

**EASTLEIGH BOROUGH
TRANSPORT STATEMENT**

Adopted September 2012

Eastleigh Borough Transport Statement

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EASTLEIGH BOROUGH TRANSPORT STATEMENT

1. Introduction

1.1 This report sets out the Eastleigh Borough Transport Statement which consists of the Transport Strategy and the proposed package of sustainable transport measures to improve accessibility and modal choice within the Eastleigh Borough Council (EBC) area. The Transport Statement provides the following:

- a comprehensive local transport policy framework for the Borough;
- a framework to assist with the prioritisation of transport investment;
- a sound basis for land use and development planning;
- assistance to the local planning authority with infrastructure planning in support of the Draft Eastleigh Borough Local Plan 2011-2029, the preparation of a Community Infrastructure Levy (CIL) Charging Schedule and the application of the Transport Contributions Policy in the interim period until the CIL Charging Schedule is adopted.

1.2 The Transport Statement is a Hampshire County Council (HCC) document and has been developed in consultation with Eastleigh Borough Council. The Statement covers the period up to 2029, which conforms with the timeframe of the emerging Draft Eastleigh Borough Local Plan 2011-2029. The Transport Statement will be a “living document” and will be updated and amended to support updated policies and strategies and subsequent changes to the status of the various schemes that make up the proposed package of sustainable transport measures.

1.3 The Transport Statement seeks in particular to assist in delivering the Partnership for Urban South Hampshire current economic priorities and those of the newly created Solent Local Enterprise Partnership (LEP). It also builds on existing transport related documents covering the Borough which are identified in Section 2, notably the Local Transport Plan 3 (LTP), Eastleigh Town Access Plan (TAP) and the Eastleigh Borough Local Plan (EBLP).

1.4 The Transport Statement has been prepared primarily against the policy framework as identified in the LTP, but also takes account of national transport policy, other county and borough transport policies and relevant strategies and plans. The Transport Statement should be read in conjunction with these documents. Within the context of this policy framework the four overarching objectives are to:

- Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network;
- Improve access to jobs, facilities and services by all types of transport;
- Facilitate and enable new development to come forward;
- Reduce carbon emissions and minimise the impacts of transport on the environment.

2. Transport Policy Context

2.1 Nationally, the White Paper published in January 2011 named 'Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen', sets out the Government's policy towards transport and its links to economic prosperity, climate change and local transport. This Transport Statement aims to reflect and address these national priorities at the local level. The proposals contribute to creating growth through reducing congestion, providing greater accessibility for all and regenerating the area. Carbon emissions will be reduced by encouraging greater use of walking, cycling and public transport.

2.2 Central government has recently published the National Planning Policy Framework, which provides national strategy and guidance for land-use planning policy and practice. It identifies how planning can achieve sustainable development and includes a section on promoting sustainable transport. This supersedes the earlier guidance and statements used in developing planning policy, and assessing the impact of developments. Manual for Streets 1 and 2 places an emphasis on better design in public spaces, and provides best practice in design of the urban environment."

2.3 At a sub-regional level, the Solent LEP will help drive forward economic growth in South Hampshire. Encompassing a population of over 1.3 million and some 50,000 businesses, the Solent area is a well recognised functional economic area anchored around the Isle of Wight, the two cities of Portsmouth and Southampton and the M27 corridor and Solent waterway. The Solent LEP brings together private and the public sectors, and will prioritise key strategic infrastructure investment, including for transport over the next few years. Eastleigh Borough is at the heart of

the LEP area, and is anticipated to benefit from Strategic transport improvements planned and delivered through the LEP.

2.4 At a county level, the relevant transport document is the [Hampshire Local Transport Plan 3](#) which is in two parts, with Part A containing the Long Term Strategy between 2011 and 2031 and Part B the Implementation Plan for the three years covering 2011-2014. The South Hampshire Joint Strategy, in which Eastleigh is included, is set out in Chapter 7. This is the key document which identifies the transport policy for Eastleigh within the context of the sub-region.

2.5 The South Hampshire Joint Strategy has been developed by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council working together as Transport for South Hampshire (TfSH). It contains a transport vision for South Hampshire which is to create “A resilient, cost effective, fully integrated sub regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment”.

2.6 The South Hampshire Joint Strategy identifies fourteen theme-based policies which alongside the four overarching objectives (outlined in Section 4 of this Transport Statement) form the core local transport policy framework for Eastleigh. This local transport policy framework will be consistent for all the districts which are located within the South Hampshire sub-region and are part of the HCC administrative area. This policy framework applies to the Transport Statements for Fareham, Eastleigh, Gosport and Havant, which are all within the TfSH area.

