

Appendix 1 - Eastleigh Transport Strategy Evidence Base



Eastleigh Transport Strategy

Evidence Base



Hampshire
County Council

Challenges

General

- Diverse borough which is primarily classified as urban but with areas of low density semi-rural communities.
- Population forecast to increase by 8% to 2027 primarily in areas around Hedge End, Botley and Horton Heath due to proposed development.
- 41% working age claimants live in the Eastleigh local sub area, followed by Hedge End (24%).
- Small areas of multiple deprivation in Bursledon (2nd decile), Eastleigh and Bishopstoke (3rd decile).
- Some areas within most deprived quantiles on education and skill deprivation (areas in Bishopstoke and Bursledon in 10% most deprived and a further three areas in Eastleigh sub area of 10%-20% most deprived).
- On average, Southampton has more affordable housing than Eastleigh and Eastleigh has more affordable housing than Winchester, offering alternative residential locations and impacting on commuter flows in and out of the borough.

Private Vehicles

- Strong reliance on private motor transport for commuter trips, with Southampton, Winchester, Test Valley and Fareham the key origins and destinations.
- Peak hour congestion on the motorways, A and B roads and junctions throughout the borough.
- Increases on traffic volumes on roads in the vicinity of new development.
- Four AQMAs for the Nitrogen Dioxide (NO₂) primarily due to traffic emissions, located at A335 (Eastleigh town), M3 (J12-14), B3397/A3025/A27 (Hamble) and A334 (Botley).

Public Transport

- A low proportion of commuter trips are made by public transport.
- Main bus delays correspond with sections with highway and junction congestion.
- Eight rail stations serving the borough with high usage at Southampton Airport Parkway and Eastleigh town, but low passenger numbers at smaller stations with some decline in use to 2019.
- Bus and rail passenger numbers have been impacted significantly by the pandemic.

Cycling

- Greater propensity to cycle for commuter trips in Eastleigh town and on main corridors; fewer flows within and between semi-rural settlements.
- Barriers to cycling identified within the Eastleigh LCWIP include the lack of cycle infrastructure, on-road parking, limited crossing points, high traffic volumes, signage and poor permeability.
- Greater use of cycles by secondary school pupils than primary school children.
- Borough and county increases in road incidents involving cyclists.

Walking

- Walking routes between settlements are not cohesive, leading to barriers for pedestrians between built-up areas.
- Barriers to walking within Eastleigh town centre include busy and wide junctions, main roads with high traffic volumes and speeds with the lack of safe crossing points plus physical (metal and brick) barriers, unattractive underpass and no pedestrian zone within the shopping area.
- Across the borough a high proportion of primary and secondary school children walk, but there is variation between schools with further potential for working with schools.

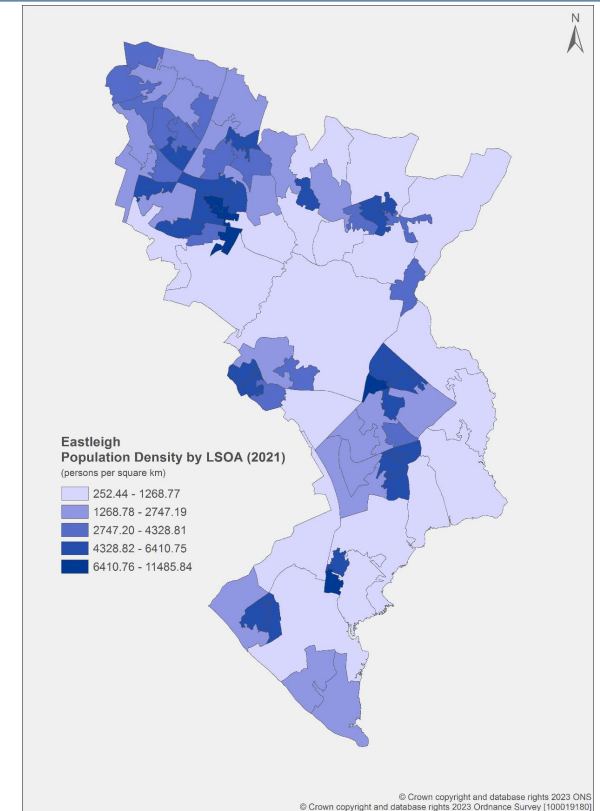
Data Availability and Use

Impact of the Covid-19 Pandemic on Data Collection and Use

- Every effort has been made to use the most recent data for this evidence base. However, socio-economic and transport data collected during the covid-19 pandemic is subject to the unusual conditions which were created by the pandemic (e.g., lockdowns, increases in home working, furlough, etc).
- Therefore, datasets from 2020, 2021 or 2022 will only be used in this evidence base where either:
 - A) No other data is available, or
 - B) Effects of the covid-19 pandemic on the transport system are interpreted, or
 - C) The covid-19 pandemic had little or no impact on the data being collected.

Population

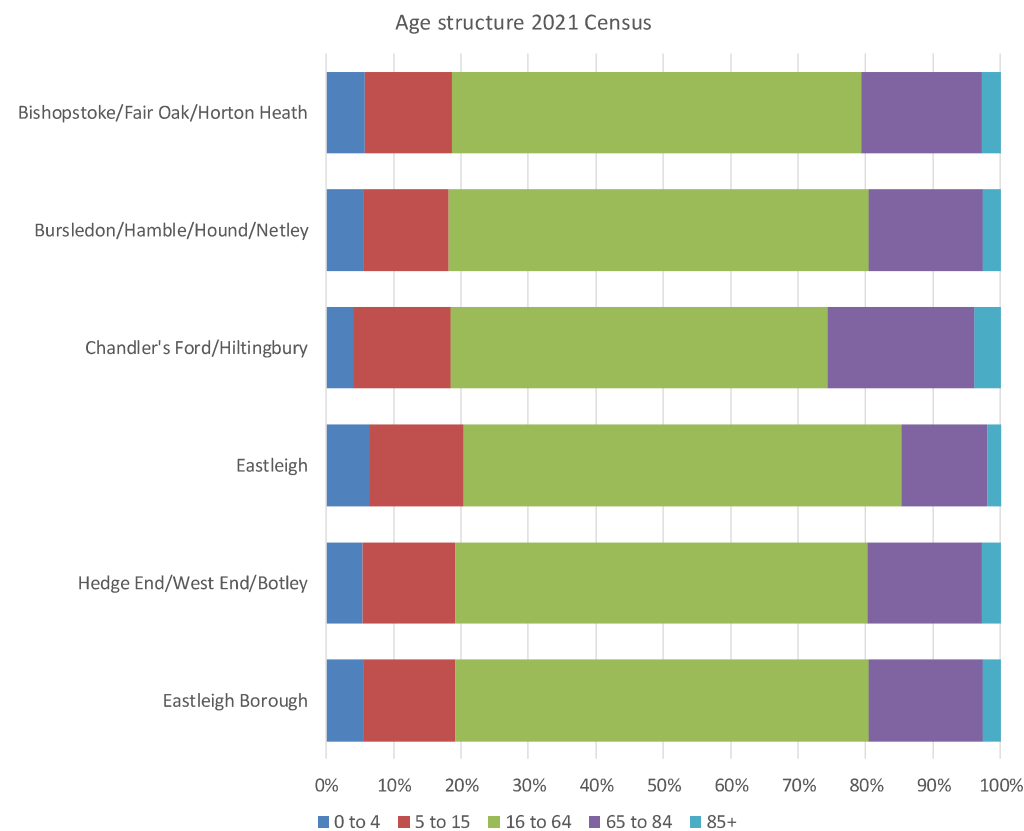
- The population of Eastleigh Borough has grown by 8.9% since the 2011 census.
- Highest growth in the local area of Eastleigh (14.7%) and least in Chandler's Ford/Hiltingbury (0.1%).
- The Population of Eastleigh is forecast to increase from 136,400 in 2021 to 148,500 by 2027 – an increase of around 12,000 (8.9%).
- The Child Support Ratio (CSR) is forecast to decrease from 31.2 to 29.6 child dependents per 100 people of working age by 2027.
- The Elderly Support Ratio (ESR) is forecast to increase from 31.8 to 35.5 elderly people for every 100 people of working age by 2027.
- The Total Dependency Ratio (TDR) is forecast to reach 65.0 'dependents' per 100 people of working age by 2027 (up from 63.0 in 2021).
- These forecasts suggest that in 2027 there will be 119.9 elderly people for every 100 children.
- 90% of the population live in an urban area with only 10% residents in rural parts of Eastleigh.
- Highest population density is with Eastleigh Central (51.9) compared to West End North (6.1).



Source: 2021 Census

Population

- The population of Eastleigh is ageing, with increases forecast mainly amongst the older age groups.
- Older age groups; 65-84 years (+17.3%) and 85+ years (19.4%) are forecast to see the greatest percentage increases, with an increase in working age population (16-64 years) forecast of 7.8% from 2021 levels by 2027.
- Chandler's Ford and Hiltingbury currently has the highest percentage of older people with 25.6% of residents aged 65 or over. This compares to 14.6% in Eastleigh town area and 19.5% in Eastleigh borough area as a whole.
- The Eastleigh town area has the highest percentage of people in the working age category at 64.9% whereas Chandler's Ford and Hiltingbury has the lowest at 55.8%.

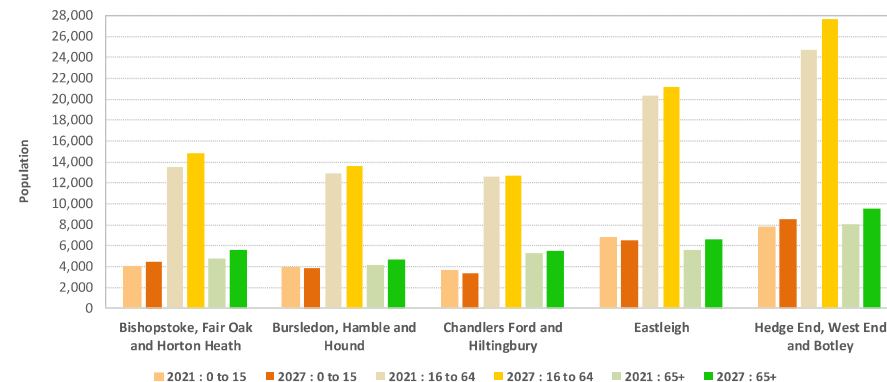


Source: 2021 Census

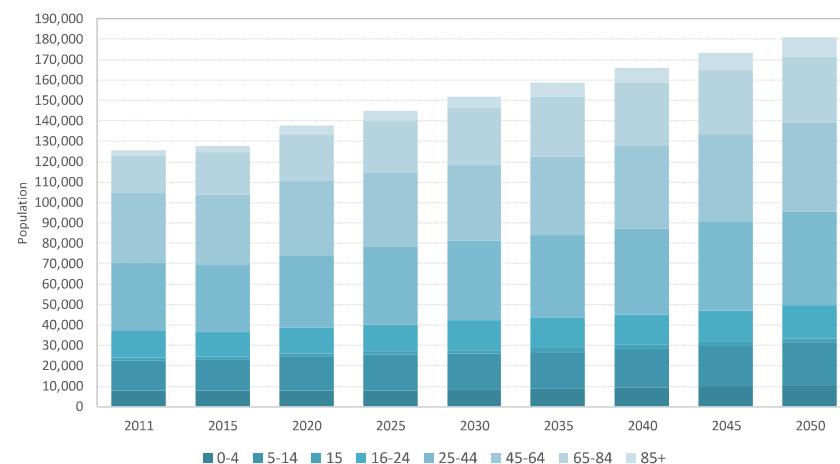
Population

- Small Area Population Forecasts (2021 and 2027) indicate an ageing population within each local area.
- Over the seven-year period, the younger age group (0-15 years) is forecast to increase by just 2%, 16-64 age group by 7% and the 65+ age group by 15% across the borough.
- The Hedge end/West End/Botley area has the highest number of over 65s, but also the largest working age population, followed by the Eastleigh town area.
- Chandlers Ford and Hiltingbury are forecast to have relatively little population increase at 3%, which includes a significant decrease in the younger age group (-7%).
- All local areas are forecast a fall in the younger 0-15 year age group, except for Bishopstoke/Fair Oak/Horton Heath and Hedge End/West End/Botley which is due to the significant increase in new housing sites.
- Over the next 30 years, the borough population is projected to grow by 31.6% from 135,527 to 180,946.

Local Area Population Forecasts 2021-2027

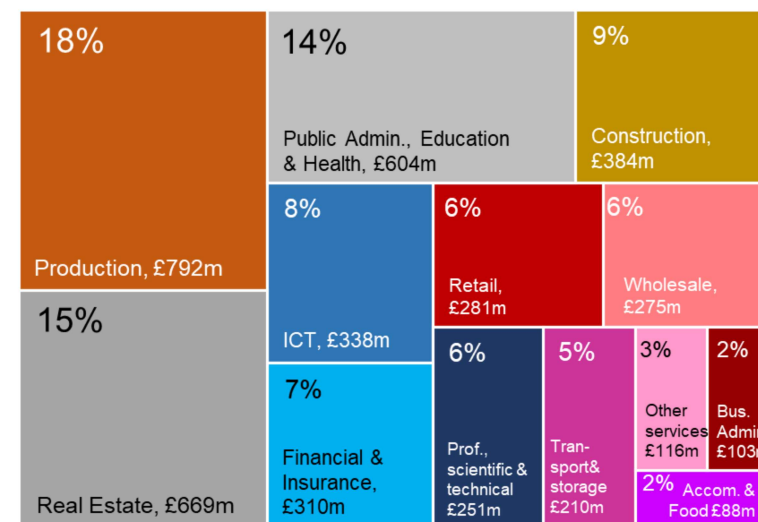


Eastleigh Population Growth Projections 2020-2050

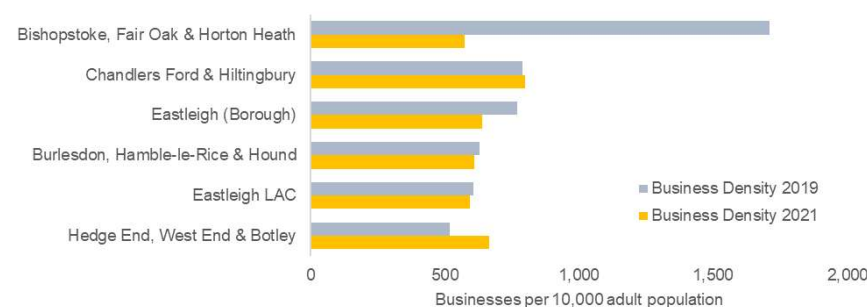


Socio-Economic

- Eastleigh contributed £4.4 billion to the Hampshire and Isle of Wight economy in 2019 - 7.5% of the Hampshire total, making it the 7th largest local economy.
- 25% fall in national GDP (January –April 2020) due to pandemic, followed by a strong but fitful recovery.
- In real terms Eastleigh’s economy grew by 2.6% between the financial crisis of 2009 and 2019 (pre-pandemic) having the fastest growing economy in the Solent area, the 3rd fastest in Hampshire & Isle of Wight, and was ranked 12th against South East local authorities.
- Production is the largest broad sector contributor to the Eastleigh economy with the high-value added manufacturing sub-sector, accounting for 84% of production output and contributing £664m to the Eastleigh economy (2019 GVA).
- Eastleigh (£40.2) was above the national and Solent area averages on productivity in 2019 - and the 5th most productive in Hampshire & Isle of Wight and 20th most productive across the South East local authorities.
- Pre-pandemic (2019), Eastleigh had 7,265 enterprises (businesses) and 8,295 local units (businesses, separate sub-branches and workshops); 1/3rd of local units within Eastleigh were located in Bishopstoke, Fair Oak & Horton Heath (33%, 2,705) with a much higher business density primarily down to micro-businesses (0-9 employees).
- Number of enterprises and local units in Eastleigh were down to 5,480 and 6,430 respectively in 2022.
- A decrease in business numbers and increase in population, Eastleigh’s business density was down to 639 businesses per 10,000 adults with the Borough slipping to 6th highest in Hampshire, but whilst Eastleigh remains above the national average the Borough now sits below the South East.



Eastleigh GVA by sector (2019)

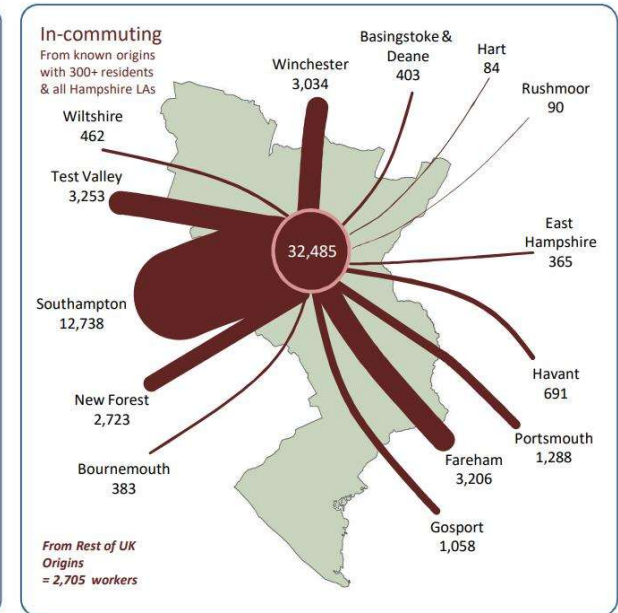
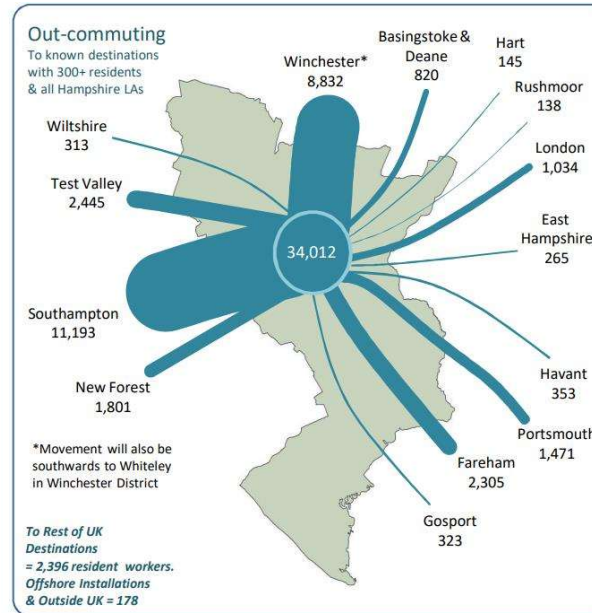


Eastleigh Business Density 2019 and 2021

Commuting Flows: Eastleigh Borough

Journey To Work (2011)

- Total of 26,468 residents lived and worked in the Borough in 2011.
- 34,012 out-commutes and 32,485 in-commutes.
- Primary out commutes were to: Southampton 11,165 (33.1%), Winchester 8,832 (26.1%), Test Valley 2,445 (7.2%), Fareham 2,305 (6.8%) and New Forest 1,801 (5.3%).
- Between 2001-2011 there was a reduction in the number of out commuters to Southampton but an increase to the other destinations; especially Winchester.
- Mode for travel to work was by car driver/passenger (72.6%), homeworking (9.5%), walking (7%), train (3.9%), bus (2.9%) and cycle (2.5%).
- Longer distance commutes include the Southeast (1,246) and London (1,208) regions, which were primarily by car or train.
- Primary in commutes are from Southampton 12,738 (39.2%), Test Valley 3,253 (10%), Fareham 3,206 (9.9%), Winchester 3,034 (9.3%) and New Forest 2,723 (8.4%).
- Between 2001-2011 the number of employees in-commuting from these origins has increased slightly in real numbers but declined as the percentage of total employed in Eastleigh borough.

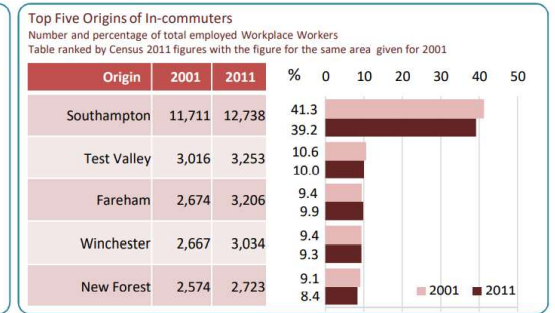
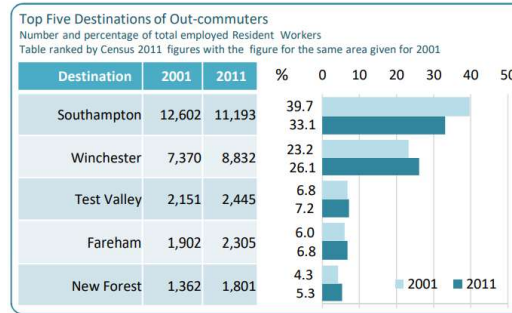


2011 Resident Workers¹: 66,048
Live & work in the district²: 26,468
No Fixed Place³: 5,568
Out-commute⁴: 34,012

2011 Workplace Workers¹: 64,699
Live & work in the district²: 26,468
No Fixed Place³: 5,568
In-commute⁴: 32,485

2011 Net Commuter Out flow⁴: 1,527

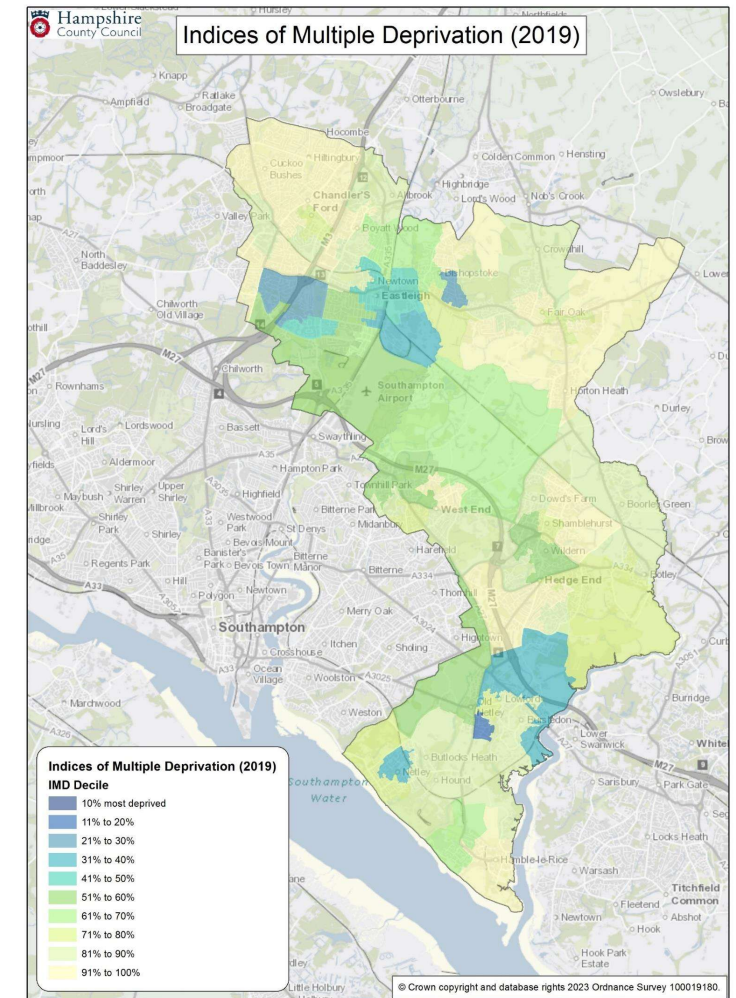
¹Aged 16yrs plus in employment the week before the 2011 Census. ²Commuter within area or Home workers (work mainly at or from home). ³Includes Offshore and Outside of UK. ⁴The difference between Out and In commuting.



