further consideration is given to the loss of parking due to these proposals and a revised event day management plan submitted, which includes mitigation of the existing parking issue on the local network.”

11.2 WSP Response

11.2.1. As with all major events held at the Ageas Bowl, a Traffic Management Plan (TMP) will need to be submitted to the Local Planning Authority and approved at least 28 days prior to each event. This forms part of the original planning consent for the Ageas Bowl. Each TMP will contain details as to the implementation of the following mitigation measures:

- Satellite car parking (e.g. park and ride / park and walk);
- Bus services;
- Stewarding;

- Combined ticketing for public transport;
- Publicity for travel arrangements;
- Road traffic regulation orders (Including diversion routes and signage);
- Consultation with Parish and Town Councils, residents and local amenity groups; and
- Lighting proposals.

11.2.2. Once the proposed development is constructed, each TMP will provide details of how access is facilitated to all land-uses on-site in the same way that access is currently provided to the Hilton Hotel, Eforea Spa and golf course on major event days.

11.2.3. Access by residents will be controlled via a permit system which can be displayed on windscreens with entry / exit to the site and managed by traffic marshals located at the Marshall Drive roundabout. Access by delivery vehicles will be permitted by traffic marshals with proof of delivery address. Visitors to the residential area who are attending at event will be required to pre-book parking in the Event Day Car Park. This will mitigate the impact of the internal access road not being available for visitor parking on event days, noting that the number of general visitors is likely to be lower on event days than other times due to traffic controls that form part of each TMP.

11.2.4. In addition to the above, each TMP will be supported by a High Capacity Coning Plan which will prohibit parking on residential streets surrounding the Ageas Bowl. These cones are generally distributed 2-3 hours prior to gate opening time with details of vehicles parked within the restrictions recorded and passed onto Eastleigh Borough Council for enforcement.

12 Residential and Workplace Travel Plan

12.1 Hampshire County Council Comment

12.1.1. The Local Highway Authority have provided the following comments in respect to the Residential and Workplace Travel Plan:

Residential Travel Plan:

Introduction

This travel plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – A Guide to Development Related Travel Plans. Whilst the quality of this travel plan is generally good, some amendments are required before it can be approved.

Title page, document control, and introduction

The title page, document control sheet and introduction should contain the following additional information among them:

- *The planning reference (F/22/93194)*
- *The developers view on travel planning, or a statement from the developer supporting the contents of the travel plan.*

Guidance and policy

- *Additional references should be made to national, regional, and local policy documents and guidelines. These may include, but are not limited to:*
- *Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)*
- *IHT's 'Guidelines for Providing Journeys on Foot' (2000)*
- *CIHT's 'Buses in Urban Developments' (2018)*
- *Hampshire County Council's 'A Guide to Development Related Travel Plans' (2019)*
- *Hampshire County Council's Parking Standards*
- *LPA local plan*
- *LPA parking SPD*
- *Neighbourhood Plans*

Existing site conditions / site audit

The following information regarding the existing site should be included in the travel plan:

- *Class use of the existing site (specific to the appropriate character area)*
- *Bus route maps*
- *Full bus timetables (can be included as an appendix)*
- *Details regarding car parking, cycle parking, waiting areas, and accessibility at the nearest station.*

- *Description of the journey to the station*
- *Full rail timetables (can be included as appendix if necessary)*
- *Details of car parking, cycle parking, waiting areas, and accessibility at the nearest station*
- *Description of the journey to the nearest station*

Site Audit – proposed layout

The following information regarding the proposed residential development should be included in the travel plan:

- *Details regarding the proposed access from the existing highway to the new residential development (including any allowance for pedestrians and cyclists).*
- *A layout plan for the proposed site should be included – this can be either for the whole site or only character area 5. This can be included as an appendix if necessary.*
- *Details of car parking provision, including quantity, location, any EV provision, and local planning authority guidelines used to inform provision.*
- *Details of cycle parking provision, including quantity, type, and location.*
- *Details of the internal highways design of the residential development, including any provision for pedestrians and cyclists.*

Targets

Section 3.3 should include a biennial breakdown of how the mode share of each mode changes over the five-year travel plan period. This will initially be based on the baseline census data presented.