2.7 TfSH has developed a Sub-Regional Transport Model (SRTM), which is currently being used to develop a Long Term Strategic Implementation Plan (LTSIP). The LTSIP is a 15 year plan for transport in the South Hampshire area. The LTSIP supports a range of activities and solutions, but will not be limited to investment in transport infrastructure or services. Planning policies that avoid the need for excessive additional travel and the encouragement of sustainable patterns of travel will both have a role to play. The LTSIP will be a fully evidenced plan of major strategic transport improvements that will, once adopted, inform the Borough Transport Statement and may result in the need to amend the Transport Statement as well as the associated Schedule of Transport Improvements.

2.8 At a borough level the following documents identify the transport strategy, policy and package of sustainable transport measures in place for the various areas of Eastleigh:

- [Eastleigh Borough Local Plan Review](#) - adopted in May 2006. Current planning policy for the Borough is set out in the saved policies and will remain until it is superseded by Local Development Framework (LDF) documents.
- [Draft Eastleigh Borough Local Plan 2011-2029](#) (Draft EBLP) - the emerging Draft Local Plan will set out the planning policy framework for the Borough for the period to 2029 and identify areas for new development. It is expected to be adopted in 2013 and is supported by research and evidence set out in a series of background papers; including [T1 Transport Paper](#) (November 2011)
 - [Borough of Eastleigh Public Transport Strategy](#)
 - [Borough of Eastleigh Cycling Strategy](#)
 - [Borough of Eastleigh Walking Strategy](#)

2.9 It is acknowledged that both the Transport Statement Table 1 and the Borough's Infrastructure Development Plan will require revision and update to reflect the outcomes of work being undertaken on the Eastleigh Borough Local Plan. This Transport Statement will also need to reflect the findings in the Local Plans for neighbouring councils and local authorities. This information will emerge through the use of the SRTM and more detailed Transport Assessments specific to particular development proposals.

2.10 There have also been a series of specific transport studies and policy documents produced by the County Council and Borough Council in recent years which have input to this Transport Statement and these include:

- [Eastleigh Town Access Plan \(ETAP\)](#) was developed by Hampshire County Council (HCC) in partnership with Eastleigh Borough Council (EBC) and adopted in 2011. It aims to positively contribute to improving access to facilities and services within central Eastleigh.
- [Air Quality Management Areas](#) have been identified at several locations across the borough due to nitrogen dioxide pollution from traffic. For each designated

area, Air Quality Action Plans (AQAPs) are developed to identify measures to help reduce pollution and meet AQMA objectives.

- [School Travel Plans and Safer Routes to School](#) Every state mainstream school within Eastleigh Borough has completed a School Travel Plan. School Travel Plans identify infrastructure and training requirements to enable children to travel to school safely by public transport, walking and cycling.
- [Rail Station Travel Plans](#) - HCC in partnership with Network Rail and Southwest Trains has created Rail Station Travel Plans, to improve access to local stations by all non car modes. Eastleigh, Chandler's Ford and Southampton Airport Parkway stations are part of the Station Travel Plan Pilot. If successful it is intended to roll these out to other stations across the county.
- Countryside Access Plan (CAP). Within the Borough of Eastleigh the [Forest of Bere CAP](#) and the [Solent CAP](#) are two of seven area plans which, together with an eighth 'County Overview' CAP, form the Rights of Way Improvement Plan (ROWIP) for the county of Hampshire. The ROWIP is intended to provide the means by which HCC will manage and improve its rights of way network to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. ROWIPs are closely linked with LTPs, with the aim of delivering a more integrated approach to sustainable transport in rural and urban areas. The CAPs identify the main issues and suggest what should be done to improve access to the countryside and support better access to services and amenities.

3. Background, Transport Context and Issues in Eastleigh

3.1 Background

The Borough of Eastleigh borders Test Valley, Winchester, the borough of Fareham and the unitary authority of Southampton. Eastleigh is separated from the New Forest by Southampton Water. Water bounds much of the borough, with Southampton Water and the River Hamble bordering the east and southwest of the district.

3.2 Eastleigh Borough has a population of approximately 122,000 people and covers an area of 80km². The borough is predominantly urban and suburban in nature, with almost 89% of residents classified as living in urban settlements and 10% in rural towns . There are three main settlements: Eastleigh, Chandler's Ford and Hedge End, and eight smaller settlements: Bishopstoke, Botley, Bursledon, Fair Oak, Hamble-le-Rice, Horton Heath, Netley, and West End. Almost 17% of the population is aged 65 years and over.

3.3 Within the Draft Eastleigh Borough Local Plan (2011-2029) the need for 9,400 new dwellings has been identified, with preferred options for Greenfield development at Boorley Green (1,400 dwellings), East of Hedge End (1,000 dwellings) and South of Eastleigh at Stoneham (1,300 dwellings). An additional 1,000 new dwellings will need to be accommodated on smaller Greenfield sites adjoining settlements. Land supply information for Eastleigh is available at [Housing Land Supply 2011](#) . The Borough's new employment development will be primarily accommodated as part of a proposed mix use development at Eastleigh River Side, which is located to the east of the town centre, south of Bishopstoke Road and north of Southampton Airport.