Source: OS 2011 Census

Socio-Economic

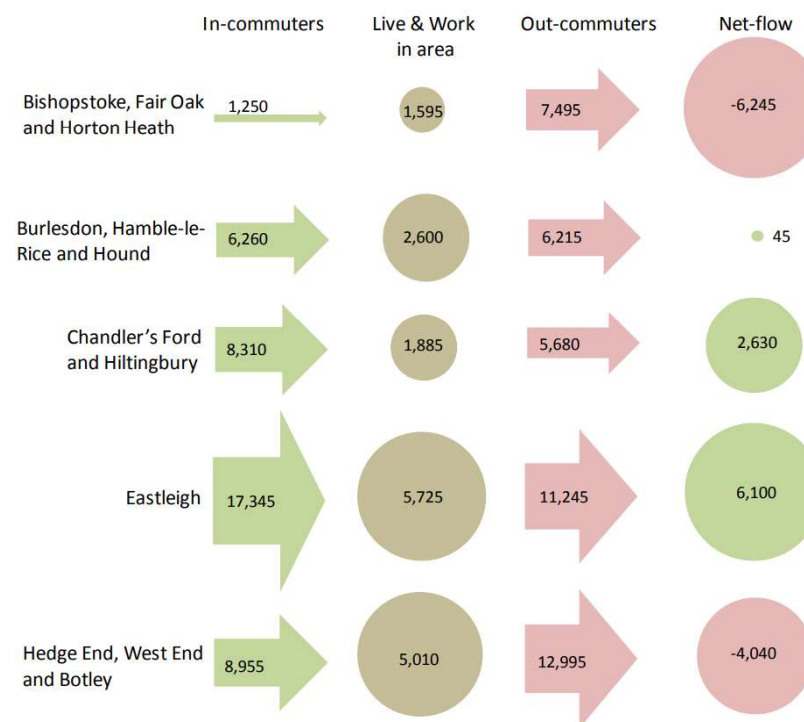
- There were a total of 1,590 working age residents claiming unemployment benefits within the borough in May 2023.
- Working age claimant rate of 1.9% is below the national, South East region, and Hampshire rates.
- 37% of all claimants live in the Eastleigh LAC followed by 26% in the Hedge End, West End and Botley LAC.
- 285 residents aged 16-24 years claiming employment benefits; 39% of all young claimants live in the Eastleigh LAC followed by Hedge End LAC (18%).
- Eastleigh is within the 15% least multiply-deprived districts in England, ranked 277th out of 317, where 1 is most deprived.
- The only area within the borough which falls in the 20% most multiple deprived in England is within the Bursledon LAC, but two more are in the 3rd decile – one each in Eastleigh and Bishopstoke LACs.
- Eastleigh is below the Southeast and national average for residents with a level 4+ (graduate or higher) qualification.
- 54.8% Eastleigh residents work in skilled occupations (professionals), which is below the southeast regional average, but higher than the national.
- Eastleigh is within the 30% least deprived districts in England on education and skills deprivation, and ranked 228th out of 317, where 1 is most deprived.
- Regarding the median house price to median gross annual workplace earnings ratio, Eastleigh has a ratio of 9.42, which is above the England average, but below the Southeast region.
- Eastleigh is more affordable on average than Winchester, which may partly explain the large commuting flows either northwards to Winchester City or southwards to Solent Business Park where average property prices are higher.
- Southampton is more affordable than Eastleigh and therefore offers an alternative for workers commuting to Eastleigh.



Commuting Flows: Local Sub-Areas

- Eastleigh sub-area was the primary destination for in-commuters with over 17,000 workers entering the sub-area in 2011.
- Bishopstoke/Fair Oak/Horton Heath sub-area had significantly lower in-commuting.
- Eastleigh and Chandler's Ford/Hiltingbury attracted a net inflow of workers: these areas are home to Barton Park, Boyatt Wood Industrial Park, Chandlers Ford Industrial Estate, Hampshire Corporate Park, Phoenix Park and Southampton International Park, as well significant retail employment in the town centre.
- There was a large net flow of workers from the Bishopstoke/Fair Oak/ Horton Heath and Hedge End/West End/Botley sub-areas, which made Eastleigh Borough an overall net exporter of labour.
- Inflows and outflows to and from the Burlesdon/Hamble-Rice/Hound sub-area were of a similar scale, indicating balanced commuter flows.

Commuting Flows By Local Area

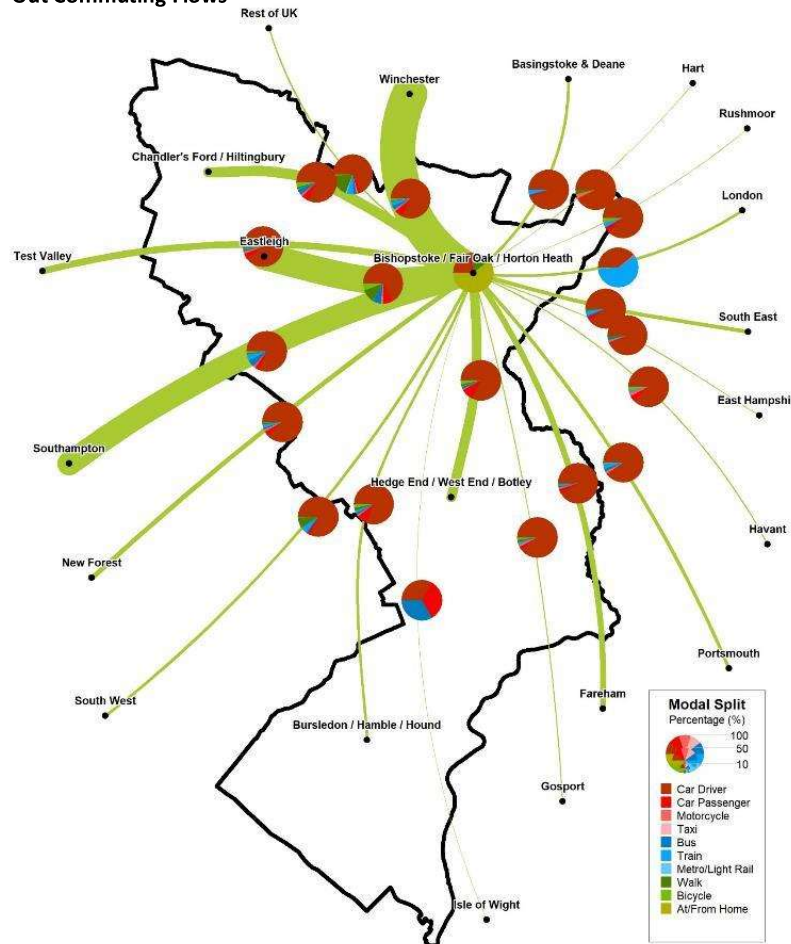


Source: ONS 2011 Census

Commuting Flows :Bishopstoke / Fair Oak / Horton Heath

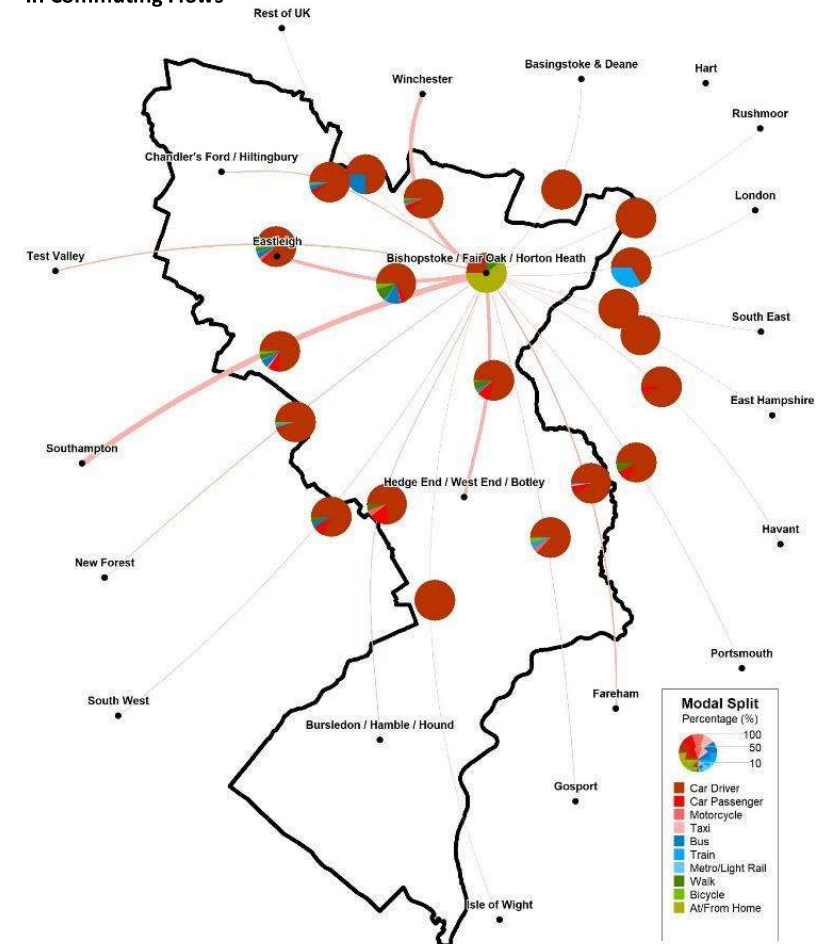
- The Bishopstoke/Fair Oak/Horton Heath LAC area experienced strong commuting out flows to the Winchester, Eastleigh and Southampton areas in 2011.
- The key highway links to these destinations are the B3354 to Winchester, B3037 to Eastleigh and Allington Lane and the A335 to Southampton.
- The commuting out flow to Eastleigh showed the highest proportion of trips by walking or cycling, which is unsurprising given its proximity.
- There were limited commuting in flows to the area, with the highest flows coming from Eastleigh, Winchester and Southampton.

Out Commuting Flows



Source: OS 2011 Census

In Commuting Flows

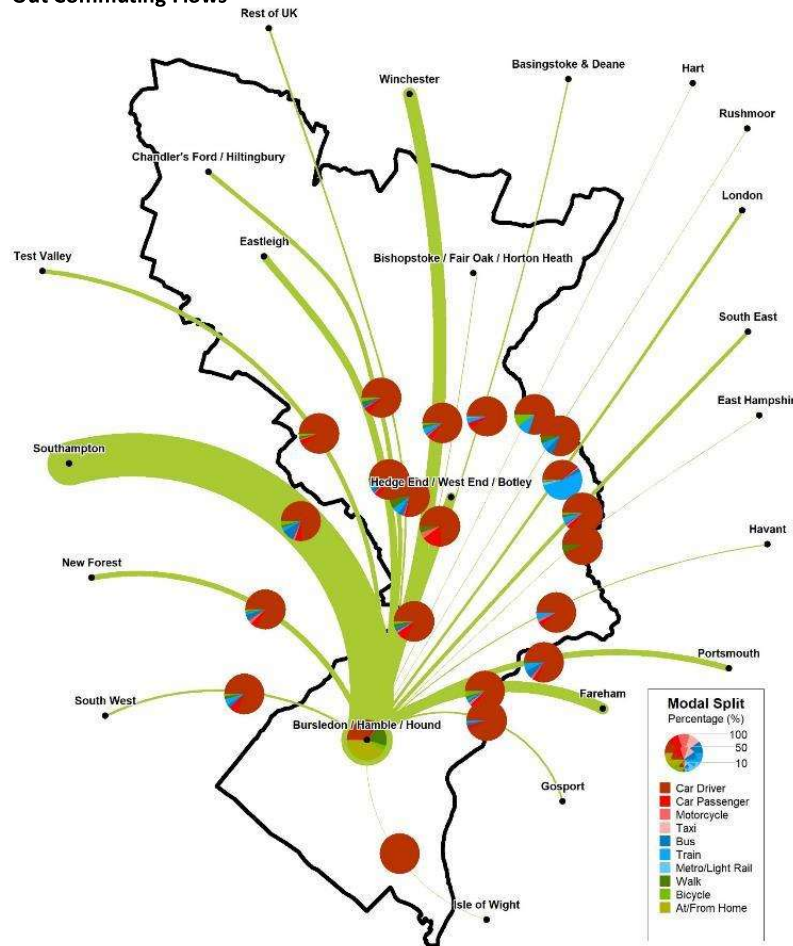


Source: OS 2011 Census

Commuting Flows : Bursledon / Hamble / Hound

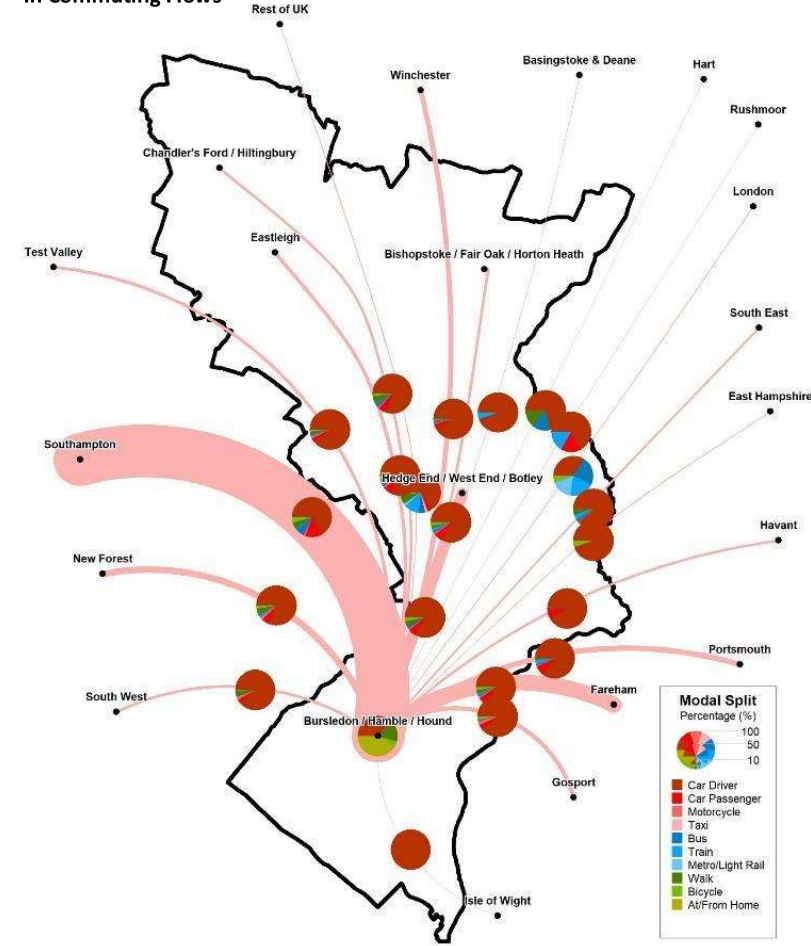
- The Bursledon/Hambledon/Hound LAC area experienced strong commuting out flows to the Winchester and Southampton areas in 2011, along with minor flows to Fareham and Winchester.
- The key highway links to these destinations are the A3024, A3025 and Woolston Road to Southampton and the M27/M3 to Winchester.
- There were significant commuting in flows to the area, with the highest flows coming from Southampton and Fareham.
- The proportion of trips by rail to and from this area was small, particularly as there are three stations within the LAC along the Southampton to Fareham rail line.

Out Commuting Flows



Source: OS 2011 Census

In Commuting Flows

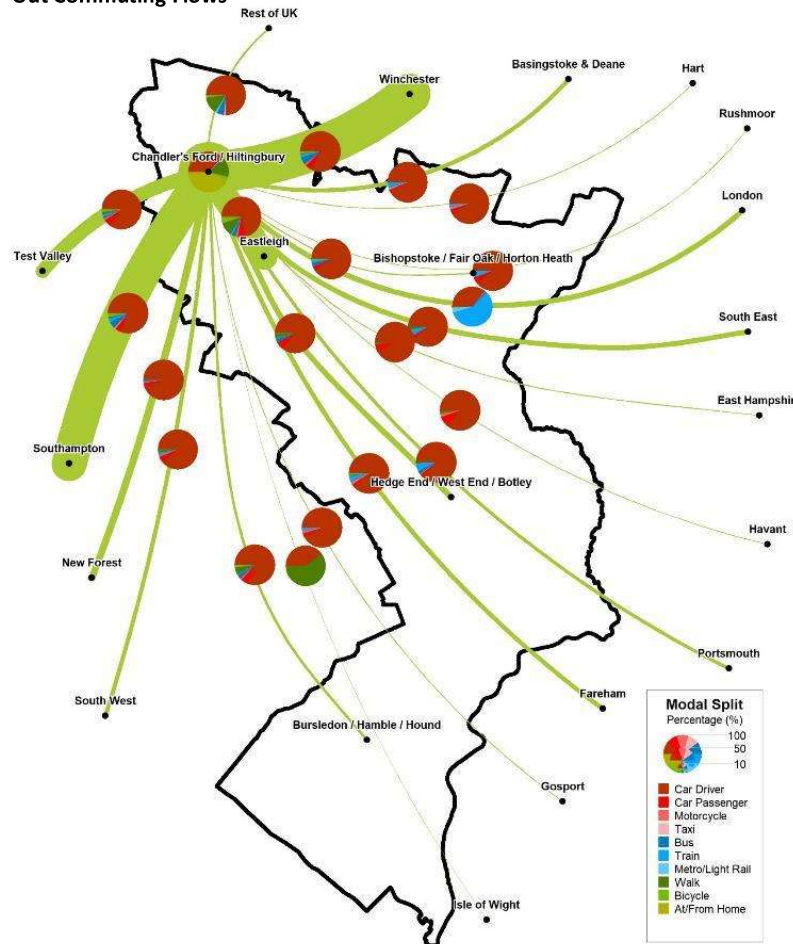


Source: OS 2011 Census

Commuting Flows : Chandler's Ford / Hiltingbury

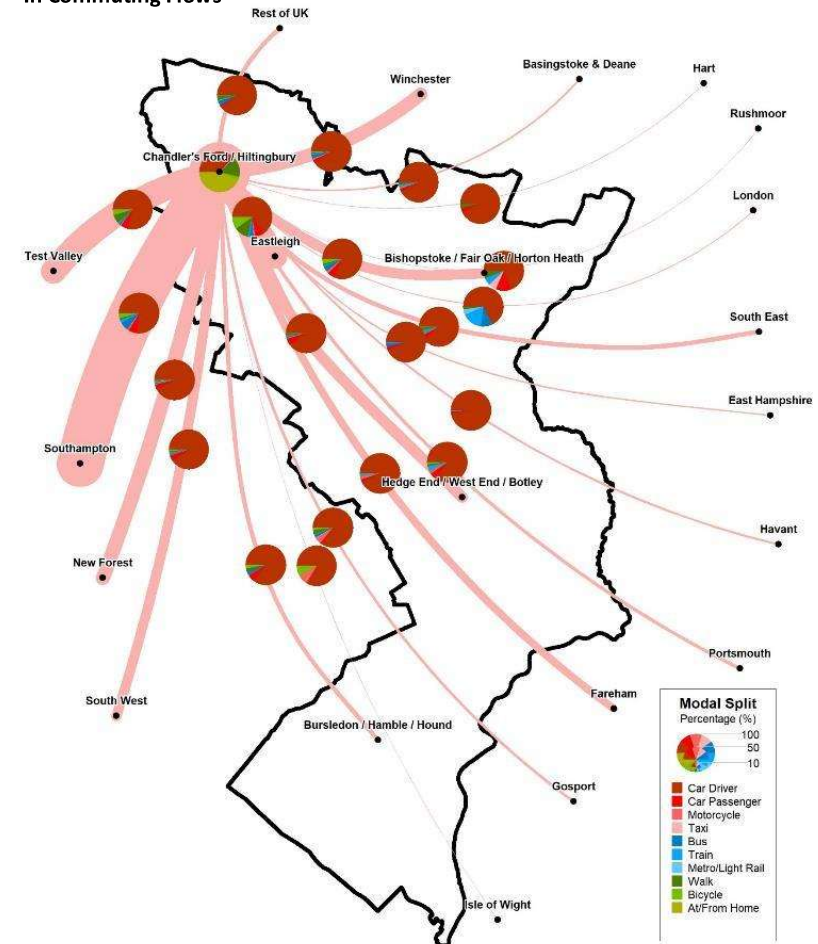
- The Chandler's Ford/Hiltingbury LAC area experienced significant commuting out flows to the Winchester, Eastleigh and Southampton areas in 2011.
- The key highway links to these destinations are the B3043 to Eastleigh and Southampton, and Winchester Road/M3 to Winchester and M3 to Southampton.
- There were strong commuting in flows to the area, with the highest flows coming from Eastleigh, Winchester and Test Valley.
- Commuting in flows from test valley by private motor vehicle have multiple routes available depending on the destination, with many rural roads allowing flows from North Baddesley and Romsey.