Measures

The following measures should be considered for inclusion in the travel plan:

- *Coordinate with schools to organise walking to school events*
- *Collaboration with local public transport providers to improve services, negotiate discounts, and trial initiatives*

In addition, the following clarifications are required:

- *The value of the “cycle purchase voucher” should be given*
- *The public transport taster vouchers should be to a minimum value of £50*
- *Paragraph 5.1.3 mentions “A high quality pedestrian and cycle link through the development onto A3035 [sic] Botley Road”. Further details should be given, e.g. is this an update to existing infrastructure?*

Management / TPC role

Section 4 of the travel plan should contain additional information about the travel plan coordinator. This includes:

- *Name, job title, and organisation*
- *Contact details, including phone number and email address*
- *A cost estimate for the travel plan coordinator over the five year travel planning period*

If these details are not yet available, they should be emailed to DPtravelplans@hants.gov.uk when available (and prior to occupation of the site).

Monitoring

Section 5.6 (Monitoring) should include the following details:

- Monitoring timetable as laid out below:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

- Snapshot surveys to be conducted for years where a full survey will not be carried out.
- Recognition that HCC requires a 35% response rate for questionnaire surveys.
- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer.
- Alternative method of survey if 35% response rate not achieved, e.g., ATCs/TRICS.

Action plan

The action plan should be fully costed. These values are used to calculate the travel plan cash deposit.

References to Eastleigh Borough Council in the action plan (in reference to travel plan related items, not planning items such as parking arrangements) should be replaced with Hampshire County Council (e.g., to agree travel plan objectives).

Delivery and Enforcement

Section 4.3 requires the following amendments and additions:

- The travel plan should be secured via a Section 106 agreement, and not a planning condition
- Commitment to pay a travel plan cash deposit
- Commitment to pay HCC's monitoring and evaluation fees

Conclusion

A reference to Eastleigh Borough Council in paragraph 7.1.5 should be changed to Hampshire County Council.

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Workplace Travel Plan:

Introduction

This travel plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – A Guide to Development Related Travel Plans. Whilst the quality of this travel plan is generally good, some amendments are required before it can be approved.

Title page, document control, and introduction

The title page, document control sheet and introduction should contain the following additional information among them:

- *Planning reference*
- *Developer's view on travel planning / statement from the developer supporting the contents of the travel plan*

Guidance

A section should be included which summarises national, regional, and local policy documents relevant to the travel plan. These may include, but are not limited to:

National

- *National Planning Policy Framework (2021)*
- *Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)*
- *IHT's 'Guidelines for Providing Journeys on Foot' (2000)*
- *CIHT's 'Buses in Urban Developments' (2018)*

Regional

- *Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)*
- *Hampshire County Council's Parking Standards*

Local

- *LPA parking SPD*
- *LPA local plan*
- *Neighbourhood Plans (where applicable)*

Existing site conditions / site audit

The following information should be included in Section 2 of the travel plan:

- *Existing use of each area (including class use if known)*
- *Route maps for relevant bus services*
- *Description of the walk to the nearest bus stops*
- *Details regarding the facilities at the nearest train station, including levels of car and cycle parking, waiting areas, and accessibility*
- *Description of journey to station (including any bus connections between the station and the development site).*

Site Audit – proposed layout

A section should be included in the travel plan which outlines the following information:

- *Proposed site plan(s) – this can be either a proposed site layout of the whole site, or individual relevant character areas. These can be included as an appendix if necessary.*
- *Details of car parking for each development. This should include:*
 - *Quantity, location, and type (e.g., disabled bays or EV charging bays etc.)*
 - *Details of the LPA parking SPD used to inform provision of car parking*
- *Details of cycle parking for each development. This should include:*
 - *Quantity, location, and type (e.g., Sheffield stands or cycle lockers etc.)*
 - *Details of the LPA parking SPD used to inform provision*
- *Any changes to the highways design on the wider site should be included here, if applicable (this includes changes to highways, cycleways, and footways).*
- *Operational hours of each development (if known)*

Measures

The following measures should be considered for inclusion in the travel plan:

- *The travel information packs should also include information of free health apps*
- *On site security*
- *The provision of bike service stations for staff and visitors*
- *Allocation of priority parking spaces for car sharers*
- *Newsletters*

As with the residential travel plan, paragraph 5.1.4 mentions “A high quality pedestrian and cycle link through the development onto A3035 [sic] Botley Road”. Further details should be given, e.g., is this an update to existing infrastructure?