3.4 New development proposed by Eastleigh Borough Council and other local planning authorities in the area will impact on the local and strategic road network. The extent of such impacts will need to be properly evidenced to demonstrate not only that strategic sites are located appropriately but also to identify what transport infrastructure associated with new development is required. The SRTM is well placed to undertake such transport assessments, taking account of background traffic growth and all development proposals within the South Hampshire sub region.

3.5 Transport Context

Passenger transport has a key role to play in supporting economic growth, maximising social inclusion, and ensuring essential accessibility for local

communities to food shopping and local health services and to employment and education opportunities wherever possible. The core, mostly commercial, bus corridors within Eastleigh are the Bluestar 1 – Southampton – Chandlers Ford – Winchester; Bluestar 2 – Eastleigh – Fair Oak – Southampton; Bluestar 5 – Eastleigh – Romsey; and First 6 – Hamble – Southampton. These are complemented by secondary, mostly supported, local and rural services. Taxi-share, Cango and community transport are provided in areas where passengers are too few for bus services to be viable. Eastleigh bus station and Southampton Airport Parkway are principal transport hubs.

3.6 The borough also contains public transport infrastructure of major local and regional significance, including main line rail between London and Weymouth, and between Eastleigh and Portsmouth. Important local public transport infrastructure networks and facilities include local rail lines through Chandler's Ford, Bursledon and Hamble. There are seven railway stations in the borough; three of which are now covered by station travel plans (Eastleigh, Chandler's Ford and Southampton Airport Parkway).

3.7 Southampton International Airport is located in the borough and is a major regional airport currently used by 1.8 million passengers per year. It is accessed by both the London-Weymouth main line railway (via Southampton Parkway station), the M27 and the A335. The [Southampton Airport Masterplan \(2006\)](#) indicates the wish to increase passenger numbers to 3 million per annum by 2015, and to 6 million per annum by 2030. The [Southampton Airport Surface Access Strategy \(2006-11\)](#) seeks to minimise the environmental impacts and congestion associated with traffic movements to and from the airport.

3.8 Walking and cycling offer opportunities in the borough especially in association with the key trip attractors of schools, colleges, town centres and rail stations. However, several missing links in these networks have been identified, and severance caused by strategic transport corridors such as the M3 and the rail mainline continues to be an issue at certain locations in the borough. Improving transport accessibility by all modes would help enable residents and visitors to the borough to better access services and facilities. It would also help promote lower-carbon transport choices.

3.9 The borough is served by two motorways with the M3 running north-south connecting the south coast to London and the M27 east-west linking Portsmouth to

the New Forest. Congestion during the peak periods is experienced on both motorways, especially in the vicinity of Eastleigh town. Motorway junctions on the M27 (Junctions 5, 7 and 8) and M3 (Junctions 12 and 13) can experience significant delays. The majority of journeys to work (75%) by Eastleigh borough residents are by car. Whereas almost half of all journeys to work are within the borough, around 21% of trips are to Southampton and 7% to Winchester. The location of Eastleigh, bordering major employment and shopping areas, such as Southampton, also results in many trips through the borough via the motorway and local road network. Many of these are short private car trips which contribute to congestion on key corridors/areas within the borough.

3.10 With the recent harsh winters, which have caused considerable disruption, Operation Resilience has been implemented across Hampshire. This is a programme of major structural repairs, resurfacing and drainage works to make the county's roads more resilient to the effects of climate change and less susceptible to damage in the future.

3.11 Transport Issues

The transport issues within the borough have been summarised primarily within the context of key multi-modal transport corridors. These transport corridors and improvements to them are vital to the delivery of the local transport policy objectives as set out in Section 4 of this Transport Statement. Each corridor is vital in connecting local settlements and are characterised by high traffic volumes where there is also a need to facilitate the improvements to the walking, cycling and public transport networks.

3.12 The main multi-modal transport corridors are shown in Figure 1 and outlined below in more detail, summarising their individual characteristics and local transport issues. This has been done within the context of the borough's key settlement areas.

3.13 Chandler's Ford, Hiltingbury, Allbrook and Boyatt

3.14 Corridor 1: Chandler's Ford to Southampton City Centre and Winchester

This is a north-south corridor along the B3043 linking Chandler's Ford with Winchester to the north and Southampton to the south. There is a significant amount of residential housing along the corridor as well as key employment sites including the Chandler's Ford Industrial Estate, Hampshire Corporate Business Park and Tollgate Business Park. There is also a major hyper market and out of town retail.

3.15 These land uses result in relatively high traffic volumes and some localised congestion during the morning and evening peak periods as commuters make short trips between Chandler's Ford, Eastleigh, Winchester and Southampton by car. This is a priority public transport corridor with bus services providing a 15 minute frequency and it has been identified as a public transport growth corridor within the successful [TfSH Local Sustainable Transport Fund \(LSTF\) bid](#). The funding secured will enable enhancements to the Quality Bus Partnership (QBP) route, with proposals for bus stop interchange enhancements, real time information and improvements at key junctions, including bus priority where applicable.