Out Commuting Flows



Source: OS 2011 Census

In Commuting Flows

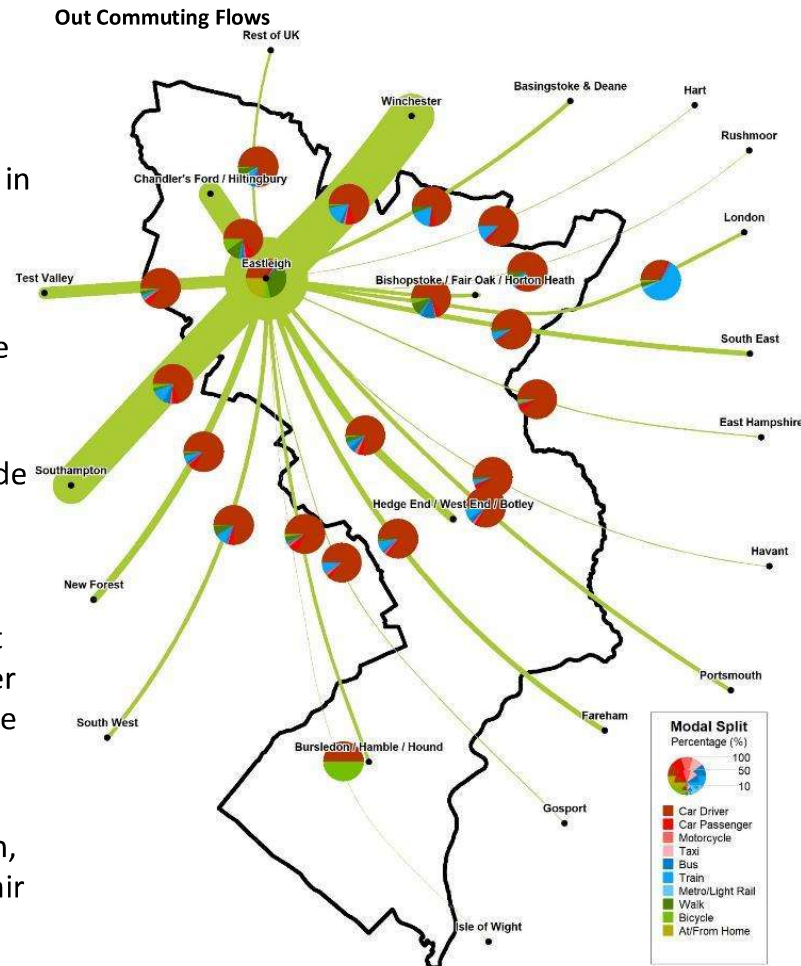


Source: OS 2011 Census

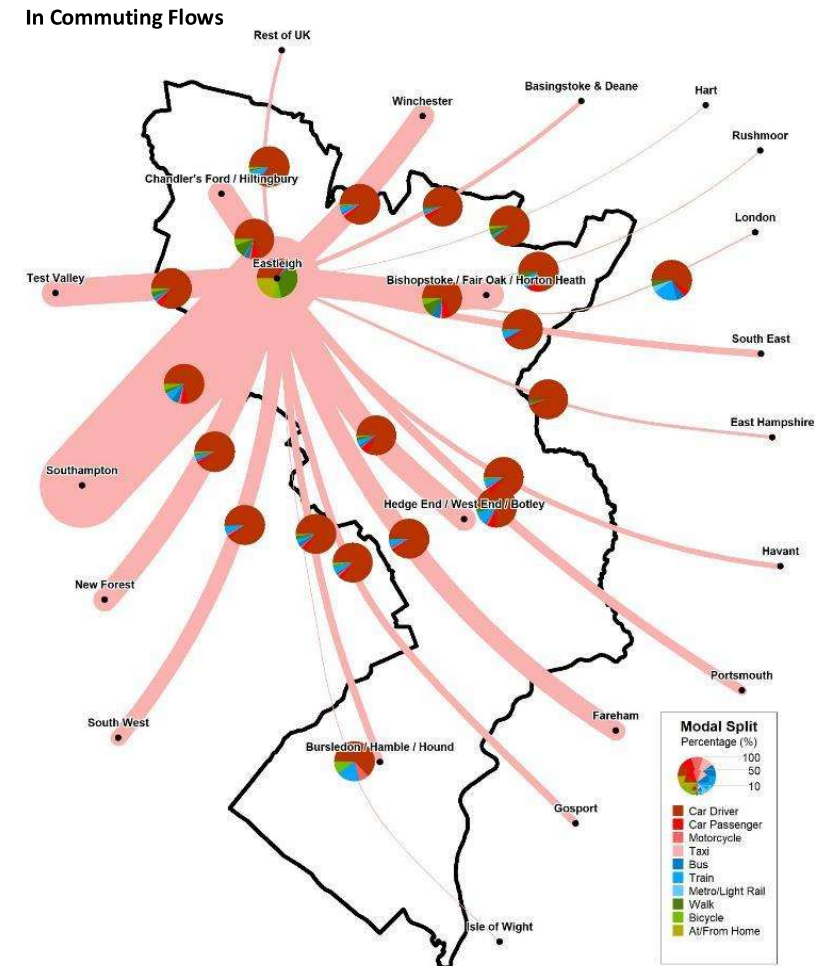
Towards a Multi-Modal Transport Strategy for Eastleigh

Commuting Flows : Eastleigh

- The Eastleigh LAC area experienced significant commuting out flows to Southampton and Winchester in 2011.
- The key highway links to these destinations are the M3 and A335 to Southampton, and the M3 to Winchester.
- A relatively high proportion of out commuting trips were made by train. Given that a direct service to both destinations takes approximately 10-15 minutes, it is unsurprising that many Eastleigh residents prefer this mode of transport over the private motor vehicle.
- Commuting in flows were highest from the Southampton, Test Valley and Bishopstoke/Fair Oak/Horton Heath areas.



Source: OS 2011 Census

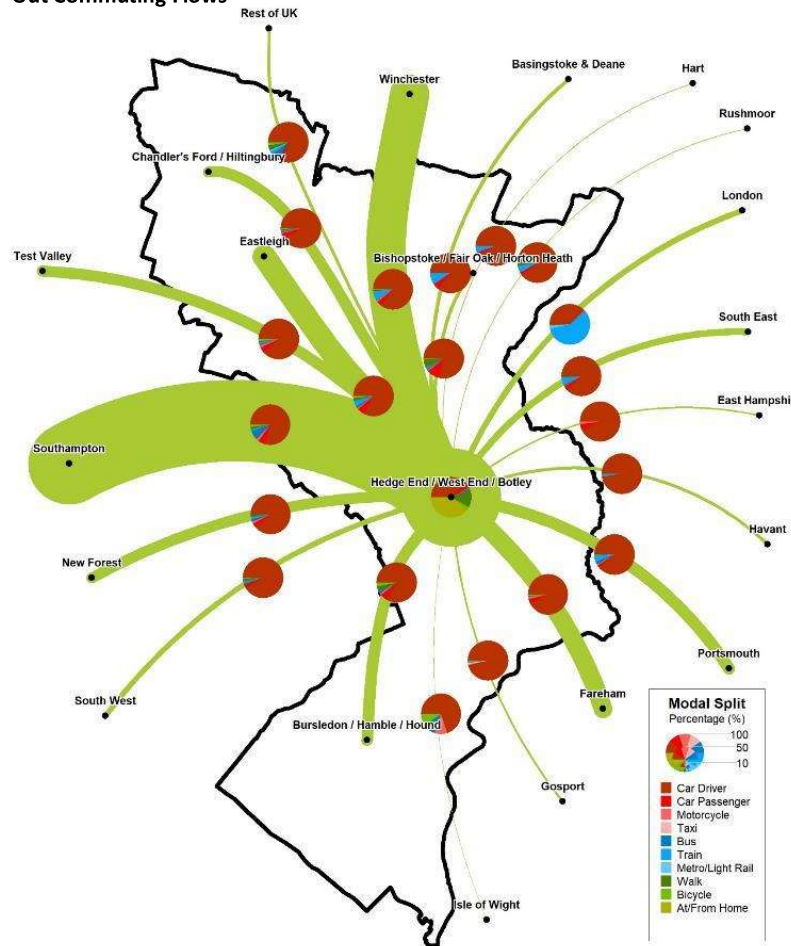


Source: OS 2011 Census

Commuting Flows : Hedge End / West End / Botley

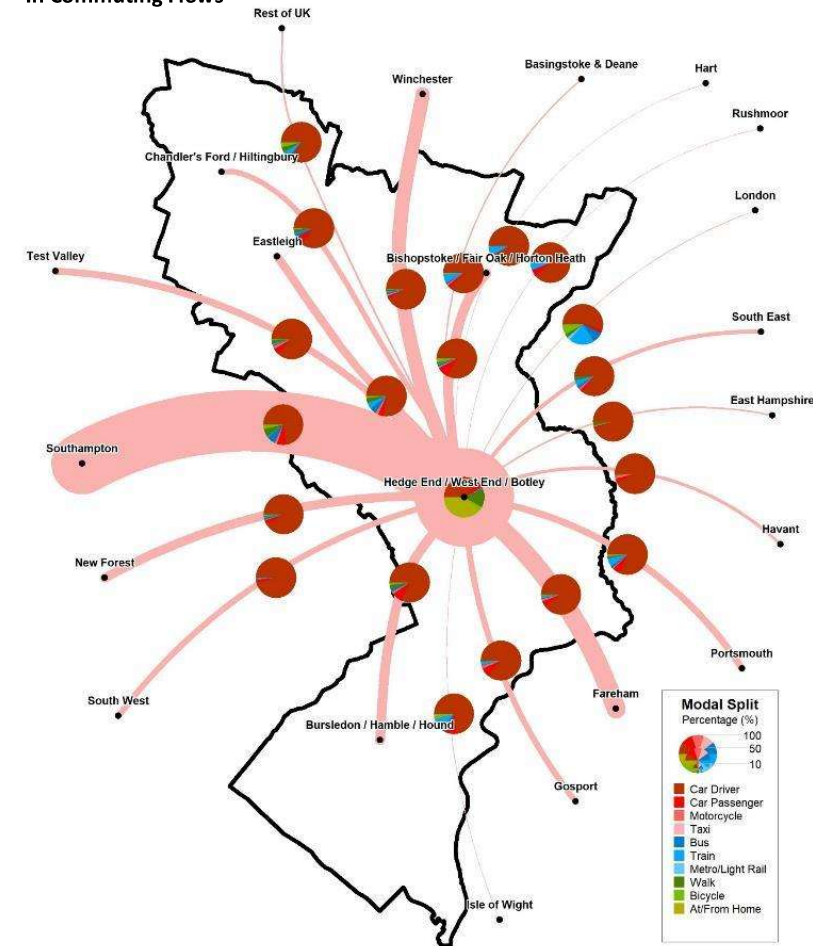
- The Hedge End/West End/Botley LAC area experienced significant commuting out flows to Southampton and Winchester in 2011.
- The key highway links to these destinations are the M27 to Southampton, and the B3354 and M27/M3 to Winchester.
- By far the greatest proportion of commuting in flows came from the Southampton area.
- Despite the presence of two rail stations in the area, at Hedge End and Botley, relatively few trips were made by rail.

Out Commuting Flows



Source: OS 2011 Census

In Commuting Flows

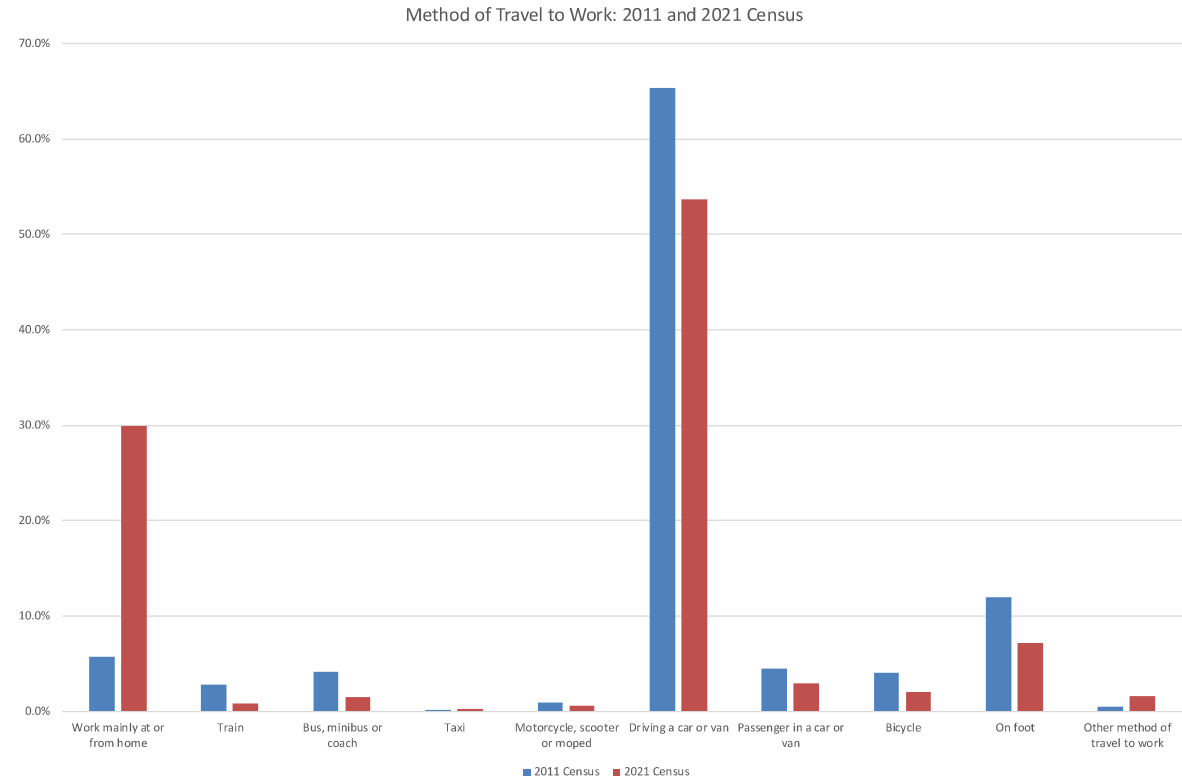


Source: OS 2011 Census

Commuting Flows : Eastleigh Borough 2021

Journey To Work (2021)

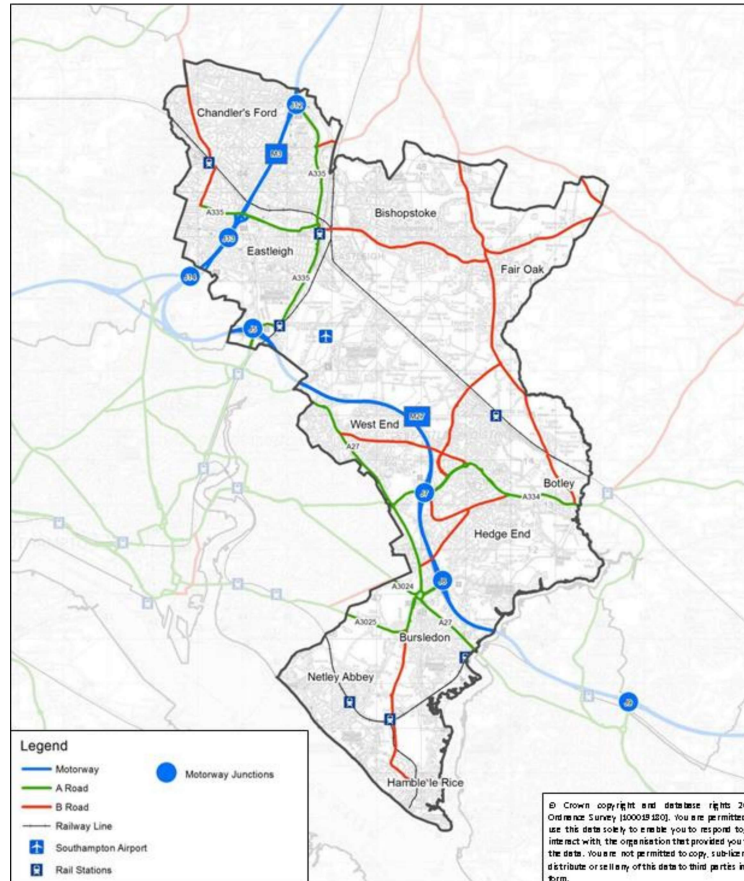
- As expected, there was a significant increase in people working from home in December 2021 (29.8%) compared to 2011 (3.5%).
- The relative change in people walking to work was the lowest of any mode (22% lower), followed by people driving to work (24.5% lower).
- Travelling to work by rail declined 69% from the 2011 census, the largest decline of any mode.
- Origin and destination data for travel to work was not available when this evidence base was drafted.
- At the time of writing, insufficient evidence is available to suggest whether these changes in mode share will continue or return to their pre-pandemic levels.



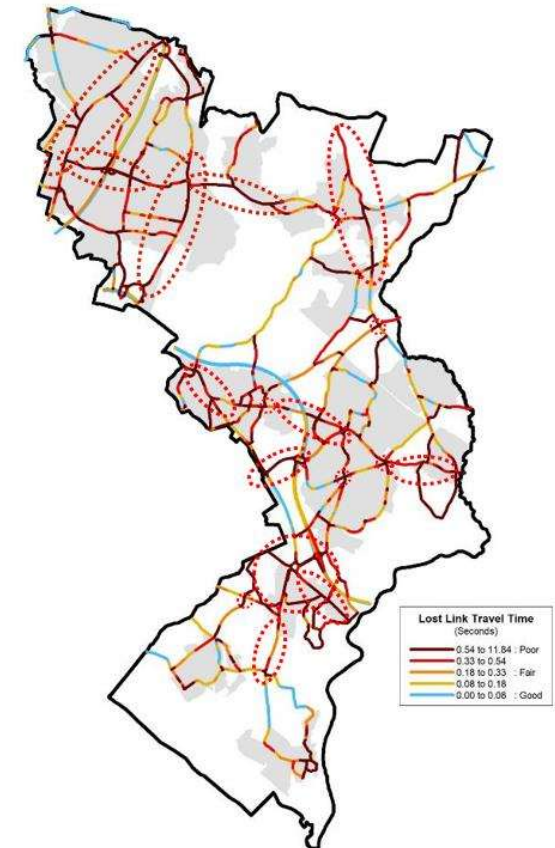
Source: OS 2011 and 2021 Census

Highway Network

- The Eastleigh Borough is well served by the motorway network; the M27 and M3 run east-west and north-south but they are barriers to active travel to and from Southampton.
- National Highways is currently converting M27 junctions 4 (M3 interchange) to 11 (Fareham) to a smart motorway.
- Key motorway junctions (J4-8) on the M27 and M3 (J12-14) are subject to congestion which impacts on the adjoining local road network, including A27, A3024, A335.
- Eastleigh town is at the cross-roads of the B3037 and A335 which are major routes and subject to congestion.
- North-south roads; including B3397 Hamble Lane and B3354 Botley Road corridor are key commuter routes with numerous junctions creating delay.
- The borough has declared four AQMAs for the Nitrogen Dioxide (NO₂) primarily due to traffic emissions, located at A335 (Eastleigh town), M3 (J12-14), B3397/A3025/A27 (Hamble) and A334 (Botley).



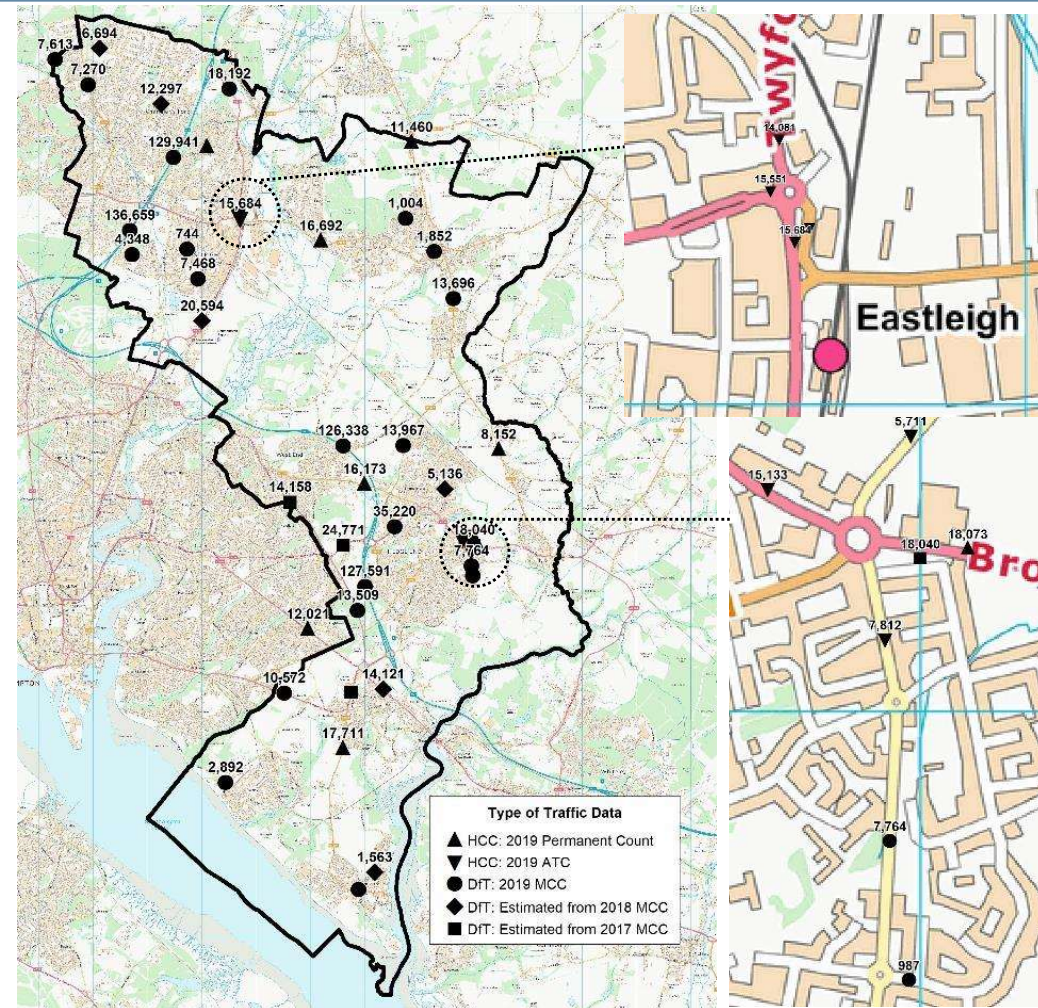
2018 Road Traffic Congestion : AM Peak



Traffic Volumes

- The M27 and M3 carry very high volumes of traffic (c. 130,000+ per day).
- Key A and B roads include A335, A27, A3024, A334, B3397, B3037 and B3354.
- The 7 permanent HCC survey sites in Eastleigh show the significant impact of the pandemic in 2020 on road traffic volumes; average annual traffic volume reduced by almost 20% on these routes.
- Between 2016 and 2019 road traffic volumes at these sites showed a net increase in average daily flow of 2.6%.
- The majority of these sites showed little or no change in traffic volumes between 2016-2019.
- However, significant increases in traffic volumes were recorded at the survey sites on the B3354 corridor at Fisher's Pond (+10%) and Boorley Green (+26.3%) between 2016-2019.