Travel plan management (Section 4)

Details of the travel plan coordinator should be included in this section, including name, job title, organisation, and contact details. If these are not yet available, they should be sent to Hampshire County Council prior to occupation of any workplace and emailed to DPtravelplans@hants.gov.uk.

A cost for the travel plan coordinator is also required.

Monitoring

Section 7.2 (Monitoring) should note that a minimum 35% response rate is required by HCC for questionnaire surveys. Measures to ensure that this minimum response rate is met should also be included (e.g., online shopping or supermarket vouchers).

An alternative method of survey should be included if the 35% response rate is not reached (e.g. ATCs/TRICS surveys).

Action plan

The action plan should be fully costed, including a cost of the travel plan coordinator.

Enforcement

A section should be included which explains the following:

- *That the travel plan shall be secured via a Section 106 agreement. This should also include obligations for individual operators to develop their own full workplace travel plans.*
- *Commitment to pay Hampshire County Council's monitoring and evaluation fees*
- *Commitment to provide a travel plan cash deposit*
- *Sanctions in the event of non-compliance*

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

12.2 WSP Response

- 12.2.1. WSP have updated both the Residential and Workplace Travel Plans based on the recommendations from Hampshire County Council, these are included within **Appendix I**.

13 Junction 7, M27

13.1 National Highways Comment

13.1.1. National Highways have provided the following comment in respect to the modelling undertaken on Junction 7, M27 in the Transport Assessment:

“Section 8 “Future Year Traffic Assessments” of the TA includes modelling of the site access junction only. National Highways would expect modelling of the M27 Junction 7 to demonstrate that the impact of development can be accommodated safely. The capacity assessment of this roundabout should be informed by accurate geometrical plans and traffic signal specification, which can be requested from National Highways.”

13.2 WSP Response

13.2.1. As requested, WSP have obtained the as-built signal specification for Junction 7, M27 from National Highways, these are included in **Appendix J**. Traffic flow diagrams from the traffic survey at this junction are available in **Appendix K**. A junction capacity assessment for Junction 7, M27 has been undertaken on the basis of these as built specification, for the following scenarios:

- 2032 Baseline (AM and PM peak); and
- 2032 Baseline and Development traffic (AM and PM peak).

13.2.2. WSP have taken traffic flows which were observed during traffic surveys completed on Thursday 2nd December 2021 to form the basis of this assessment. The following growth factors were derived from TEMPro v7.2 and applied to the surveyed 2021 traffic data to forecast 2032 traffic levels.

Table 13-1 – TemPRO growth factors 2021-2032

	AM Peak	PM Peak
2021-2032	1.121	1.122

13.2.3. Committed development traffic traveling through the M27 Junction 7 were taken from the Transport Assessment which was submitted in support of the Land at Horton Heath, Eastleigh planning application (O/20/89498). This Transport Assessment included the following committed developments:

- West of Horton Heath (X/19/86475);
- North West of Horton Heath (X/19/86303);
- St Swithun Wells, Church (O/13/72471), (RM/17/81871);

- Moorgreen Hospital, Botley Road (F/15/77247);
- Land at Corner of Knowle Lane and Mortimers Lane (O/13/72490);
- Land off Winchester Road (O/13/73707);
- Land North & East of Boorley Green (O/12/71514);
- Land at Stoke Park Farm (O/13/73660);
- Land West of Church Road & North of Breach Lane (O/13/72892);
- Land East of Dodwell Lane & North of Pylands Lane (O/12/71522);
- Pembers Hill Farm, Mortimers Lane (O/15/77190 and RM/18/83278);
- Land North West of Boorley Green, Boorley Green (O/15/75953);
- Land West of Woodhouse Lane (O/18/83634); and
- Land North and East of Winchester Street (O/18/83698).

13.2.4. WSP have also added the committed development traffic associated with two additional sites which have not been included as committed developments in the Land at Horton Health application, this is likely due to their size. These two sites are adjacent to the Ageas Bowl, and are further detailed below:

- Land North of Botley Road (F/19/85439); and
- Land North of Botley Road, West End (O/15/76418).