3.16 There is also a need and an opportunity to promote travel modes such as walking and cycling. Pedestrian crossing improvements are a priority along this corridor to reduce severance and the corridor is identified as part of the borough's strategic cycle route network. This includes improving accessibility to the Chandler's Ford railway station, which provides an important local rail link between Chandler's Ford, Romsey and Southampton.

3.17 Corridor 2: Allbrook to Eastleigh

This corridor connects Eastleigh town centre to the M3 at Junction 12. Twyford Road is the main road along this corridor with residential development located on the east and west side. Pedestrian activity is relatively high with the main desire line being south towards Eastleigh town centre and its public transport interchanges. The existing routes to the town are in need of enhancing, especially over the Twyford Road railway bridge where there is no footway on the east side and the west side footway could be widened to accommodate the relatively high footfall. Twyford Road acts as a barrier to promoting walking and cycling due to insufficient pedestrian crossing points, lack of footway width in places, and a lack of dedicated cycle routes as well as poor on road environments for cycling. The demand to cross Twyford Road has increased in recent years as a result of development east of Twyford Road. Additional pedestrian crossing points at key points along the corridor are therefore required.

3.18 With relatively high traffic flows, peak hour congestion is a problem with capacity issues at the Twyford Road/Romsey Road/Station Road roundabout. Any capacity improvements at this junction are likely to require significant engineering works. Allbrook Hill also suffers from localised congestion as a result of the limited

road width available with the scope for improvements restricted by the need to retain on street parking.

3.19 Eastleigh Town

The transport issues associated with the Eastleigh town area and specific local transport policy proposals are covered separately and in more detail as part of the Eastleigh Town Access Plan (ETAP).

3.20 Corridor 3: Chandler's Ford to Eastleigh Town Centre

This east west corridor, along the A335, Leigh Road/Romsey Road, connects Chandler's Ford to Eastleigh town centre. The route is a designated AQMA and key elements of the AQAP are associated with reductions in road traffic related pollution. Leigh Road is a key multi modal transport corridor bordered by mixed residential, education and employment land uses and links directly to the M3 strategic highway network at Junction 13. As a result, this corridor has peak hour congestion issues especially at the Leigh Road/Passfield Avenue/Woodside Avenue junction and the Romsey Road, Twyford Road/Station Road junction.

3.21 There is high levels of pedestrian and cycling activity especially associated with commuting and school travel. Improvements to the local walking and cycling network are therefore a priority along this corridor in light of the local road traffic congestion and in order to promote active travel modes and ensure road safety is not compromised. Sections of the cycle network are complete along this corridor, however missing links remain, in particular sections across the Leigh Road/Passfield Avenue junction, which are identified as a major barrier to promoting active travel modes. In light of the high traffic flows, the corridor suffers from severance issues, resulting in a need to improve the pedestrian crossing facilities, for example, in the vicinity of Brookwood Avenue, Falkland Road and also at the junction of Leigh Road/Passfield Avenue/Woodside Avenue.

3.22 Corridor 4: Eastleigh to Southampton City Centre

The A335 Southampton Road/Wide Lane connects the town of Eastleigh with Southampton City Centre, either via M27 Junction 5 or via A335 Stoneham Way/Thomas Lewis Way and Wide Lane.

3.23 This key commuting corridor connects two international gateways (Southampton Airport and the Port of Southampton). A number of rail stations are

also located along the corridor (Eastleigh, Southampton Airport Parkway, Swaythling, St. Denys and Southampton Central). The interchange at Southampton Airport Parkway station provides a particular opportunity for people to continue their travel from the airport by rail or bus into Southampton. The successful [TfSH LSTF bid](#) includes funding for improvements along this corridor, which focus on enhancements to the key transport interchanges of Eastleigh bus and rail stations. This includes enhancements to public transport information and improved facilities for pedestrians and cyclists.

3.24 A significant proportion of journeys are undertaken by car and place a significant loading on the corridor and the M3/M27, causing congestion and delay to important economic movements to the Port of Southampton, Southampton Airport and Southampton City Centre, as well as strategic movements through the TfSH area. High volumes of traffic have led to air quality issues which has resulted in the AQMA designation along parts of Southampton Road. There is a need to reduce short distance vehicular trips to reduce congestion (especially at the heavily congested M27 Junction 5 at the airport) and so improve productivity and competitiveness at this international gateway. A key focus is therefore on addressing capacity issues at the M27 Junction 5.

3.25 Corridor 5: Chandler's Ford Business District to Eastleigh Town and M27 Junction 5

A key part of this corridor is along Chestnut Avenue and is an important link between the major business district in Chandler's Ford and Eastleigh town centre. It also has a high concentration of education premises, including Eastleigh and Barton Peveril colleges. There are local congestion issues at the western end of the corridor associated with the major business district at Chandler's Ford, especially at the Chestnut Avenue/Stoneham Lane junction. Future development proposals south of Chestnut Avenue and west of Stoneham Way, as identified in the Draft EBLP (2011-2029), will need to be carefully considered in light of the traffic sensitivities in the local area. Infrastructure improvements are likely to be required alongside these development proposals, especially in relation to the potential capacity issues at the M27 Junction 5. The detail and extent to these works will need to be assessed through the use of the TfSH SRTM and subsequent transport assessment work.