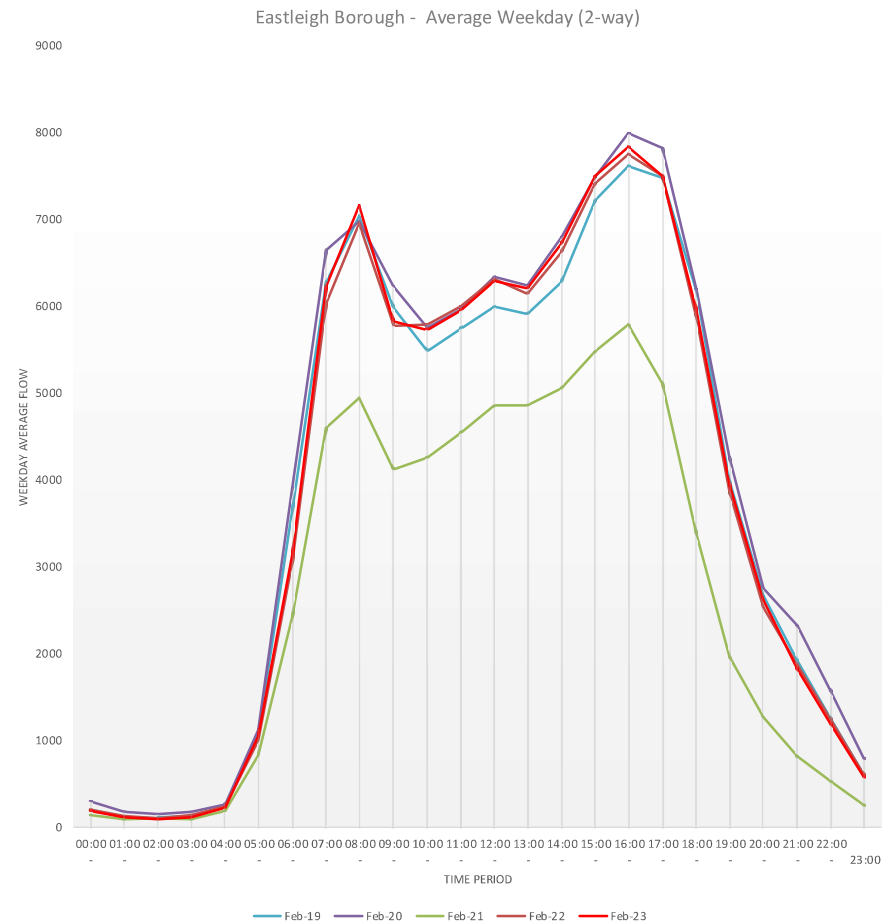
2016-2020 Two-Way Vehicle Traffic : AADT	2016	2017	2018	2019	2020	% Change 2016-2019	% Change 2019-2020
B3397 Hamble Lane S of Mallards Rd	17682	17984	17841	17806	14955	1%	-16%
C354 Woodside Ave, SW of Broadlands Ave. Eastleigh	11008	10896	10716	10812	8404	-2%	-22%
B3035 Botley Rd West End	16167	16242	16035	16173	12288	0%	-24%
B3037 Bishopstoke Rd, W of Underwood Rd	16900	16971	16602	16692	14030	-1%	-16%
B3354 south of B2177 Fishers Pond	10414	10585	10699	11460	8936	10%	-22%
A334 Broad Oak Hedge End	18027	18106	17343	18073	14835	0%	-18%
B3354 Winchester Rd Boorley Green	6453	6575	7166	8152	6839	26%	-16%



Traffic Volumes: Post Pandemic

- The graph opposite shows the average weekday two-way flow past the six permanent survey sites operational between 2019 and 2023. The table opposite shows the same as the graph, but with the 2023 flows as a percentage of the pre-covid flows.
- The data from 2023 shows that the AM and PM peaks and interpeak periods have returned to pre-covid levels, and for the 08:00-09:00 hour, exceeded them.
- Early morning traffic flows and late-night flows have yet to return to pre-covid levels.

Site Name	Eastleigh Borough (6 Survey Sites)					2023 % of pre-Covid Flow
	Date	Feb-19	Feb-20	Feb-21	Feb-22	
00:00 -	211	302	147	211	197	65%
01:00 -	123	185	96	131	120	65%
02:00 -	115	152	111	114	102	67%
03:00 -	136	179	98	143	119	66%
04:00 -	243	271	198	244	232	86%
05:00 -	1060	1126	834	1001	1052	93%
06:00 -	3651	3905	2427	3045	3139	80%
07:00 -	6286	6653	4605	6033	6232	94%
08:00 -	7041	6976	4946	6955	7161	103%
09:00 -	5990	6228	4120	5786	5824	94%
10:00 -	5485	5761	4261	5791	5729	99%
11:00 -	5738	5965	4541	5998	5951	100%
12:00 -	6005	6344	4861	6321	6295	99%
13:00 -	5918	6240	4861	6144	6204	99%
14:00 -	6281	6792	5063	6629	6724	99%
15:00 -	7225	7500	5480	7418	7501	100%
16:00 -	7619	7992	5790	7753	7843	98%
17:00 -	7486	7822	5114	7502	7508	96%
18:00 -	6177	6195	3381	5868	5957	96%
19:00 -	3990	4263	1976	3866	3960	93%
20:00 -	2674	2755	1270	2534	2620	95%
21:00 -	1918	2320	816	1868	1829	79%
22:00 -	1260	1581	541	1242	1198	76%
23:00 -	600	788	258	604	572	73%
Total	93232	98295	65795	93201	94069	96%

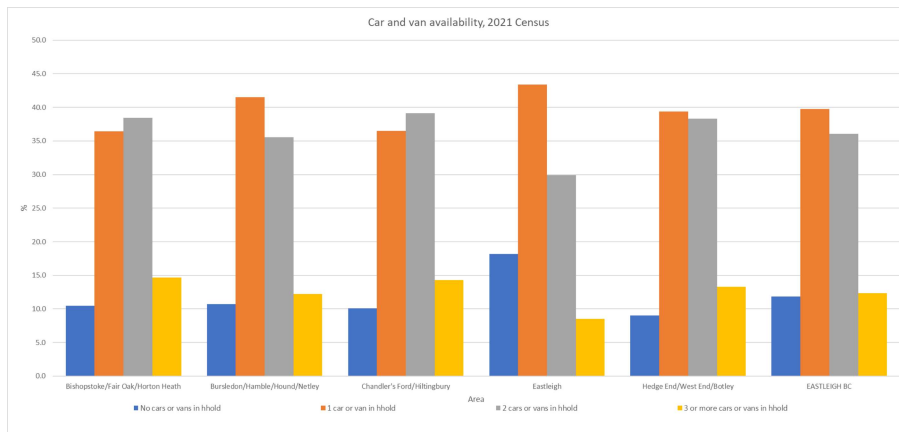


Source: HCC

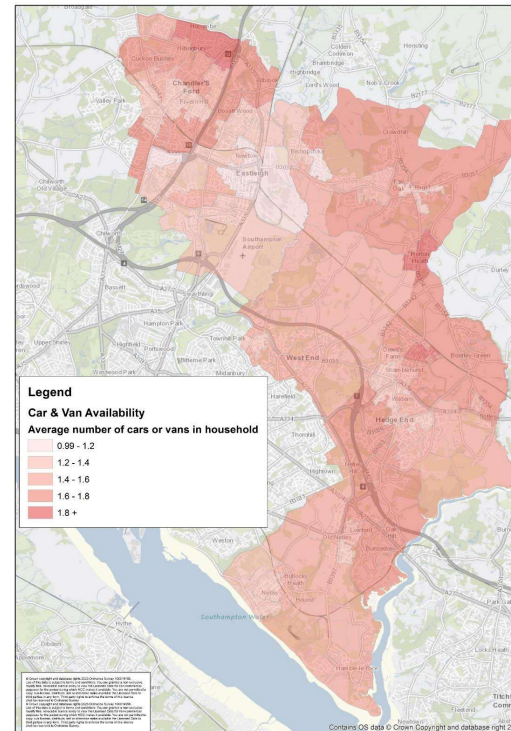
Car Availability

- Eastleigh borough has an average of 1.49 vehicles per household which is similar to the Hampshire wide average of 1.5 vehicles per household.
- Within the Eastleigh ward area, the average is less at 1.29 vehicles per household.
- The highest average levels of car ownership are in Bishopstoke /Fair Oak/Horton Heath and Chandler's Ford/Hiltingbury.

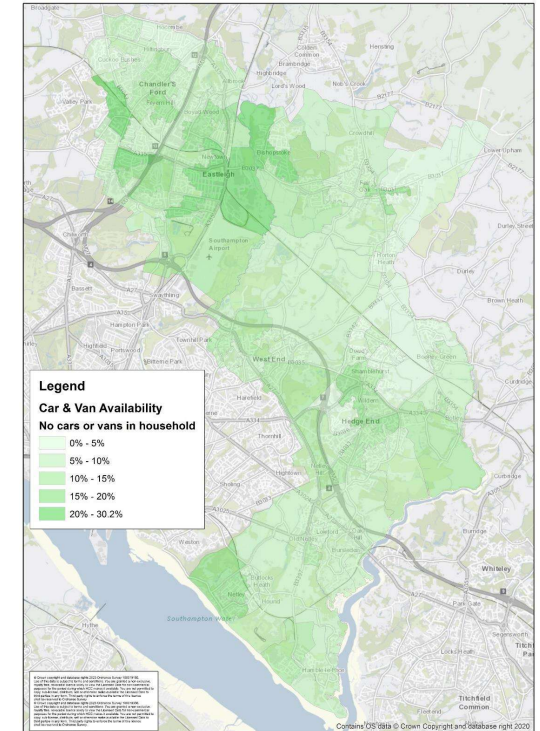
Car & Van Availability : No. of Cars or Vans Per Household : 2021



Average Number of Cars & Vans Per Household : 2021



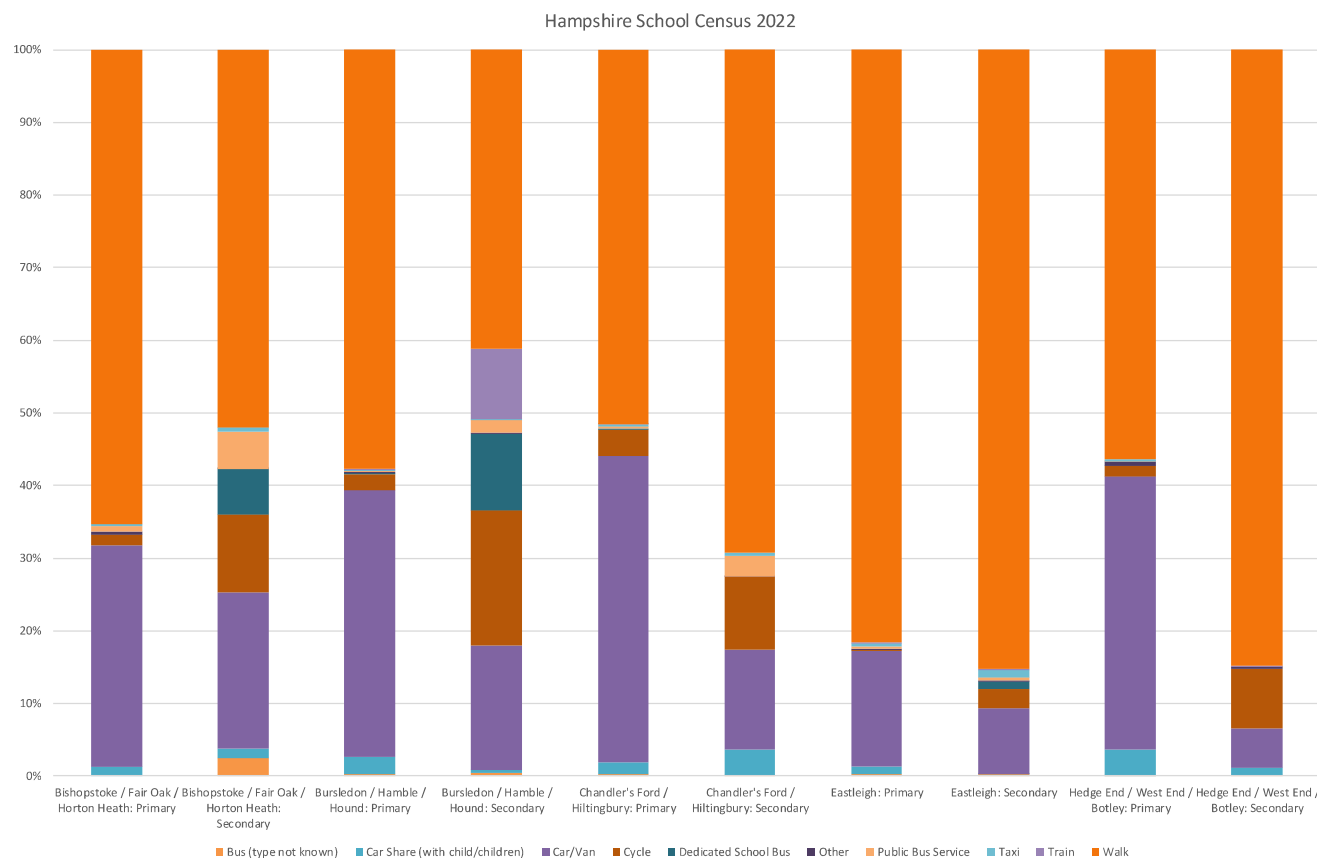
Percentage of Households With No Cars or Vans : 2021



- 18.2% of households in the Eastleigh sub area do not have access to a car/van which is higher than Eastleigh borough (11.8%) and Hampshire (13.3%) as a whole.
- All other local areas have fewer non-car households than the borough or county averages.

Travel To School

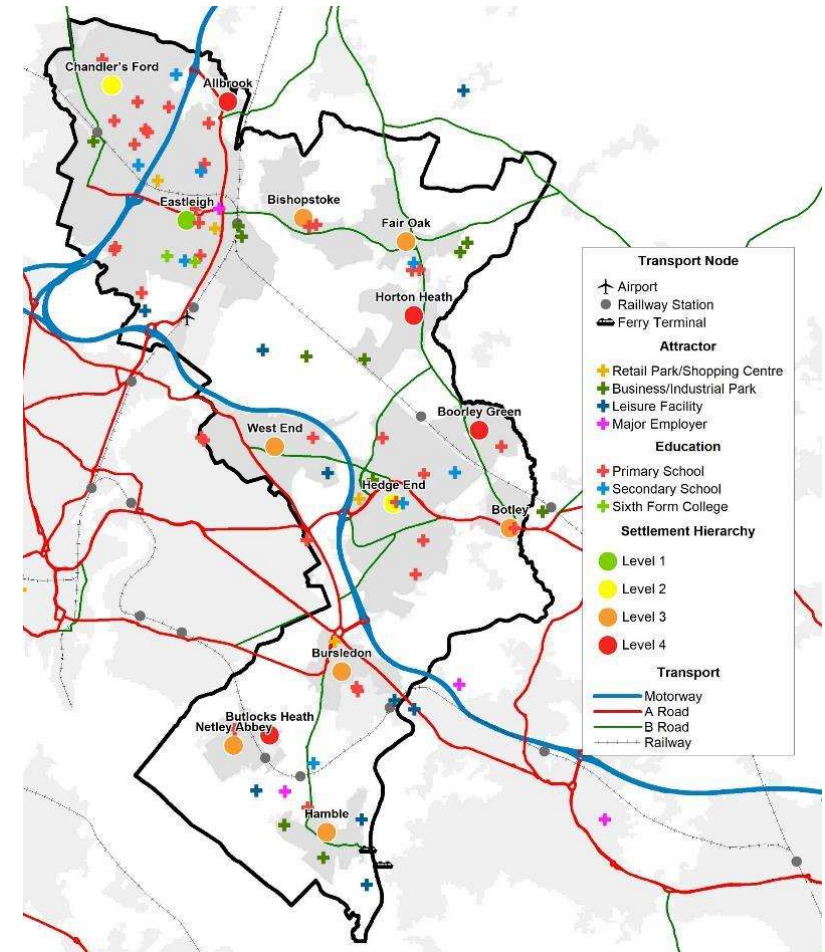
- In 2022, the majority of primary school children walked to school (62.2%).
- Almost a third of primary school children were taken to school by car; although in the Chandler's Ford/Hiltingbury local area this is considerably higher at 42%, possibly due to the extent of the catchment area.
- Other modes are less popular than the primate motor vehicle; cycle (1.7%), public transport (0.5%) and taxi (0.3%).
- The proportion of primary children walking to school in the borough is significantly higher than in Hampshire as a whole (57%).
- 73% of secondary school pupils in Eastleigh borough go to school by active travel modes (walk 70.2%, cycle 9.3%), which is higher than Hampshire as a whole (57%).
- Secondary school pupils make greater use of public transport and school buses (5.8%) and less use of car travel (12.5%) than at primary school.
- Many of the primary and secondary schools within the borough have travel plans which can work with the Eastleigh Transport Strategy to enhance the uptake of active travel to school across the borough.



Source: HCC : School Travel Census : 2022 – Note that data is dependent on parents' providing information but is not mandatory. In some cases more than one mode may be specified resulting in a high proportion of 'other'

Key Trip Attractors

- This map shows the borough's settlement hierarchy and key trip attractors within and adjacent to the borough.
- The settlement hierarchy was developed by Eastleigh Borough Council based on role, facilities and services.
- Eastleigh is the only settlement within Level 1, followed by Chandlers Ford and Hedge End within Level 2.
- Villages with local centres such as Bishopstoke, Bursledon and Hamble are included in Level 3.
- There are a range of primary, secondary and further education schools and colleges within the borough, but also within the surrounding area such as Peter Symonds College in Winchester.
- Major employers, retail parks/shopping centres, business/industrial parks and leisure facilities are all key trip attractors.