13.2.5. These committed development flows were then used as the basis of the assessment of the following scenarios:

- **2032 Baseline**, including growthed 2021 traffic flows and committed development traffic (AM and PM peak); and
- **2032 Baseline + Development**, including growthed 2021 traffic flows, committed development traffic as well as the development traffic associated with this development.

13.2.6. Summaries of the results of the junction modelling assessments undertaken are contained within Table 13-2 and Table 13-3.

Table 13-2 – M27, Junction 7 (2032 Baseline)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	MMQ (pcu)	Delay (s/pcu)	D.O.S (%)	MMQ (pcu)	Delay (s/pcu)	D.O.S (%)
M27 Eastbound Off-slip	5	29	61.1	9	35	81.4
A334 Charles Watts Way (westbound)	9	13	66.9	8	14	64.1
B3036 Upper Northam Road	7	34	79.8	4	25	60.9
M27 Westbound Off-slip	11	66	93.2	14	66	94.7
A334 Charles Watts Way (eastbound)	11	41	90.6	10	35	87.3
	Cycle Time: 53s Overall PRC: -7.1%			Cycle Time: 53s Overall PRC: -5.3%		

Table 13-3 - M27, Junction 7 (2032 with Development)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	MMQ (pcu)	Delay (s/pcu)	D.O.S (%)	MMQ (pcu)	Delay (s/pcu)	D.O.S (%)
M27 Eastbound Off-slip	5	29	61.1	9	35	81.4
A334 Charles Watts Way (westbound)	10	15	72.6	9	15	68.0
B3036 Upper Northam Road	6	33	77.9	7	32	76.3
M27 Westbound Off-slip	14	72	95.9	13	63	93.9
A334 Charles Watts Way (eastbound)	14	56	95.1	11	38	89.3
	Cycle Time: 53s Overall PRC: -8.6%			Cycle Time: 53s Overall PRC: -6.1%		

13.2.7. The results of the junction capacity assessment undertaken have found that Junction 7 of the M27 will be operating at capacity in all 2032 scenarios. The approach operating at the

highest level of Degree of Saturation (DoS) is the M27 Westbound Off-Slip in the AM peak with a DoS of 95.9% with an associated average delay of 72 seconds and a Mean Max Queue of 14 PCUs. Full input and output data from the modelling exercise undertaken is included in **Appendix L** of this report.

- 13.2.8. Focusing on the impacts of the development, the development proposals are forecast to generate 50 vehicle movements through the junction in the AM peak, and 43 vehicle movements in the PM peak. This is equivalent to an increase in traffic of 0.8% in the AM peak and 0.7% in the PM peak when viewed against 2032 forecast baseline traffic flows. This highlights that the impact of the development traffic is minimal. The forecast increase in queues on the slip roads can be accommodated and will not block back onto the mainline in both the AM and PM peak.
- 13.2.9. The impact of the development itself is minimal due to the low number of additional vehicles and as such no mitigation measures are necessary to address any operational issues at this junction.
- 13.2.10. WSP has undertaken discussions with National Highways in the period of time since receipt of their comments and this has seen the provision of further information relating to the development impacts. This further information allowed National Highways to withdraw their previous holding objection on the 14/04/23.

14 A334 Charles Watts Way

14.1 National Highways Comment

14.1.1. National Highways have provided the following comment in respect to the modelling undertaken on Junction 7, M27 in the Transport Assessment:

“National Highways also requests clarification regarding the proposed use of the access on A334 and confirmation that the access will be used in conjunction with events and vehicle type proposed to utilise the access.”

14.2 WSP Response

14.2.1. Use of the access on the A334 Charles Watts Way is not altered by the development proposed by planning application F/22/93194.

14.2.2. The use of the A334 access was granted through planning permissions F/18/83908. Further to this, Hampshire Cricket Club have submitted a Section 73 application (X/21/92054) which proposes to allow bus / coach access on major event days on a left-in / left-out basis via Charles Watts Way. Access to / from the Thorneydown car park for other vehicles has not been altered from the original proposals consented under F/18/83908. A summary of the use of the A334 access, as is proposed under the Section 73 application, is contained below.

Table 14-1 – Summary of event day use of Charles Watts Way

A334 Charles Watts Way Access	
Arrivals	Departures
60 Coaches / Buses (30 buses making two return journeys)	60 Coaches / Buses (30 buses making two return journeys)



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