3.26 Pedestrian and cycle route facilities are of high quality at the western end of the corridor, however east of Chestnut Avenue/Passfield Avenue there is a need for

improvements to the cycle route network and pedestrian crossing facilities especially linking to the main education sites.

3.27 A key branch of this corridor is along Stoneham Way, which is an important connection to the M27 Junction 5. This section of the corridor suffers from peak hour congestion due to the proximity to the motorway and the high proportion of commuter traffic associated with the employment sites located in Chandler's Ford as well as traffic accessing Eastleigh town. Measures to promote walking, cycling and public transport from these employment sites have been implemented such as improvements to the cycle route network, however additional measures are required, especially public transport service improvements. In particular new or enhanced bus routes that can provide a high quality service between Southampton Airport Parkway and the employment sites. Proposals such as this will be explored in more detail as part of the development of an Area Wide Travel Plan for the Chandlers Ford Business District area. This is a key component of the successful TfSH LSTF bid.

3.28 Bishopstoke, Fair Oak and Horton Heath

3.29 Corridor 6: Eastleigh to Bishopstoke

The corridor connects the three settlements of Eastleigh, Bishopstoke and Fair Oak via Bishopstoke Road and Fair Oak Road, serving a predominantly residential area. The corridor is well served by the local bus network with a 20 minute bus service. Bus punctuality is therefore a priority to improve, which is challenging in light of the peak hour congestion issues, where there is a dominant traffic flow towards Eastleigh in the AM peak hour. The westerly end of this corridor includes the existing employment sites off Chickenhall Lane. This is predominantly industrial with a high proportion of HGV traffic, with a significant number of HGV turning movements occurring at the Bishopstoke Road/Chickenhall Lane junction.

3.30 The industrial estate served by Chickenhall Lane and land in the vicinity of it, is identified as a strategic employment site in the Draft EBLP (2011-2029). Associated with this redevelopment and key to the development being built out to its full potential has been a long standing aspiration to provide a new link road extending Chickenhall Lane southwards through the new development and would connect to Wide Lane just north of the M27 Junction 5 and so bypassing development traffic away from Eastleigh town centre.

3.31 The congestion experienced at the Bishopstoke Road/Chickenhall Lane and the Bishopstoke Road/Station Hill junctions is a significant barrier to promoting active travel modes. This corridor already has a comprehensive east-west cycle route network, however there are missing links which are a priority to implement in order to encourage non car travel modes when accessing Eastleigh town centre from Bishopstoke and Fair Oak.

3.32 Hedge End, West End & Botley

3.33 Corridor 7: A27/B3035 West End to Hedge End

Corridor 8: A334/B3033 Botley to Hedge End Corridor

Corridors 7 and 8 connect the settlements of West End, Hedge End and Botley, all of which provide a vital role in providing access to local facilities and services. Both corridors have similar characteristics with respect to a very mixed land use with a high proportion of residential and employment as well as significant attractions including the Ageas Bowl cricket ground and the Hedge End retail area. Both of these land uses attract a significant amount of car based traffic especially during events at the Ageas Bowl. At peak hours there are congestion issues, in particular at the B3035 Botley Road/Tollbar Way junction and the B3035/A334 junction.

3.34 Both corridors benefit from a degree of local containment in light of the mixed land uses and as a result are good corridors to promote walking, cycling and public transport use. The local cycle route network is well established in the West End area, however there are missing links in the network to address, in particular on the approaches to West End High Street.

3.35 All three settlements suffer from some localised congestion issues, however in light of the historic nature of Botley, the topography and the highway constraints, Botley is regarded as being more sensitive to the local traffic issues. This is highlighted by the recent declaration of an Air Quality Management Area (AQMA) with air quality issues identified as being directly attributable to road traffic emissions. The road environment and relatively high traffic flows are a barrier to cycling and walking along this corridor especially between Hedge End and Botley. Improving the cycle route network and pedestrian crossing improvements are priorities identified in the Borough's cycling and walking strategies and are key to improving the accessibility between the two settlements.

3.36 The A334 through Botley provides the most direct link to the M27 through Hedge End to Junction 7 and there is a long-standing proposal for a Botley Bypass to address local traffic issues through Botley. This scheme has no identified funding at present and having regard to benefits, costs, environmental and traffic impacts it is not possible to make a viable business case at this time.