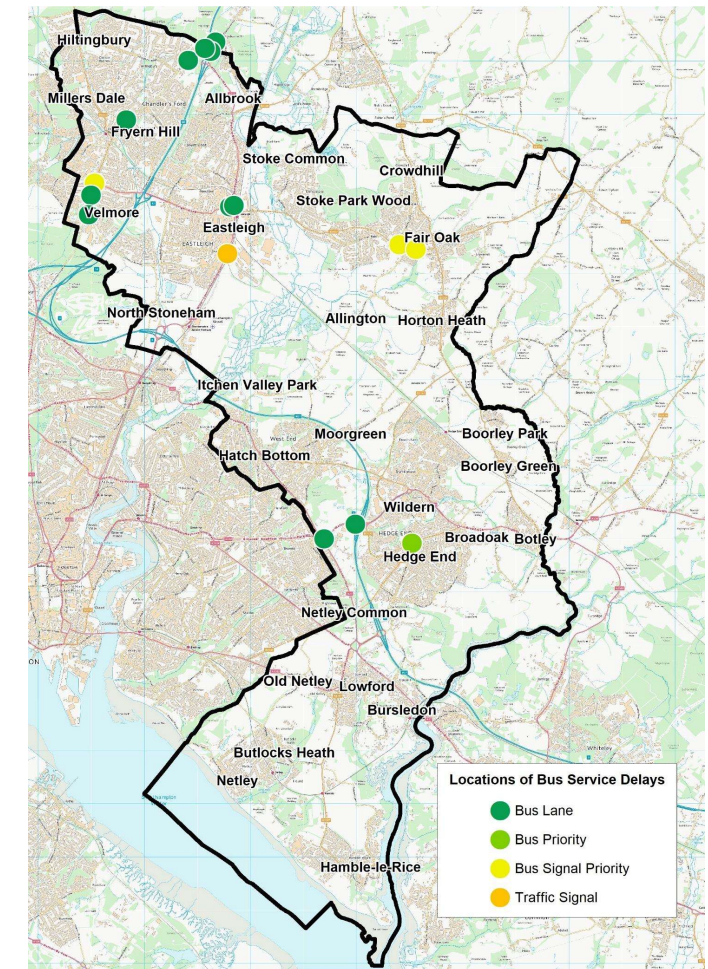


Source: HCC

Bus

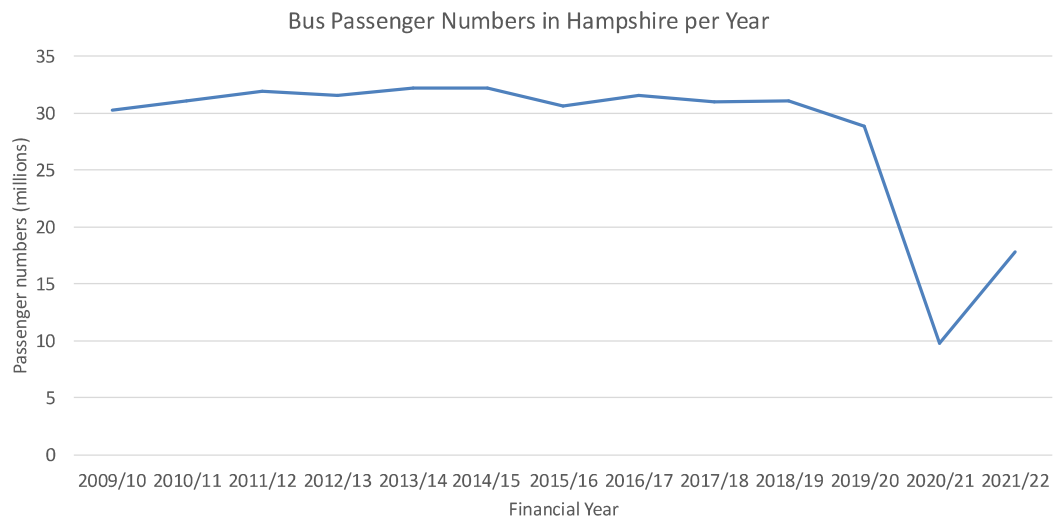
- The borough is served by 23 bus services with regular services covering Eastleigh linking to Winchester, Southampton, Gosport and Portsmouth.
- Currently there are no frequent services (6 buses per hour) operating in the borough.
- Some smaller settlements, including Hamble, Bursledon and Hedge End have weekday half hourly services.
- The majority of rail stations in the borough are served by onwards bus routes, although the frequencies of these services varies greatly.
- Eastleigh bus station in the town centre is within 5 minutes' walking distance of the railway station.
- Bicycle parking is available at bus stops on services between Southampton-Chandler's Ford-Winchester (Bluestar 1) and Southampton-Eastleigh-Bishopstoke-Fair Oak (Bluestar 2).
- As part of the Bus Service Improvement Plan (BSIP) bus operators have identified 16 points on the network which experience delays (see map opposite).
- Suggested improvements could include bus lanes, bus priority measures, bus signal priority and traffic signals.
- Changers Ford-Otterbourne Bus Priority Corridor has been identified as the priority BSIP intervention for the borough.

Sites of Delay on the Network Identified By Bus Operators



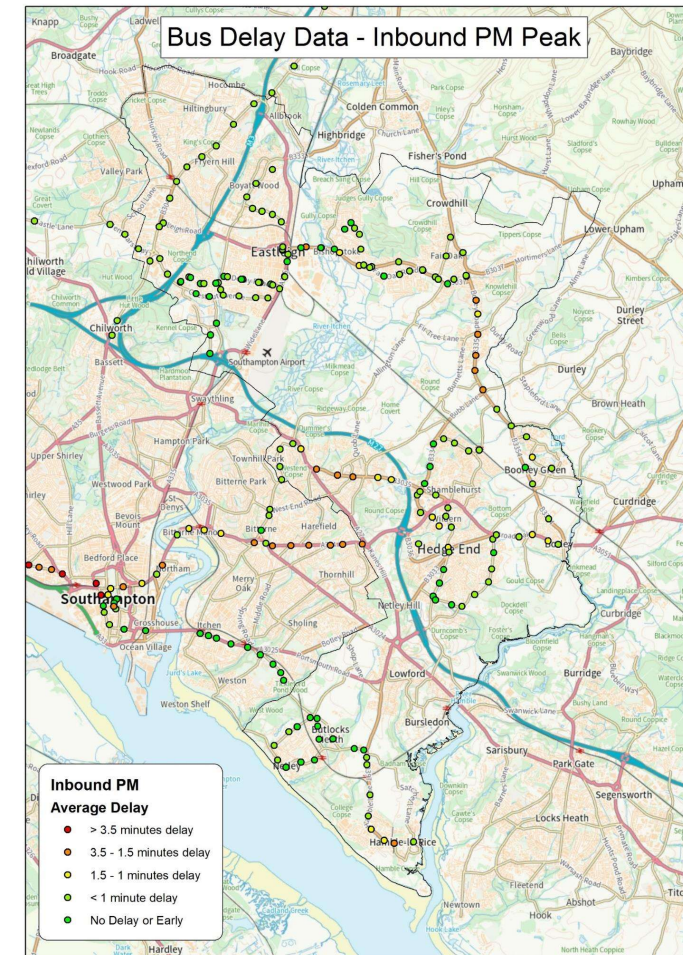
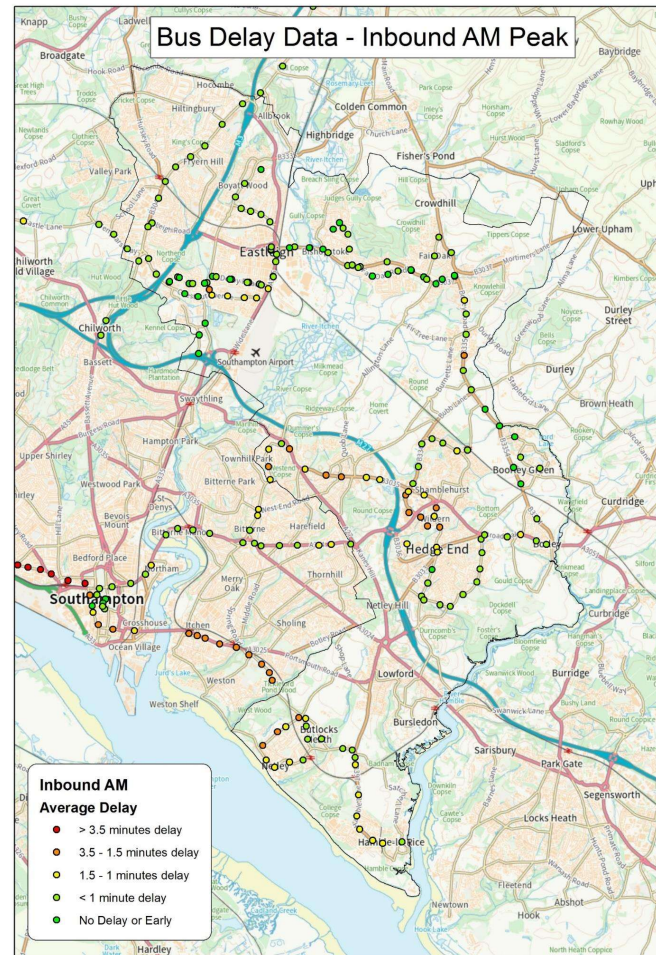
Bus

- The map on the right shows the Eastleigh bus network as of September 2021. First Bus services 8 and 6 have since been discontinued, with Bluestar services 14 and 15 replacing these services.
- The Covid-19 pandemic has severely impacted bus passenger numbers across the UK, including Eastleigh. Bus passenger numbers within Hampshire fell by around two thirds in 2020/2021 compared to the previous year, before recovering slightly in 2021/2022. However, bus passenger numbers in Hampshire and Eastleigh remain below pre-pandemic levels.



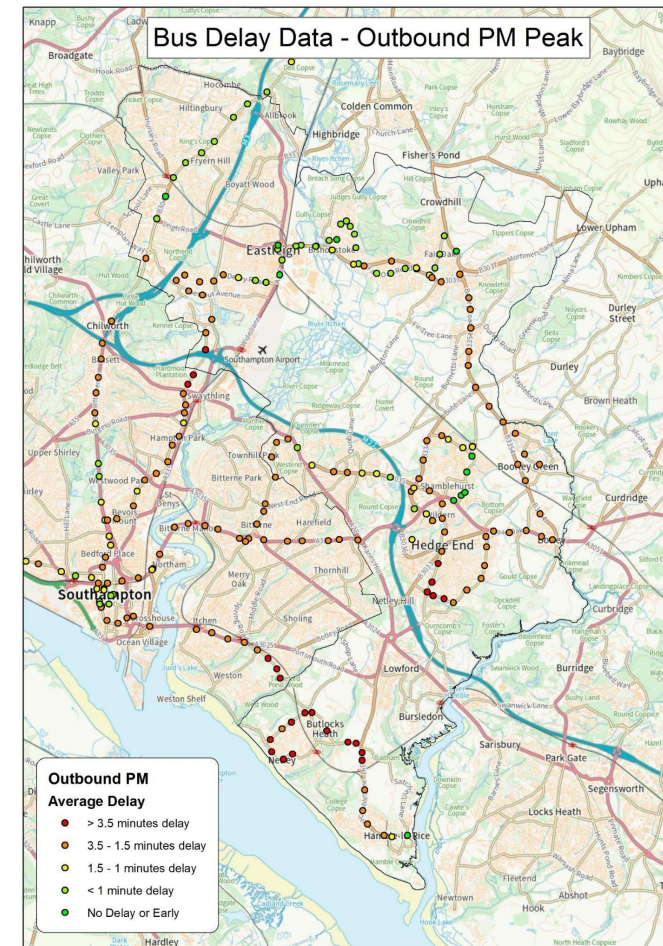
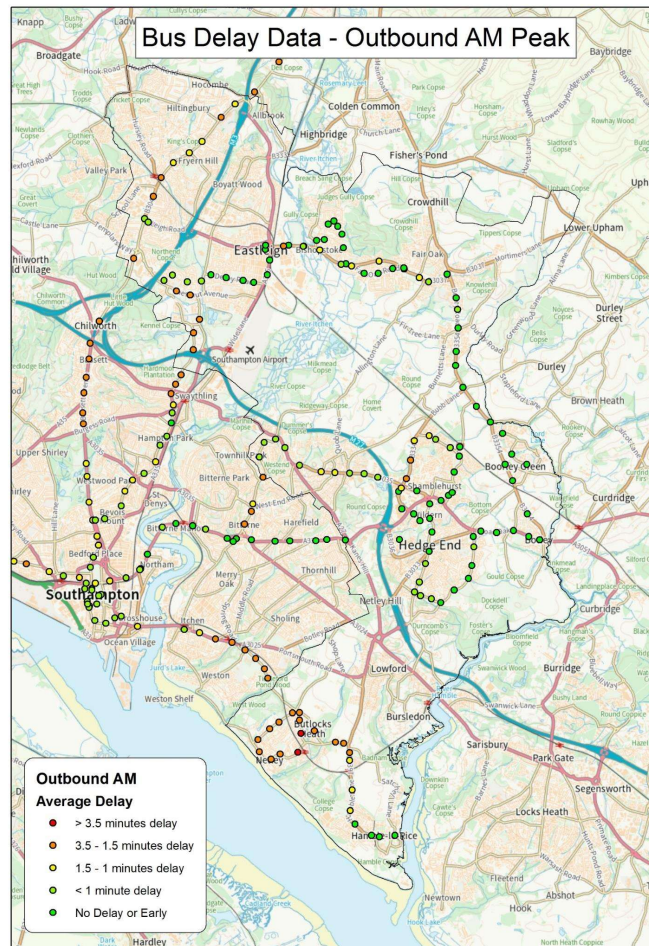
Bus: Inbound Real Time Information

- The maps opposite show average delays for inbound bus services at each bus stop for which data is available.
- It should be noted that the Real Time Passenger Information (RTPI) data used to create these maps measures delay against the timetabled arrival for each service, which already account for increased journey times due to congestion.
- Several corridors experience average delays for inbound services in both the AM and PM peaks:
 - Botley Road, Tollbar Lane and Wildern Lane in Hedge End,
 - Hamble Lane, and
 - Botley Road in Horton Heath.
- Other corridors only experience average delays in one of the peaks:
 - Grange Road in Netley (AM peak),
 - Chestnut Avenue in Eastleigh (AM peak), and
 - Bishopstoke Road in Eastleigh (PM peak).



Bus: Outbound Real Time Information

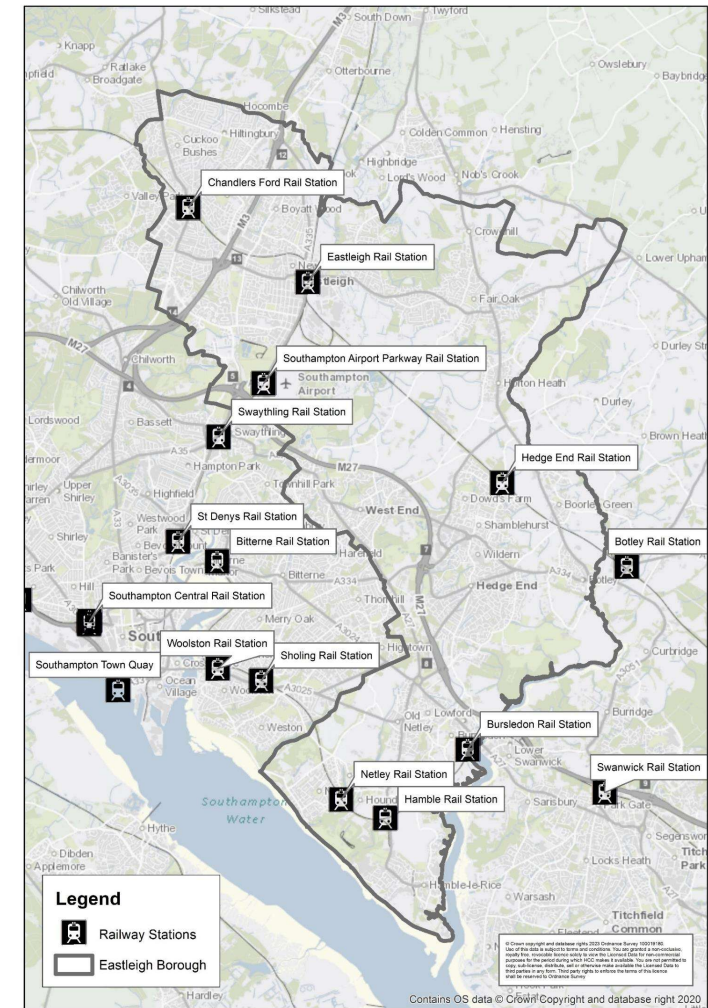
- The maps opposite show average delays for outbound bus services at each bus stop for which data is available.
- In general, there is considerably greater average delays for bus services in the outbound direction than the inbound direction (principally towards Southampton for Bluestar services).
- Several corridors experience average delays for outbound services in both the AM and PM peaks:
 - Tollbar Way in Hedge End,
 - Grange Road, Victoria Road, Station Road, St Mary's Road and Ingleside in Netley.
- Other corridors only experience average delays in one of the peaks:
 - Bursledon Road, Heathhouse Lane, Kings Copse Avenue, Broad Oak and High Street in Hedge End and Botley (PM peak),
 - Botley Road in Fair Oak and Horton Heath (PM Peak),
 - Alan Drayton Way in Fair Oak (PM Peak),
 - Chestnut Avenue and Nightingale Avenue in Eastleigh (PM peak).
 - Winchester Road in Eastleigh (AM Peak).



Towards a Multi-Modal Transport Strategy for Eastleigh

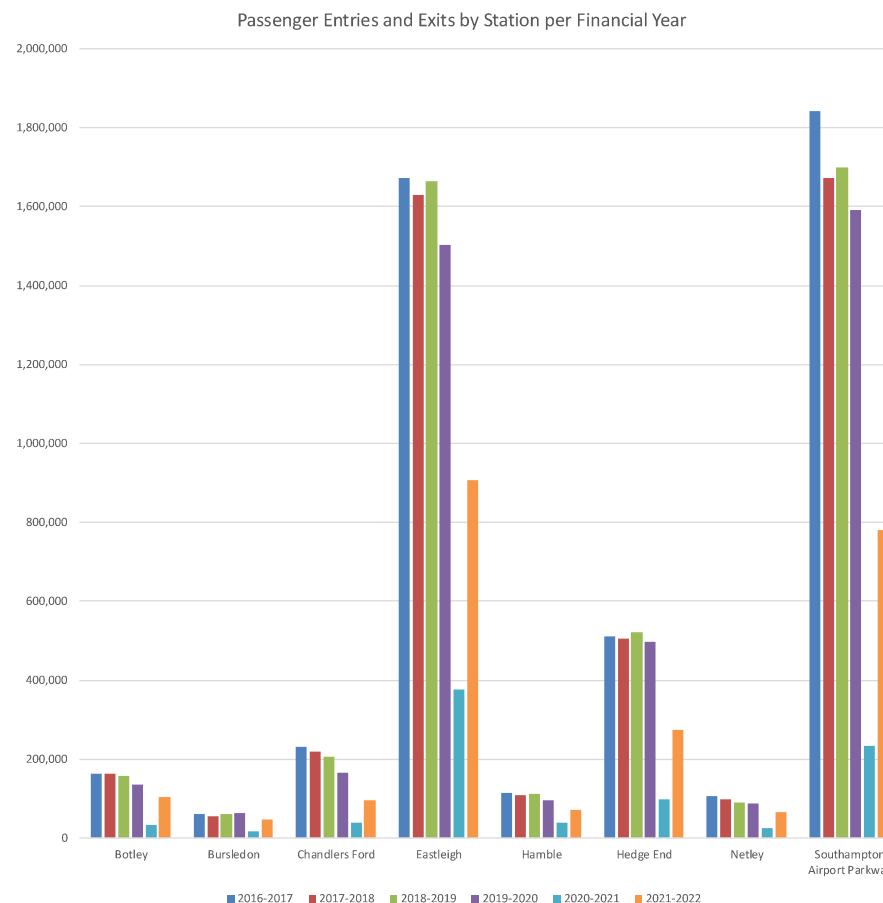
Rail

- Eastleigh is well served by rail with direct routes to Southampton, Portsmouth, Winchester, Romsey and London.
- There are six stations within the borough:
 - Eastleigh,
 - Southampton Airport Parkway,
 - Hedge End,
 - Bursledon,
 - Hamble, and
 - Netley
- Botley rail station will also be included for consideration within the Eastleigh Transport Statement, as it has a significant catchment area within the borough.
- All of these stations have travel plans which aim to improve accessibility to these stations, and improve the facilities available at the station.



Rail

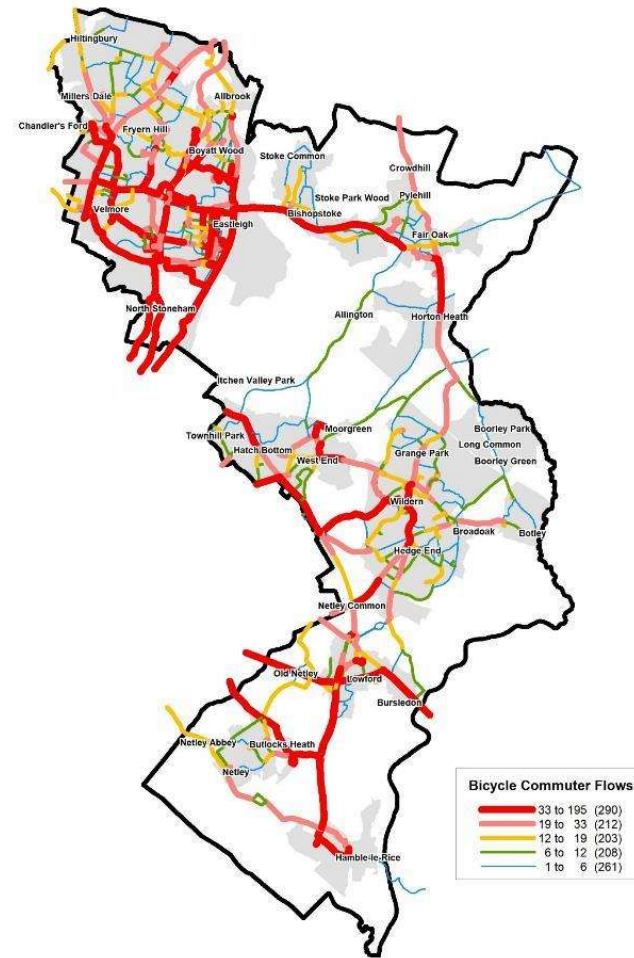
- In 2018/19 the highest railway station usage in the borough was at Southampton Airport Parkway (1.70m), Eastleigh (1.67m) and Hedge End (0.52m).
- Across all stations in the borough a total of 4.52m station entries and exits were recorded in 2018/19 which is 12% of the Hampshire-wide market (excluding Southampton and Portsmouth stations).
- Total passenger usage across Eastleigh stations has risen by 0.7% between 2014-2019 with increases at Hedge End (+3.2%), Airport Parkway (+2.9%), Botley (+1.5%) and Eastleigh (+1.3%).
- Passenger numbers at smaller stations at Netley (-20%), Chandler's Ford (-10.7%), Hamble (-6.5%) and Bursledon (-4.4%) fell between 2014-2019.
- The pandemic has had a major impact on rail travel and across all borough stations; passenger entries and exits fell considerably representing an overall reduction in passenger use of 7.7% for the period 2014-2020.
- In the last couple of years there have been several factors that have impacted local rail travel, including strike action, train derailment and a landslide between Hook and Basingstoke.
- As of the end of the 2021-2022 financial year, rail passenger entries and exits have increased from their low in 2020-2021, but have yet to recover to pre-pandemic levels.