3.37 The future justification for delivery as a major strategic scheme will need to be fully evidenced in relation to the existing situation and taking account of future year scenarios. This will include assessment by EBC of the traffic impacts associated with future development proposals as outlined in the Draft Eastleigh Borough Local Plan (2011-2029) where strategic housing sites in the vicinity of Hedge End and Botley have been identified. The bypass is listed in table 1, forming part of the schedule of transport improvements for the borough and represents a longer term policy aspiration of HCC and will be next reviewed as part of the LTSIP.

3.38 Corridor 8 passes through the Hedge End village centre, which is identified as a centre which could benefit from environmental and public realm enhancements as well as accessibility improvements. With significant retail and employment destinations at either end of the route (Southampton and Hedge End), there are significant two-way movements along this corridor but also the potential for higher levels of containment and scope to promote active travel modes.

3.39 Corridor 9: Hedge End to Southampton and Hamble Peninsula

The corridor includes the road links between M27 Junction 8 and Maypole roundabout at Hedge End, via Kings Copse Avenue and is primarily a road traffic corridor with limited demand for walking and cycling. The Draft EBLP 2011-2029 identifies three development sites; two of which are strategic in the Botley and Hedge End areas. This corridor is identified as the primary route for development related traffic to access the M27 with Junction 8 as well as beyond to Southampton via the A3024.

3.40 There is congestion along this corridor due to capacity issues at a number of key junctions including Windhover Roundabout (gateway to Southampton from the east), the M27 Junction 8 roundabout, the Bursledon Road/Heath House Lane junction and at the Maypole roundabout. Future strategic development proposals as outlined in the Draft EBLP 2011-2029 will need to consider the strategic transport interventions necessary to accommodate additional traffic.

3.41 This corridor could provide new opportunities for bus services from Botley and east Hedge End to pass through Windhover roundabout, take an alternative route through the currently closed section of Botley Road, and take advantage of proposed bus priority measures towards Southampton city centre on the A3024 corridor.

3.42 Bursledon, Hamble and Hound

3.43 Corridor 10: Hamble Peninsula

The Hamble peninsula contains the settlements of Bursledon, Netley Abbey and Hamble-le-Rice. Hamble Lane is the primary road link connecting these settlements and experiences significant peak hour delays, which are focussed at the Windhover roundabout and the Hamble Lane/Portsmouth Road junction. This congestion has attributed to Hamble Lane being identified as an Air Quality Management Area (AQMA).

3.44 The corridor has good off road cycling facilities especially to the south, with links to Netley and Hamble serving local residential populations, facilities and services, including Hamble Secondary School.

3.45 Key Challenges

3.46 The challenges set out in the LTP South Hampshire Joint Strategy for the Highway Authorities, EBC and partners in delivering the TfSH Joint Strategy transport vision and addressing the key transport issues for the borough outlined above are:

- Securing funding to deliver the identified transport improvements
- Ensuring the timely delivery of the transport infrastructure to support housing and employment growth and regeneration opportunities
- Maintaining the existing transport network at its resilience to the effects of extreme weather events
- Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low carbon economy
- Managing the existing highway network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration and growth
- Mitigating the adverse impacts of transport activity on people and habitats

4. Transport Objectives and Delivery Priorities

4.1 The Transport for South Hampshire LTP Joint Strategy will guide the development of transport networks in this area until 2031 and contributes to the Partnership of Urban South Hampshire (PUSH) Economic Development Strategy. The 14 policies in the LTP joint strategy set out the policy framework through which the TfSH authorities, including Eastleigh, will seek to address the local and strategic transport issues and represent the delivery priorities for the Transport Statement.

4.2 The four overarching objectives of the Eastleigh Borough Transport Statement are presented below and for each objective the relevant LTP policies/ Transport Statement delivery priorities are listed. This provides a comprehensive local transport policy framework for Eastleigh Borough. Table 1 presents the full schedule of local transport scheme proposals for Eastleigh Borough and indicates how each scheme relates to local transport policy framework.

LTP South Hampshire Joint Strategy Policies/ Transport Statement Delivery Priorities	Transport Statement Objectives			
	Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network.	Improve access to jobs, facilities and services by all types of transport	Facilitate and enable new developments to come forward	To reduce carbon emissions and minimise the impacts of transport on the environment.
A To develop transport improvements that support sustainable economic growth and development within South Hampshire County Council.	√	√	√	
B Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight.	√	√		
C To optimise the capacity of the highway network and improve journey time reliability for all modes.	√			
D To achieve and sustain high-quality, resilient and well-maintained highway network for all.	√			
E To deliver improvements in air quality.				√
F To develop strategic sub-regional approaches to management of		√	√	√

LTP South Hampshire Joint Strategy Policies/ Transport Statement Delivery Priorities	Transport Statement Objectives			
	Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network.	Improve access to jobs, facilities and services by all types of transport	Facilitate and enable new developments to come forward	To reduce carbon emissions and minimise the impacts of transport on the environment.
parking to support sustainable travel and promote economic development.				
G To improve road safety across the sub-region.	√			
H To promote active travel modes and develop supporting infrastructure.		√		√
I To encourage private investment in bus, taxi and community transport solutions and where practical, better infrastructure and services.		√	√	√
J To further develop the role of water-borne transport within TfSH area and across the Solent.		√	√	√
K To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight.		√	√	√
L To work with Local Planning Authorities to integrate planning and transport.			√	
M To develop and deliver high-quality public realm improvements.		√		√
N To safeguard and enable the future delivery of transport improvements within the TfSH.			√	

5. Implementation and Funding

5.1 The list of transport schemes in Table 1 are proposals that contribute to the delivery of the four objectives of the Eastleigh Borough Transport Statement as well as the 14 policies of the LTP as shown in section 4. The transport schemes listed are at various stages of progress, ranging from concept to implementation and vary from local access issues to strategic transport schemes of sub-regional significance.

5.2 While funding is a major consideration for delivery it is one part of a complex process. Management is required during the stages which typically includes preliminary design, consultation, detailed design, tendering and construction. This delivery is largely undertaken within the integrated capital programme by Hampshire County Council. Close co-operation, partnership and assistance from Eastleigh Borough Council, transport operators, developers and the local community remain a vital component in delivering these transport improvements.

5.3 The delivery and phasing of the proposals will depend on funding available from a range of different sources. These sources are briefly summarised below in five main groups:

i) Funds from Department for Transport: There are currently three funding streams available from the Department for Transport (DfT) that can be expected to help fund transport schemes in Eastleigh:

- **Integrated Transport and Maintenance Capital Grants:** This is block funding from central government for transport. It includes funds for highways maintenance schemes, and funding for smaller-scale transport improvements, including highway improvements, traffic management schemes, and accessibility schemes. HCC decides how to spend these funds, including some in Eastleigh.
- **Major Schemes Funding:** This is capital funding for transport schemes over £5 million in value. Until recently this has been administered as a competitive process from the DfT. However, central government has recently set out consultation on devolving prioritisation and funding for these schemes to a more local level, with a new role proposed for Local Transport Bodies and LEPs in this process.
- **The Local Sustainable Transport Fund (LSTF),** which is in the form of capital and revenue expenditure. A successful bid by the TfSH authorities secured funding to deliver a package of measures to support sustainable economic growth within urban South Hampshire, whilst also reducing carbon. Interventions are targeted

both area-wide and along nine key commuting corridors between existing and planned economic growth centres. Three commuter corridors have been identified within the Eastleigh Borough area:

- Chandler's Ford to Southampton City Centre
- Eastleigh to Southampton City Centre
- Eastern Suburbs to Southampton City Centre (corridor is a key access radial route from the Hedge End area)
- Pinch-point Fund: This is funding that has been identified by central government for highway improvements on the strategic road network. Approximately £220 million has been identified for growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layout. The fund, administered by the Highway's Agency, is anticipated to fund improvements over the next 3 years.

ii) Funds from local resources: These are funds that have been allocated at a local level from Hampshire County Council to support delivery of the highway maintenance programme. These funds complement the capital grant funds allocated for maintenance from the Department for Transport.

iii) Funds from development: One of the main sources of funding for transport improvements is from developments in the Borough. Currently transport contributions are secured in accordance with the County Council's Transport Contributions Policy, which is adopted within the Borough's 'Planning Obligations' Supplementary Planning Document.

Once a Community Infrastructure Levy (CIL) Charging Schedule has been adopted by Eastleigh Borough Council, or on 6 April 2014 (whichever is sooner), the Transport Contributions Policy will become inoperable and so it is expected that a number of transport infrastructure projects will be included on the Charging schedule and may be funded by CIL receipts. This Transport Statement is intended to provide additional information to assist the Borough Council in preparing the CIL Charging Schedule and to ensure that transport infrastructure is included.

In some cases, particularly with major developments, some specific transport infrastructure will need to be secured through Section 106 or Section 278 agreements in order to be delivered to meet the needs of the development.

Section 278 will not be restricted by the CIL Regulations and so it will be possible to fund transport schemes through both CIL and Section 278.

iv) LEP Funding: As Eastleigh is part of the Solent LEP area significant opportunities are emerging for funding of transport schemes. An indicative £12.1 million 'Growing Places' fund investment has been allocated for the Solent area. The Growing Places Fund has been set up to help unlock and support economic growth and job creation, through funding transport schemes that help open up business and development opportunities. PUSH authorities have already been asked to contribute to the preparation of the Pre-Qualification Questionnaire.

v) Other Funding: There are also other emerging sources of funding, which will involve joint working between authorities and business, and have the potential to assist with delivery of the proposals in the Borough. This includes Tax Increment Funding and the New Homes Bonus, which aim to gain benefit from new development coming forward. Other funding opportunities for improvements arise via public transport operators, such as from the Enspip Station Improvement programme, or for vehicle improvements from the bus operators or opportunistic funding from groups such as Sustrans.