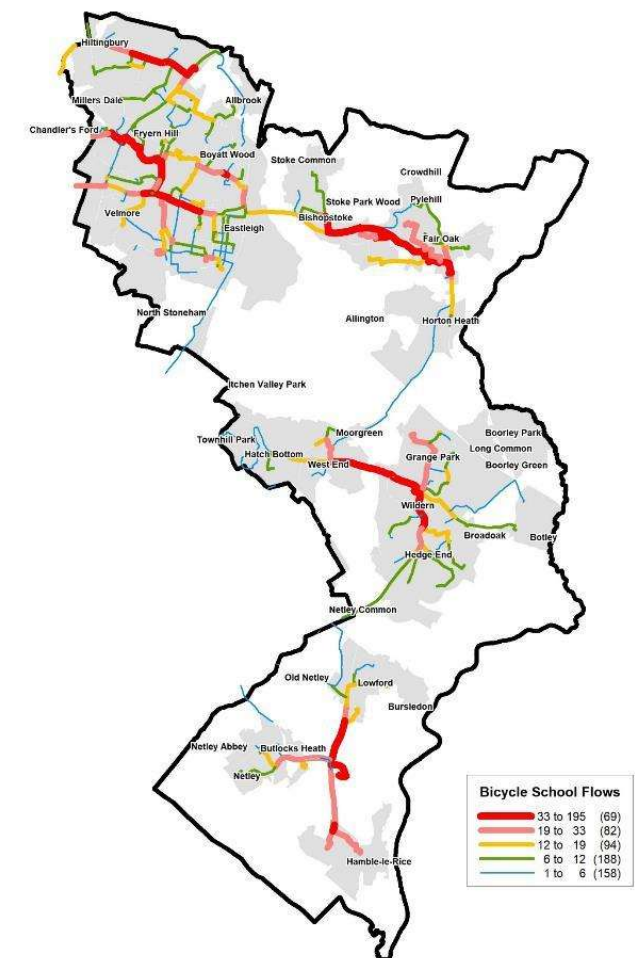
Cycle Data : Trip Analysis : PCT Data

- The Propensity to Cycle Tool (PCT) uses of the Cycle Streets routing algorithm with origin and destination data gathered from census questionnaires.
- The PCT suggests that there is greater propensity for cycle commuter flows in and around Eastleigh town on both main and local roads.
- The A27, A3024, A3025 and B3397 to/from Hamble, Bursledon and Southampton are key commuter routes, together with links at Hedge End.
- School cycle flows are more localised, with activity along the Hamble peninsula, Fair Oak, Eastleigh and Chandlers Ford represented.

Commuting Cycle Flows

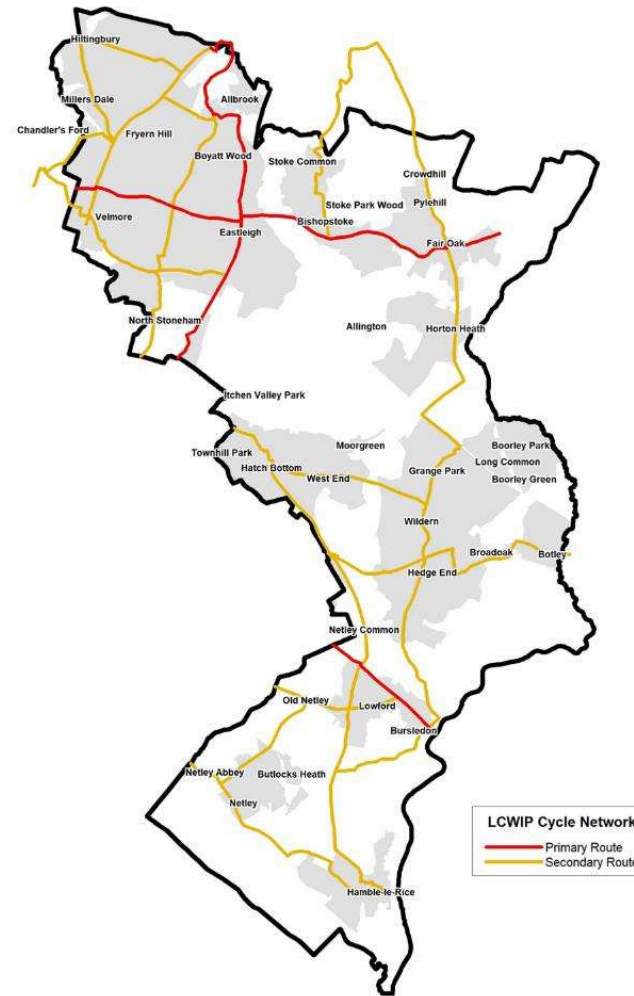


School Cycle Flows



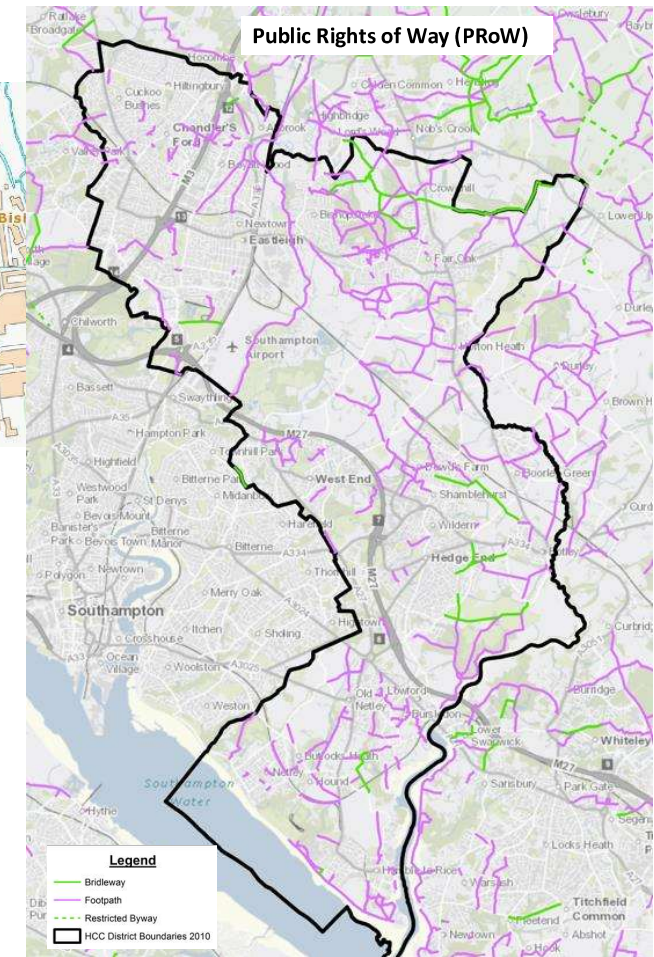
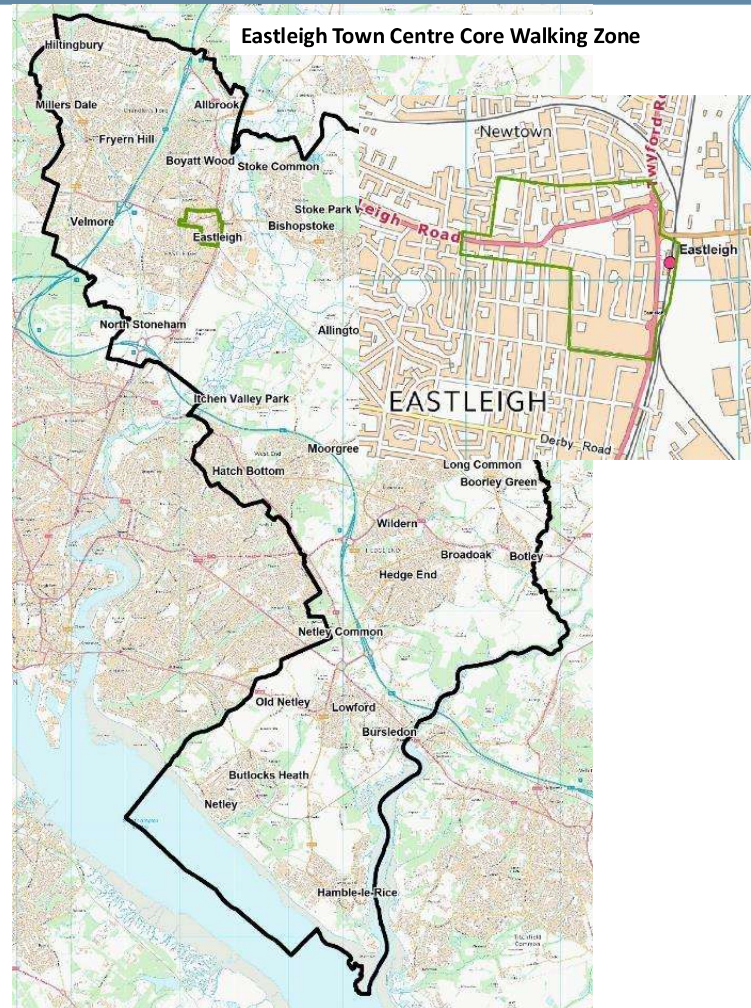
Cycling : LCWIP Network

- The figure opposite shows the adopted Eastleigh Local Cycling and Walking Infrastructure Plan (LCWIP) cycle network.
- The network details a series of Primary and Secondary cycle routes connecting settlements across the borough.
- Additional opportunities exist for improving the connectivity with local tertiary routes.
- Barriers identified include the lack of cycle infrastructure, on-road parking, limited crossing points, high traffic volumes, signage and poor permeability.
- The public consultation website for the Eastleigh LCWIP was visited by over 1,700 people and received 87 formal responses.



Walking

- There are good walking networks within the individual towns and villages with footways running adjacent to the majority of roads.
- However, walking routes between settlements are not cohesive, leading to barriers for pedestrians between built-up areas.
- The Eastleigh core walking zone is a priority in the emerging Eastleigh LCWIP together with walking route opportunities for improving pedestrian connectivity and integration.
- Barriers to walking within the town centre include busy and wide junctions, main roads with high traffic volumes and speeds with the lack of safe crossing points.
- Other barriers include lack of footpaths, unsafe streetscape, signage, physical (metal and brick) barriers, unattractive underpass and no pedestrian zone within the shopping area.
- There is a comprehensive network of Public Rights of Way (PRoW) within the Eastleigh area, comprising footpaths, bridleways and Byways including a good network of leisure routes.



Road Traffic Incidents

- Within the Borough, there were 13 fatal collisions, 423 collisions resulting in serious injuries and 1,367 collisions resulting in slight injuries only recorded across all modes between 2018-2022.
- Over the 5 year period, the greatest number of incidents were recorded in Eastleigh (543) and Hedge End/West End/Botley (521).
- There were almost 100 fewer Personal Injury Collisions (PICs) in 2020 than 2018, which reflects the impact of the pandemic in reducing travel.
- Although there was a reduction in the number of collisions involving cycles in 2020 and 2021, in 2022 the number of collisions returned to pre-pandemic levels.
- To 2019 there had been an increase in cycle incidents in all local areas, except Hedge End/West End/Botley.
- In general, there has been a reduction in PICs within the Eastleigh and Bishopstoke/Fair Oak/Horton Heath areas between 2018 and 2022, with the remaining areas showing little to no change.

Local Area Committee	2018	2019	2020	2021	2022	Grand Total	%Change 2018-2020	%Change 2020-2022
Bishopstoke / Fair Oak / Horton Heath	32	20	14	29	27	122	-56%	93%
Cycle	5	4	1	6	5	21	-80%	400%
Motor Vehicle	22	14	12	18	19	85	-45%	58%
Pedestrian	5	2	1	5	3	16	-80%	200%
Bursledon / Hamble / Hound	48	76	36	45	53	258	-25%	47%
Cycle	1	13	5	3	7	29	400%	40%
Motor Vehicle	43	57	29	36	45	210	-33%	55%
Pedestrian	4	6	2	6	1	19	-50%	-50%
Chandler's Ford / Hittingbury	33	17	16	20	32	118	-52%	100%
Cycle	4	5	5	2	7	23	25%	40%
Motor Vehicle	24	11	10	14	23	82	-58%	130%
Pedestrian	5	1	1	4	2	13	-80%	100%
Eastleigh	83	90	66	56	63	358	-20%	-5%
Cycle	11	16	14	10	14	65	27%	0%
Motor Vehicle	61	61	47	40	45	254	-23%	-4%
Pedestrian	11	13	5	6	4	39	-55%	-20%
Hedge End / West End / Botley	79	59	48	79	72	337	-39%	50%
Cycle	14	8	6	9	13	50	-57%	117%
Motor Vehicle	56	47	38	61	51	253	-32%	34%
Pedestrian	9	4	4	9	8	34	-56%	100%
Grand Total	275	262	180	229	247	1193	-35%	37%

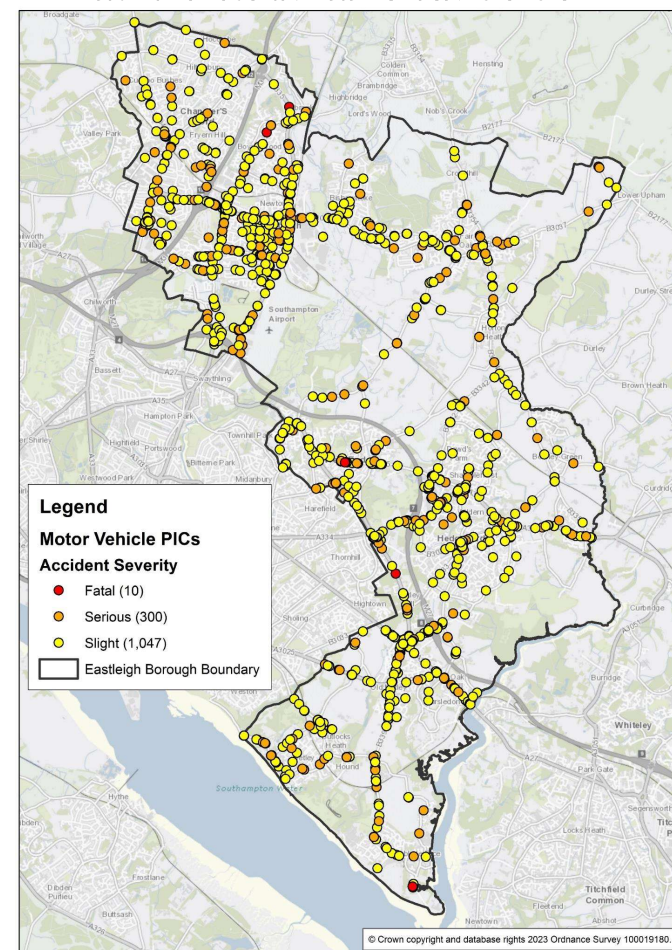
Source: STATS 19 / HCC

Road Traffic Incidents

- There are clusters of vehicle collisions in the Eastleigh town, Bursledon and Hedge End areas. The A335, B3037, B3035, B3397, A334 and Allington Lane corridors were subject to higher levels of PICs than elsewhere in the Borough.
- Between 2016 and 2019, the number of vehicle collisions fell slightly after a small rise in 2017.
- Despite a fall in collisions involving cycles or pedestrians in 2020 associated with decreased trip rates over the pandemic, the number of collisions increased in both 2021 and 2022.

Eastleigh Borough	2016	2017	2018	2019	2020	2021	2022	Grand Total
Cycle	34	42	35	46	31	30	46	264
Motor Vehicle	224	243	206	190	136	169	183	1351
Pedestrian	35	32	34	26	13	30	18	188
Total	293	317	275	262	180	229	247	1803

Road Traffic Incidents : Motor Vehicles : 2018-2023

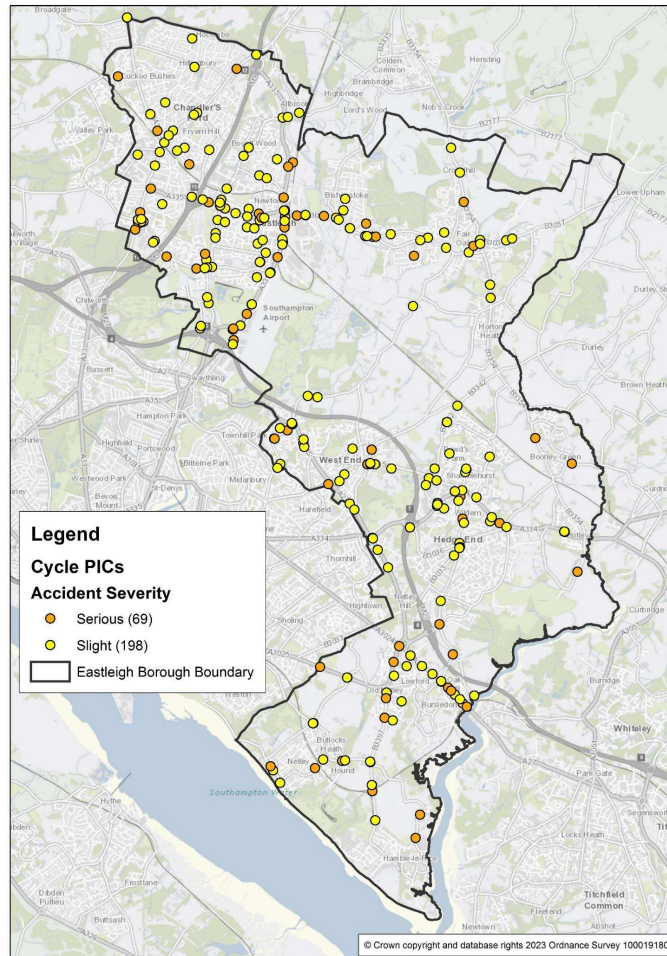


Source: STATS 19 / HCC

Road Traffic Incidents – Pedestrians and Cyclists

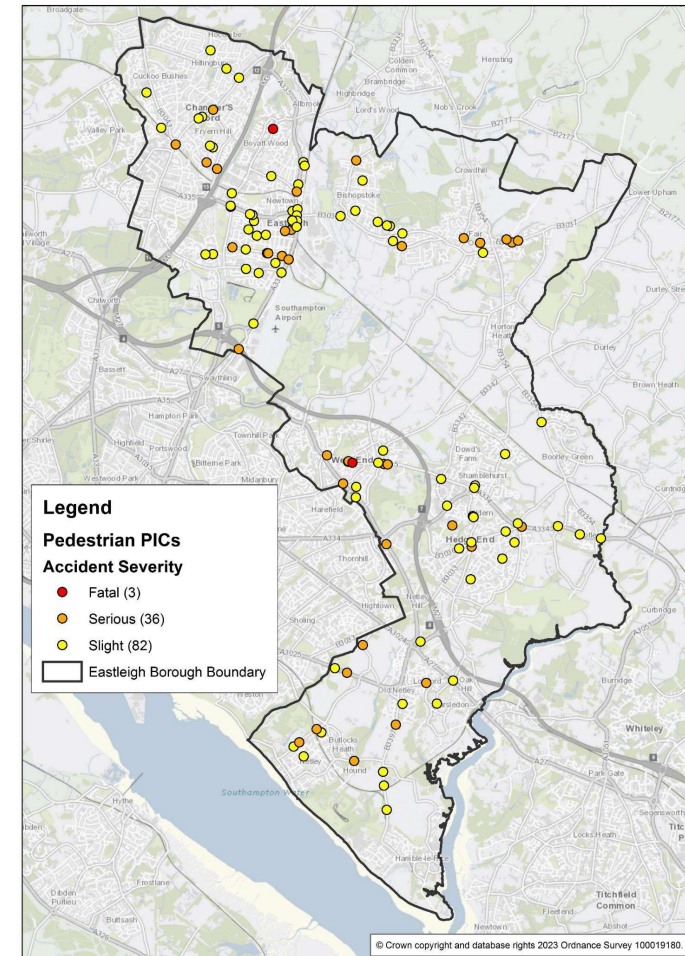
- Clusters of pedestrian and cyclist incidents are present in the urban areas and on main routes, including Eastleigh town centre, the A27, Hamble Lane, and the A334.
- Three fatal pedestrian incidents were recorded between 2018 and the end of 2022 in Allbrook, Hedge End and West End.
- Fortunately, there were no fatal incidents involving people cycling between 2018 and 2023.
- Despite a fall in personal injury collisions involving cycles and pedestrians in 2020, associated with the pandemic, collision figures in 2021 had returned to pre-covid levels.

Road Traffic Incidents : Cycles : 2018-2023



Source: STATS 19 / HCC

Road Traffic Incidents : Pedestrians : 2018-2023



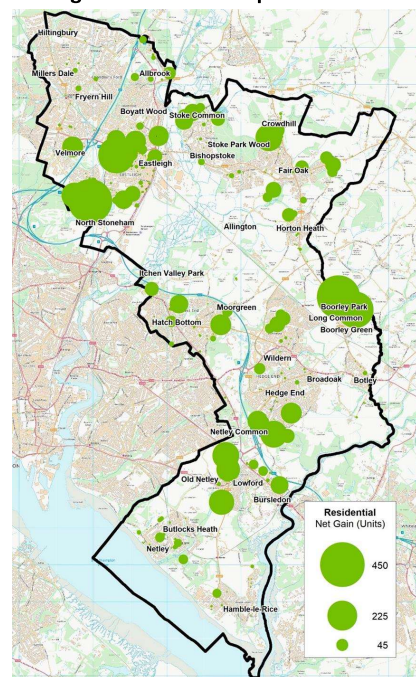
Towards a Multi-Modal Transport Strategy for Eastleigh

Residential and Commercial Development

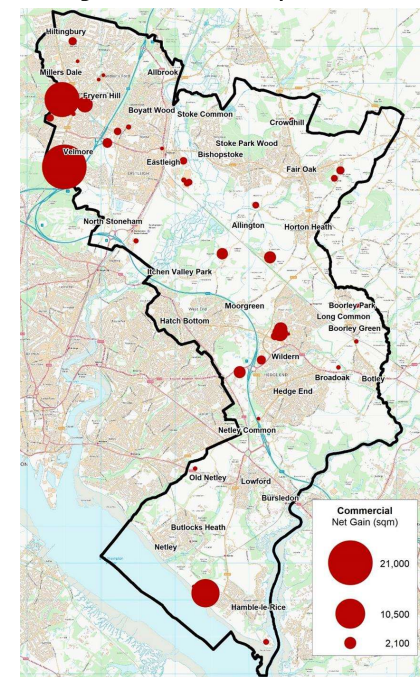
Over the twelve-year period 2010-2022:

- Residential Completions Net Gain : 7,022 units.
- Commercial Floorspace Completions : 88,820 sqm.
- Residential completions have been greatest in Eastleigh and Hedge End/West End/Botley area.
- Commercial completions have been greatest in Eastleigh and Chandler's Ford/Hiltingbury.
- Forecasts to 2027 indicate an increase of over 5000 (8%) dwellings from 2021 levels. The majority of new housing will be in the Hedge End/West End/Botley area (2300) and Bishopstoke/Fair Oak/Horton Heath (1150) dwellings.
- The 'One Horton Heath' development site, once completed, will add approximately 2500 dwellings, together with other sites at Boorley Green, Hedge End and Botley.