5.4 The proposed schemes listed in Table 1 include an indication of the likely funding source, where this has been identified. However, for several of the sources the level of funding available and the criteria for their use has not yet been confirmed.

5.5 Whilst the Transport Statement timeframe is up to 2029, it is not expected that all of the schemes listed in Table 1 will be deliverable within this time period. Future funding is uncertain, particularly in the current economic climate, and the global sum likely to be available for transport in the next 15-20 years is unknown. The identification of schemes for progression will take place in conjunction with key partners and will be informed by a range of factors currently unconfirmed, including economic pressures, finalised development allocations and availability of funding. Therefore, the schemes listed represent longer term policy aspirations of HCC. Delivery will be subject to future prioritisation and the development of robust business cases to justify delivery. A comprehensive review of strategic transport schemes will be completed in 2012 through the development of the TfSH Long Term Strategic Implementation Plan (LTSIP). LTSIP will be developed utilising the TfSH Sub-

Regional Transport Model and following the LTSIP adoption, the list of strategic schemes will be updated.

Figure 1. Strategic Transport Map

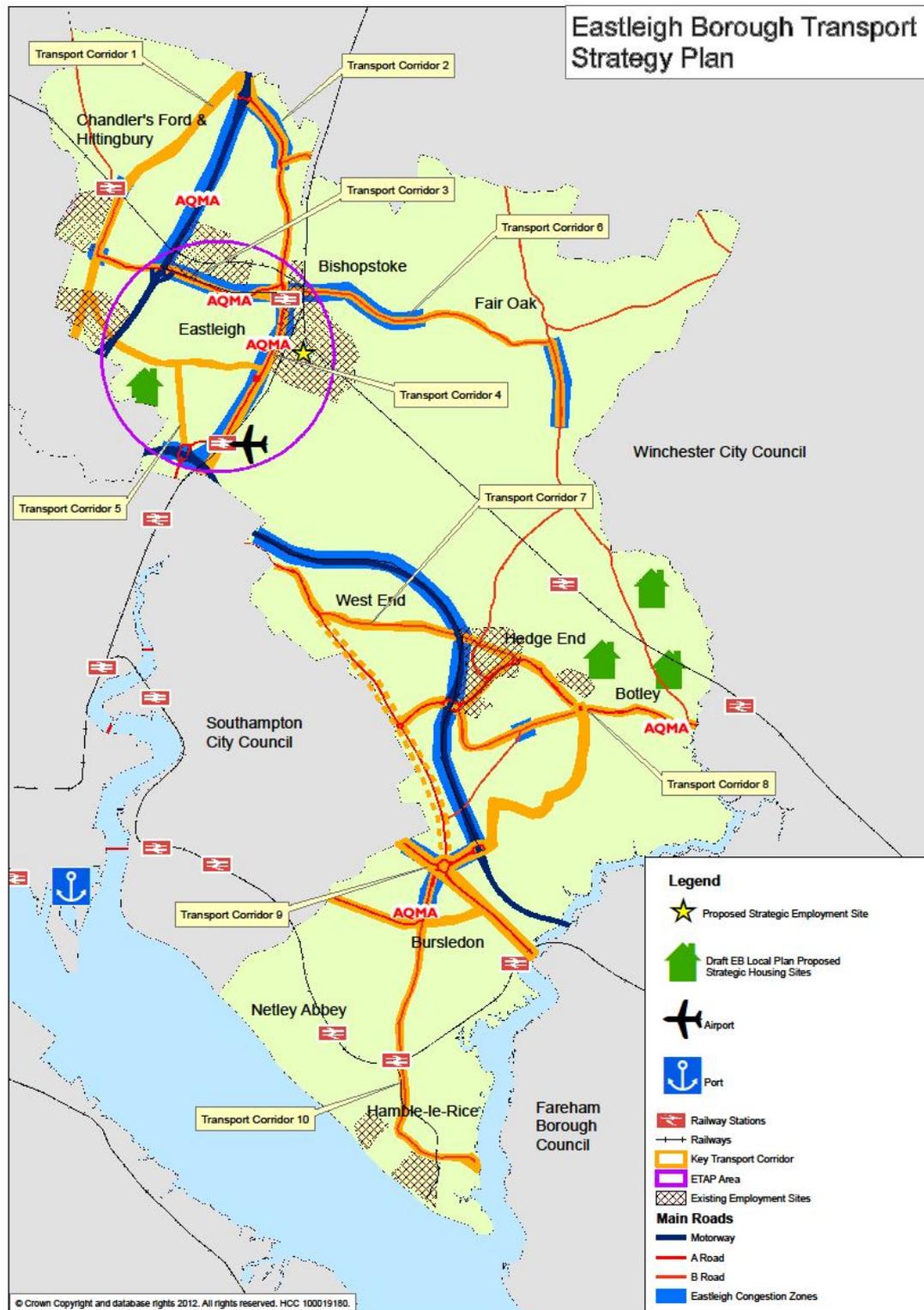


Table 1.
Schedule of Transport Proposals