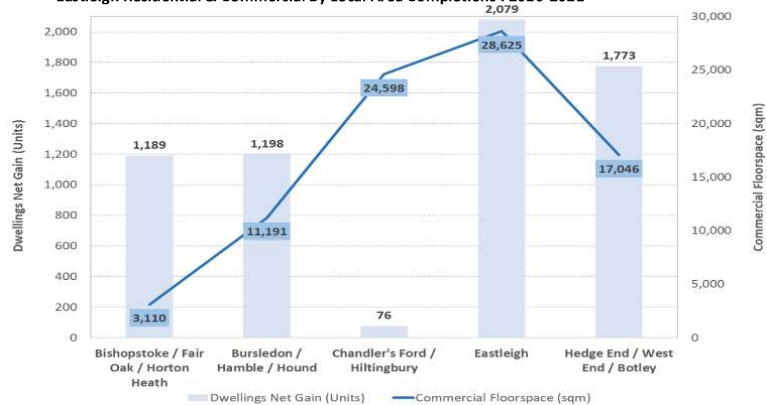
Eastleigh Residential Completions : 2010-2021



Eastleigh Commercial Completions : 2010-2021



Eastleigh Residential & Commercial By Local Area Completions : 2010-2021



Total Dwelling Forecasts (2021-2027) for Eastleigh Local Area Committees

Local Area Committee	Yr 2021	Yr 2027	% Forecast
Bishopstoke, Fair Oak and Horton Heath	9475	10624	12%
Bursledon, Hamble and Hound	9545	10076	6%
Chandlers Ford and Hiltingbury	9176	9277	1%
Eastleigh	14157	15134	7%
Hedge End, West End and Botley	17364	19664	13%
TOTAL	59717	64775	8%

Source: HCC 2020 Based Small Area Population Forecasts

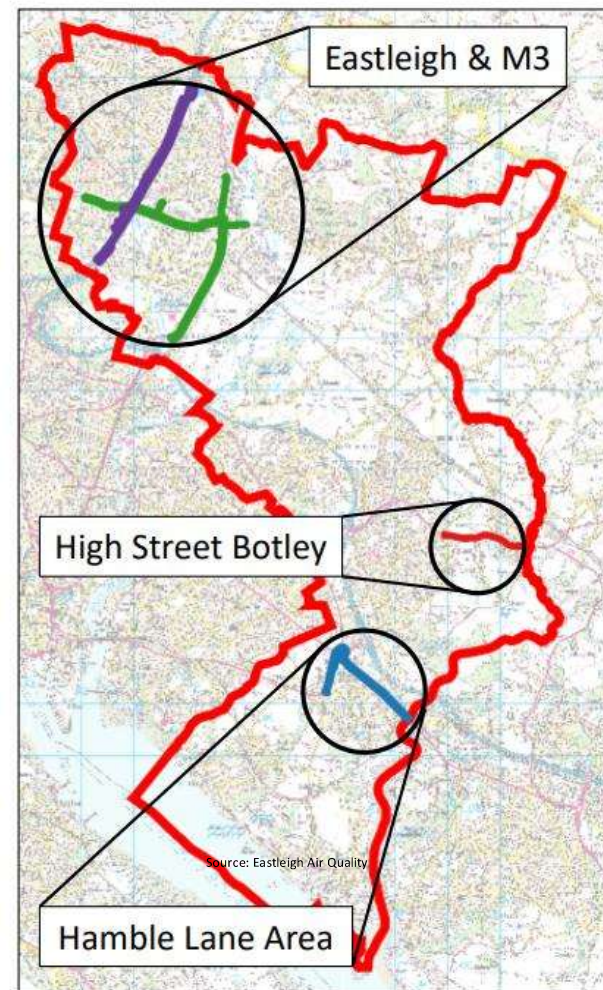
Towards a Multi-Modal Transport Strategy for Eastleigh

Air Quality

Eastleigh Borough Council as the local Environmental Health Authority has responsibility to review and assess air quality across the Borough and where pollutant concentrations are higher, an Air Quality Management Area (AQMA) is declared .

There are currently four AQMAs in Eastleigh Borough (as shown on the map opposite with more detail in the links below:

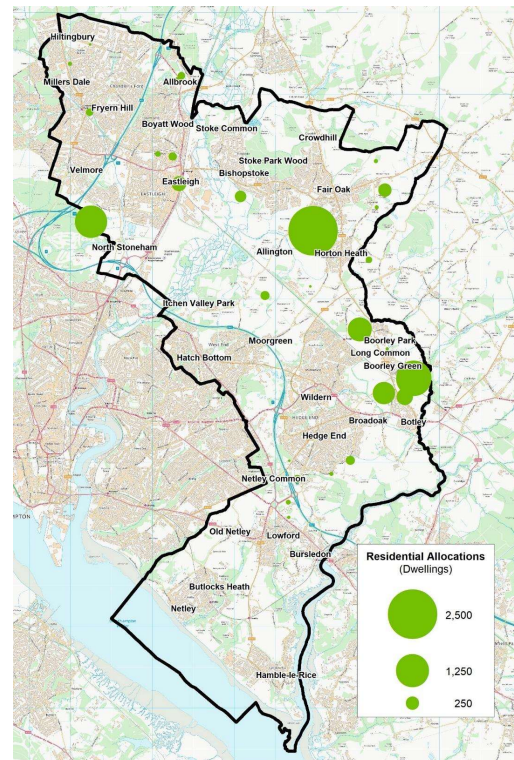
- [Eastleigh](#) (includes Southampton Road, Romsey Road & Leigh Road)
- [M3](#) (from Junctions 12 to 14)
- [High Street Botley](#)
- [Hamble Lane Area](#)



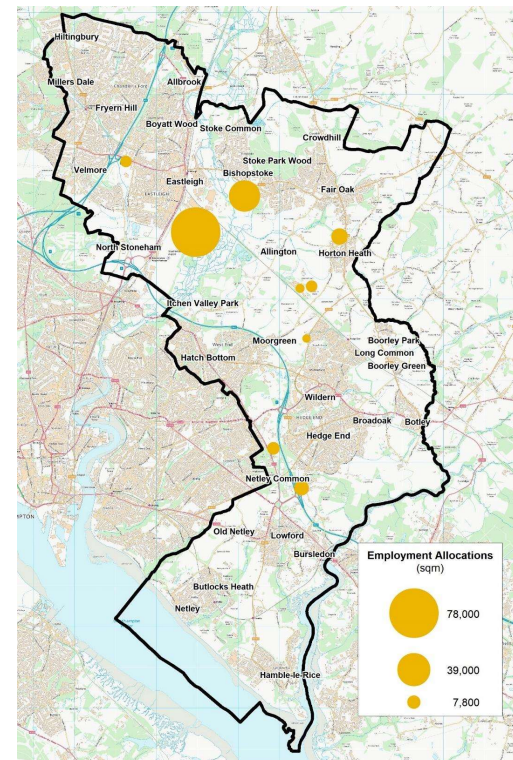
Eastleigh Borough Council Local Plan

- The Eastleigh Borough Local Plan 2016-2036 was adopted on 25 April 2022.
- In response to the Inspector's letter the Strategic Growth Area north of Bishopstoke was removed and the local plan stated that "a route shall be reserved clear of development to enable the provision of a new link road (the Chickenhall Lane Link Road)".
- Housing allocations are focused to the east of the borough within semi-rural areas, which includes up to 2,500 dwellings at the One Horton Heath site.
- Larger local employment and commercial allocations are focused to the northwest of the Borough around Eastleigh, including the Navigator Quarter.
- Eastleigh Borough Council are currently reviewing the Local Plan and are calling for sites in support of future site allocations.

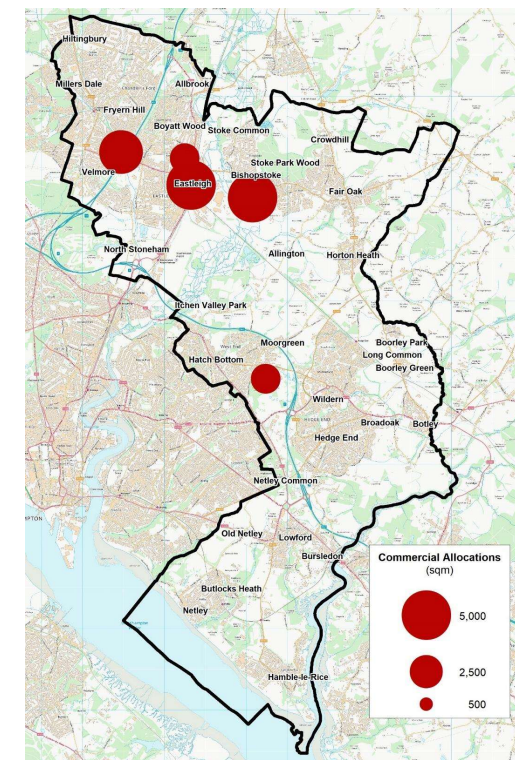
Local Plan Residential Allocations



Local Plan Employment Allocations

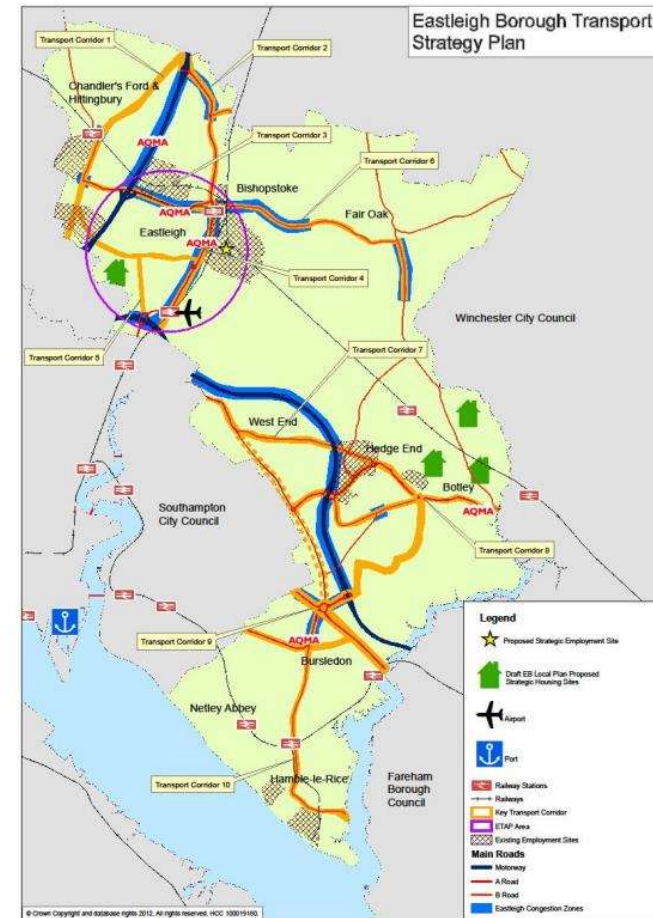


Local Plan Commercial Allocations



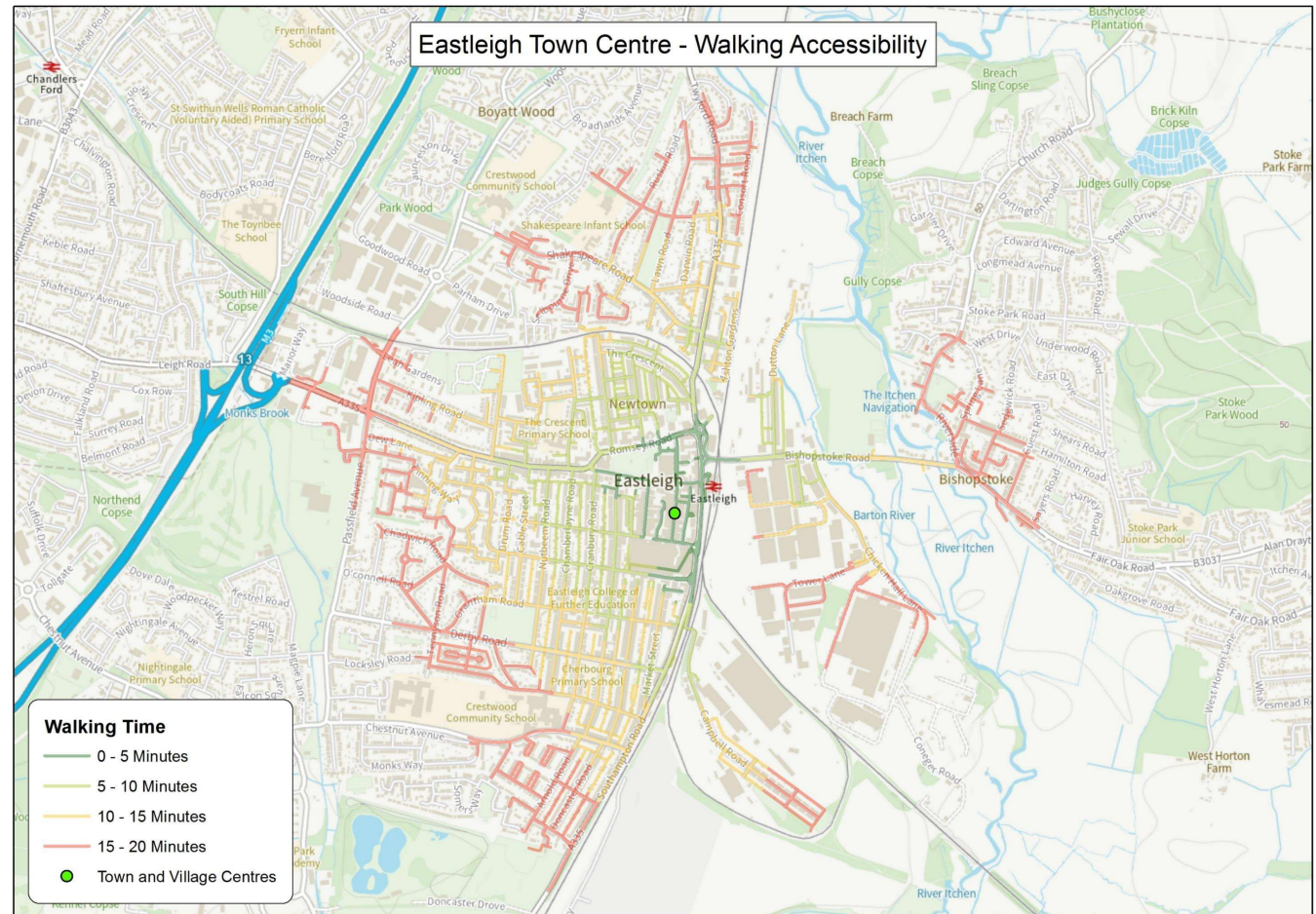
Previous Transport Statements for Eastleigh

- The [Eastleigh Transport Statement](#) was developed by HCC in consultation with EBC and adopted in 2012. The Statement consists of the Transport Strategy and a proposed package of sustainable transport measures to improve accessibility and modal choice within the Eastleigh Borough.
- The [Eastleigh Town Access Plan](#) was approved by Eastleigh Borough Council in February of 2011. The access plan aims to improve access to facilities and services within central Eastleigh, and a list of schemes was produced as part of the plan which sets out priorities for improvement in the short, medium and long term.
- An interim [Strategic Transport Study](#) for the Eastleigh Borough was prepared by Hampshire County Council in 2015 to provide support to the emerging local plan 2011-2036. The study built on the optioneering work undertaken by Eastleigh Borough Council which informed the location and quantum of development sites.



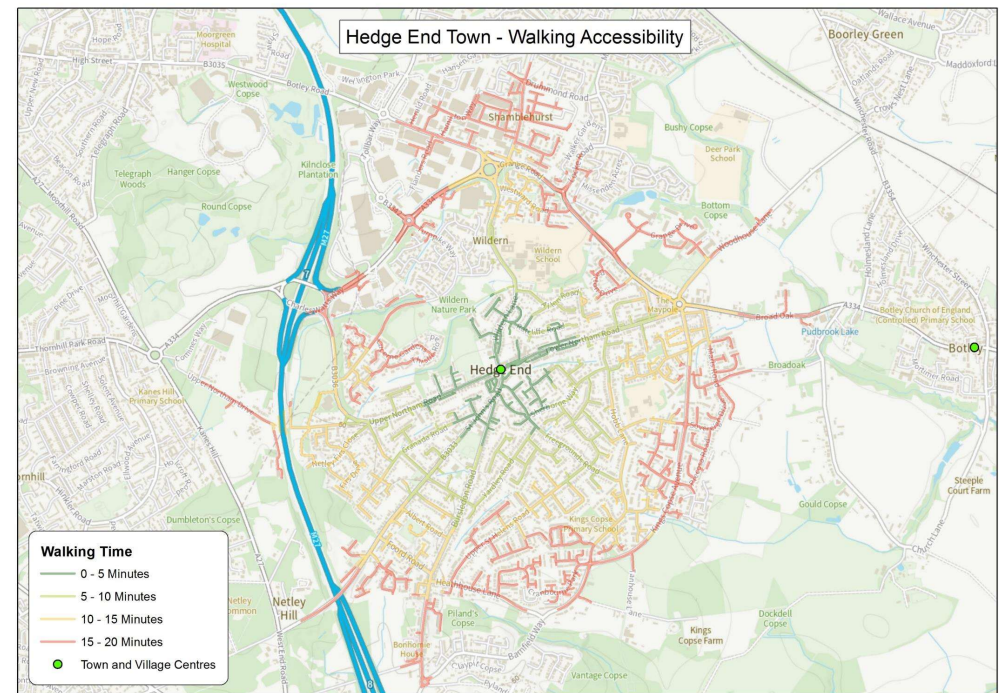
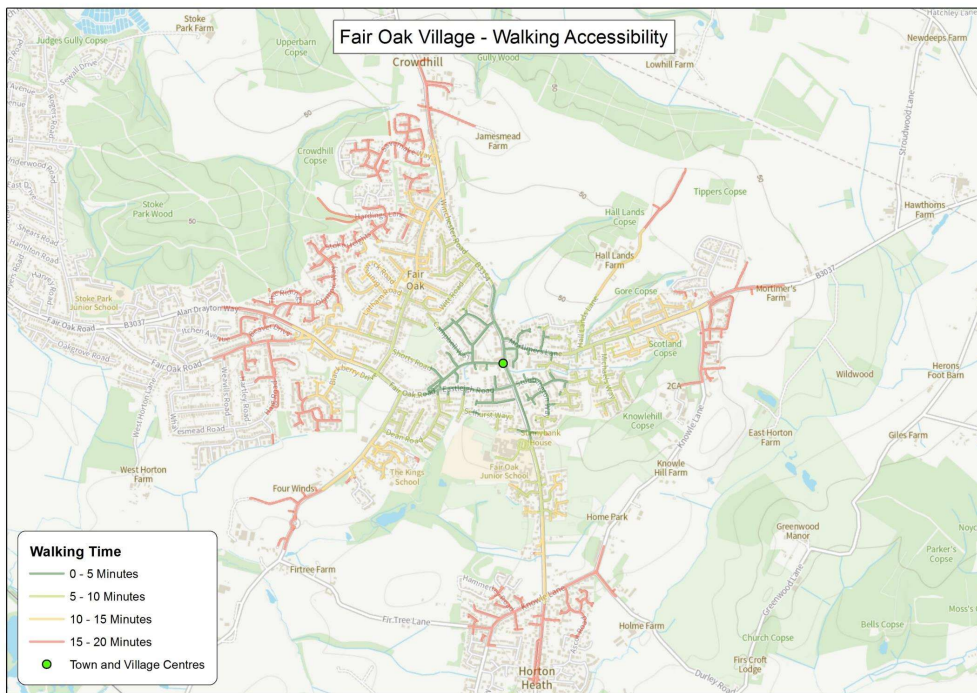
Local Centres: Eastleigh Town

- Eastleigh Town Centre presents an excellent opportunity to provide a truly walkable environment for residents and visitors.
- The map on the right shows the walking distance from the town centre assuming an average walking speed of five kilometres per hour.
- The majority of the town centre is accessible within a few minutes' walk of either the bus station or rail station. This includes the Swan Centre, High Street and Market Street as well as the cinema.
- Much of the existing higher density housing within Eastleigh is under 15 minutes' walk from the town centre, with good permeability due to the grid-like road layout.
- Even areas that would not typically be seen as part of Eastleigh proper are within a 20-minute walking distance, such as southern Bishopstoke.



Local Centres: Fair Oak and Hedge End

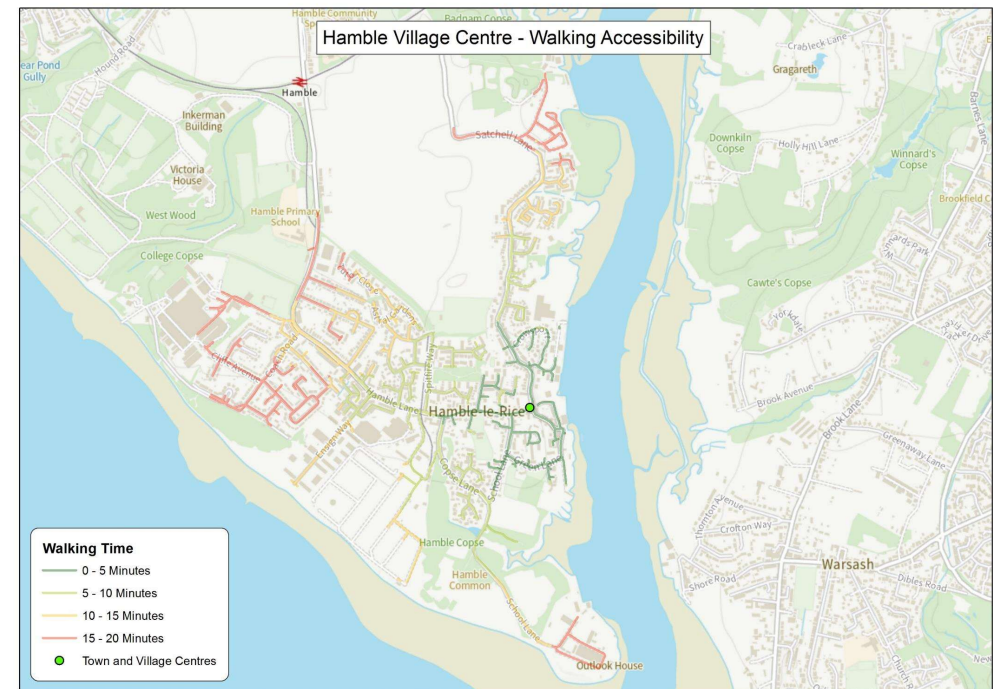
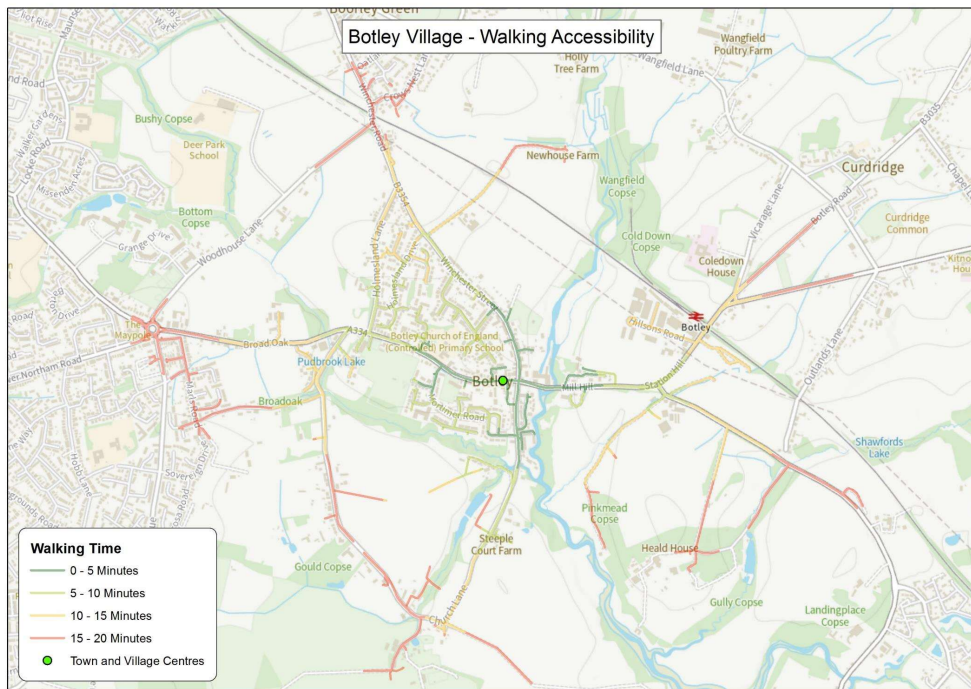
- Fair Oak village centre is within a 20-minute walk of most residents living in Fair Oak, except for Whalesmead. Wyvern Secondary School and Fair Oak Juniors and Infants are within a 10-minute walk of the village centre, indicating good connectivity with the rest of the area. Bus services to Southampton, Eastleigh and Winchester stop at the village centre, allowing for trips via public transport to further afield.
- Much of the residential area of Hedge End is within a 20-minute walk of the town centre, although some of the industrial and retail areas to the north and west are outside of this catchment. Wildern School and Shamblehurst primary school are accessible within 10 minutes of the town centre along Wildern Lane. Hedge End Rail Station, however, is outside of the 20-minute walking zone.



Towards a Multi-Modal Transport Strategy for Eastleigh

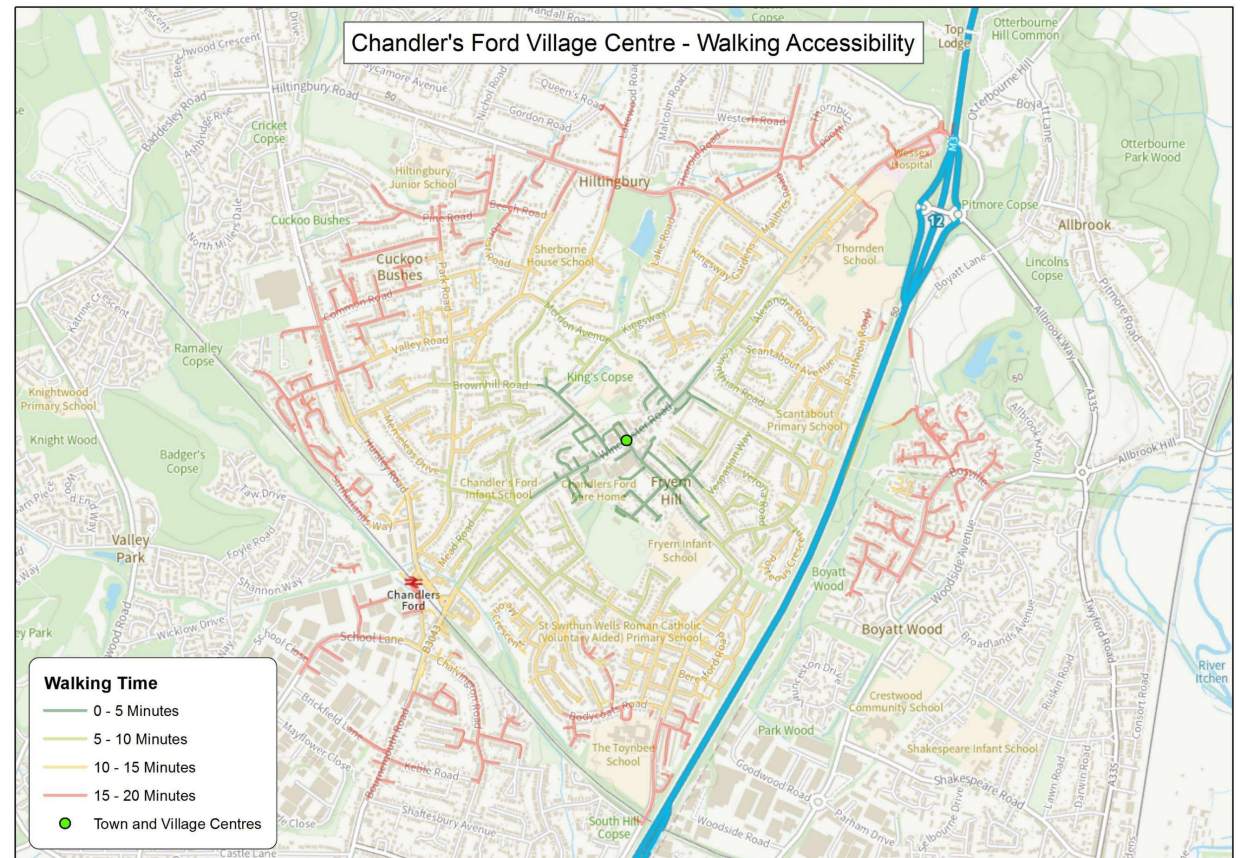
Local Centres: Botley and Hamble

- Most of the built-up area of Botley is within a 15-minute walk of the village centre, although areas of new development, such as Woodhouse Meadows and Boorley Green, are outside the 20-minute catchment. Botley Rail Station is less than 15 minutes' walk from the village centre, providing direct services to Portsmouth and London.
- Hamble village centre is within a 20-minute walk of most residential areas of the settlement, as well as the BP oil facility and Hamble Primary School. Hamble rail station, however, is well outside the 20-minute walking zone.



Local Centres: Chandler's Ford

- Chandler's Ford has a generally good level of connectivity by foot, with much of the residential area, rail station and Toynbee School within a 20-minute walk of the village centre.
- However, areas to the north, south and west of the centre which are closer to Chandler's Ford than other local centres (such as Eastleigh) are outside of the 20-minute walking zone. These include areas such as Knightwood and Hiltingbury.
- The M3 is a major barrier to pedestrian trips between Eastleigh and Chandler's Ford.



Eastleigh Town : Challenges and Opportunities

Challenges

- There is a large and growing population within the Eastleigh LAC, with 62% of working age and 17% over 65 years; total population forecast to increase by 5% to 2027.
- High population density in the grid street plan layout of terraced housing with newer infill development to the west and south of the town centre; dwelling numbers forecast to increase by almost 1,000 (7%) by 2027.
- Town centre infrastructure constraints include historic land use, railway lines and sidings, Southampton Airport, M27 and M3 and the River Itchen.
- Delivering development at Southampton Airport Parkway with runway extension and Freeport status
- Net in-commute (2011) from across the borough and Southampton to the Eastleigh Town LAC; out-commute to Winchester (16%) and Southampton (13%) with high car use but 4,240 people both reside and work in the Eastleigh LAC.
- AQMA in place since 2005 on A335 and updated in 2015 to include A335 and B3037 due to Nitrogen dioxide (NO₂), primarily associated with vehicle emissions.
- Peak period congestion along A335 Wide Lane/Southampton Road/Twyford Road, Leigh Road and Bishopstoke Road and at junctions on these routes and onto the M27 and M3.
- Highest number of total injury incidents (including all modes) recorded within the Eastleigh sub area compared to other local areas in the Borough.
- Two railway stations with good passenger usage in 2018/19 Eastleigh (1.67m) and Southampton Airport Parkway (1.7m) but the pandemic has had a major impact on passenger numbers.
- The bus station within the town centre is well served by frequent bus services but buses are subject to road congestion resulting in journey time and reliability issues with bus priority improvements suggested by bus operators as part of the BSIP.
- Services and shops front onto Market Street (AWT 868) and High Street (AWT 1285) which are lined by on-street parking bays creating barriers to walking and impacting on the attractiveness of the Core Walking Zone (CWZ).

Proposals and Opportunities

- Infrastructure proposals as part of the airport extension and employment development site provide opportunities to improve accessibility.
- LCWIP proposals.
- Eastleigh High Street/Wells Place/Market Street public realm improvements (Active Travel Fund).
- Eastleigh Mobility Hubs at Airport Parkway and the town centre (TCF proposals potentially including – enhance public realm, rail/bus integration, active travel (cycle hire/cargo bikes/e-scooters) and low carbon (e-car club) transport facilities).
- Wide Lane to Eastleigh Town Centre Cycle Route – quiet roads including Desborough Road.
- Fair Oak to Southampton (via Eastleigh) bus corridor – TCF bus lane proposals and improved facilities for pedestrians and cyclists on B3037.
- Twyford Road footbridge and accessibility improvements.
- Wide Lane bridge improvements.
- Liveable Neighbourhoods.
- Eastleigh Cycle Route Network (Solent Transport Delivery Plan).
- Local Plan Policy S12 – strategic footpath, cycleway and bridleway links.

Hamble Lane : Challenges and Opportunities

Challenges

- Hamble Lane is the main route serving the Hamble peninsula and settlements of Hamble-le-Rice, Hound and Netley.
- Key attractors include several marinas and the marine industry, BP Oil terminal, South Point industrial park, Hamble Court business park, Hampshire Constabulary HQ and Hamble Aerostructures Ltd.
- There are permitted development sites to the north of Hamble Lane including Kestrel Park, and forecasts of housing growth predict approximately 500 additional dwellings within the Bursledon/Hamble/Hound area by 2027.
- Hampshire County Council had a moratorium on further development on the Hamble peninsular until Hamble Lane improvements were implemented.
- Along Hamble Lane south of Portsmouth Road, the average two-way traffic volume is around 17,500 vehicles per day (2023), with a low percentage of those vehicles being HGVs (1.1% of total traffic flows).
- Significant traffic congestion during peak periods; almost three quarters of residents of the Bursledon/ Hamble/Hound sub area out-commute. Principal out commute destinations are Southampton (23%), Winchester (7%) and Fareham (6%).
- There is congestion on the Hamble Lane corridor at the weekend and off-peak periods due to shopping and leisure traffic.
- Linked capacity and congestion issues at M27 Junction 8 and Windhover roundabout impacts on Hamble Lane.
- Series of road traffic incidents on A3025/B3397 from Windhover to Hamble village.
- AQMA on Hamble Lane in place since 2006 but now covers a wider area to Windhover roundabout extending to the A27. Declaration due to Nitrogen dioxide (NO₂) primarily associated with vehicle emissions.
- Although there is a direct rail line to Southampton, 70% of out-commuting is via car (car driver or passenger) and only 3% by train.
- In 2018/19 passenger usage per annum at railway stations; 111,000 at Hamble, 91,000 at Netley and 61,000 at Bursledon. Challenges for rail use include low service frequency, station accessibility on the edge of settlements (Hamble and Bursledon) including lack of car parking (especially at Hamble).
- Off-road shared use cycle lane to the east of Hamble Lane runs from Lowford Hill junction to Hamble village and intermittently on Hound Road/Way towards Netley. This facility does not meet current standards for cycle infrastructure.
- Half hourly bus services from Hamble Square links to Southampton via southern part of Hamble Lane and Portsmouth Road.



Proposals/Opportunities

- Major Scheme – Hamble Lane Link Improvements
- Adopted Eastleigh LCWIP – Route 338.
- M27 J8 and Windhover roundabout proposals
- Policy S12 – strategic footpath, cycleway and bridleway links

Botley Road Corridor : Challenges and Opportunities

Challenges

- B3354 Botley Road between Botley and Colden Common is a key north-south link, which becomes a diversion route when there are accidents and incidents on the M3 and M27.
- Commuting patterns (2011) in the Bishoptoke/Fair Oak/Horton Heath area show a net out-commute of 6245 movements, with Winchester (21%), Eastleigh (16%) and Southampton (14%) the highest destinations primarily by car.
- New and planned development sites at Botley, Boorley Green, Horton Heath and Fair Oak will add significantly to traffic volumes on the local highway network, with traffic volumes already increasing by 26% at Boorley Green and by 10% at Fishers Pond between 2016-2019.
- One Horton Heath is currently under construction, and is a mixed-use development including up to 2500 houses and a new road link between Allington Lane and B3342 Tollbar Way.
- Road users often experience congestion in peak periods, including at Bubb Lane, at Knowle Lane/Burnetts Lane, B3037 Eastleigh Road, B3037 Mortimers Lane and at B3177 Portsmouth Road (Fisher's Pond junction).
- Narrow footways flank the B3354 through Fair Oak, but towards its junction with Bubb Lane and the Boorley Green development the 40mph section of road does not have any footways.
- Rail access is via Botley Station (1km from Botley village centre), Hedge End Station (1.3km from the B3354/Shamblehurst Lane North junction) and Eastleigh Station (4.2km from Fair Oak village centre).
- Several bus routes serve Fair Oak Square linking to Eastleigh, Winchester and Fareham but infrequent services and long journey times discourage further uptake.
- Several incidents recorded along B354 Botley Road corridor; primarily motor vehicle accidents but also including cyclists with one serious near to Crowdhill. However, vehicle accident levels have had reduced by a third in the Local Area Committee (LAC) between 2016 and 2020.
- Development in the wider Botley area over the next 20 years, combined with traffic growth, is expected to compound existing traffic issues in the area. The completion of Whiteley Way, the build out of the North Whiteley development will also increase through traffic in the Botley area.

Opportunities/Proposals

- Adopted Eastleigh LCWIP
- Botley village enhancements
- Boorley Green Traffic Management Measures
- Bishopstoke Road Transforming Cities Fund Improvements
- Potential development proposals – Section 106 funding
- Botley Bypass (Policy BO5).
- Denham's Corner roundabout improvements (policy BO6).
- Policy S12 – strategic footpath, cycleway and bridleway links

West End & Hedge End: Challenges and Opportunities

Challenges

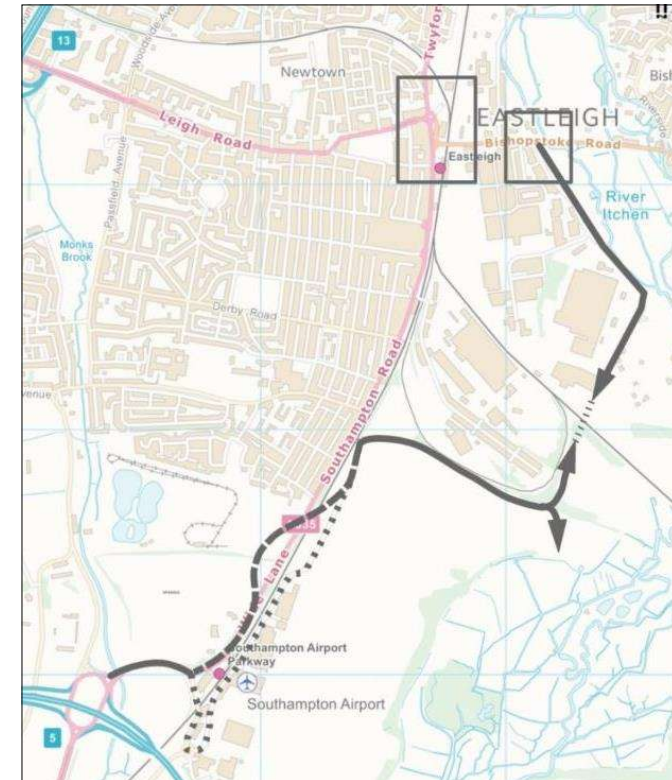
- Significant development in the Hedge End/West End/Botley area since 2011 when the census showed over a quarter lived and worked in the local area. The largest out-commuting flows were to Southampton (28%) and Winchester (14%).
- Housing forecasts for the area predict an additional 2,300 homes in the area by 2027 from 2021 levels.
- Corresponding population forecast of over 5,000 additional residents.
- Key development sites at Boorley Green and One Horton Heath, Hedge End Station which are currently in the vicinity of Level 4 settlements which offer few local facilities and amenities.
- Hedge End superstores are located on M27 junction 7 which is a key attractor of vehicle trips from the local area and further afield. It is connected to the local residential areas by footways and cycleways but lies outside easy active travel distances from much of the residential area.
- Hedge End village has a number of key amenities, including a secondary school, but these are remote from the new development sites.
- For many of the proposed new residential developments sites to the east of the Borough, Hedge End provides the closest rail station, but sustainable transport links are limited due to poor infrastructure.
- Half hourly bus services link Hedge End station to Southampton City Centre via Grange Park and the superstores, with regular buses also joining Hedge End to Eastleigh and Southampton.

Opportunities/Proposals

- Adopted Eastleigh LCWIP
- Section 106 contributions from new and upcoming development.
- Hedge End Railway Station – potential improvements to station and new accessible footbridge.
- Proposed new road south of Hedge End bypassing Sundays Hill junction.
- Potential new road south of Hedge End linking Sundays Hill bypass with St John's Road.
- Bubb Lane – Burnetts Lane Link Road – potential new road linking Chalcroft Business Park to new development.
- Proposed improvements at Maypole Roundabout.
- Policy S12 – strategic footpath, cycleway and bridleway links

Chickenhall Lane Link Road

- Plans for an employment development near the Southampton Airport/Eastleigh railway works/Chickenhall Lane area of Eastleigh have been proposed in one form or another for the past three decades, most recently through the Solent Freeport proposals for part of the Navigator Quarter site.
- The comprehensive approach to development & regeneration has been linked historically to the delivery of a new through route known as the Chickenhall Lane Link Road (CLLR), from junction 5 of the M27 to the B3037 Bishopstoke Road.
- The B3037 and A335 in Eastleigh town centre have been declared an Air Quality Management Area (AQMA).
- As well as opening land at Southampton Airport for employment development, the CLLR would also perform the role of a south-eastern bypass for Eastleigh town and help alleviate traffic and air quality problems on these routes.
- The delivery of the CLLR is challenging and at today's prices is likely to cost in excess of £170m. The County Council does not have any funding available to deliver the CLLR and would require others to fund and promote the scheme.
- In view of the complexity, Hampshire County Council has promoted a 'Flexible & Phased' approach to scheme delivery, recognising that varying land interests and high scheme cost may make delivery as one single scheme impractical.
- It is also recognised that in view of these complexities and high costs, other alternative options to deliver against the overall objectives maybe need to be considered.



Transforming Cities Fund

Overview

- £57m of funding has been allocated from the DfT Transforming Cities Fund (TCF) to the Southampton City Region.

Southampton City Region TCF Schemes in the borough include:

- Eastleigh Town Centre Cycle Route.
- Bursledon Road Cycle Link.
- A27 Providence Hill Cycle Link.
- Bishopstoke Road - Eastleigh (West End) Bus Priority.
- Airport Parkway Travel Hub.
- Eastleigh Travel Hub.
- Improved Bus Stops & Real Time Information.
- Hut Hill - Chilworth Cycleway : Completed.

Eastleigh	
1	Eastleigh Town Centre cycle route (from Southampton Parkway to Eastleigh Town Centre). Modal filters, signage and crossing facilities to provide a cycle route from Southampton Parkway to Eastleigh Town Centre.
2	Bishopstoke Rd, Eastleigh (western end) – bus priority. The provision of bus lane, signal priority from Riverside Junction to Chickenhall Lane Junction.
3	Airport Parkway travel hub – the provision of travel information and interchange at the Airport Parkway site to ensure integration between modes and improve journey efficiency and journey planning.
4	Eastleigh Mobility Hub – a Local Mobility Hub (LMH) will be a single place where a range of mobility options, services and facilities are available in a convenient location. They provide the opportunity for people who do not have access to their own car or only have access to one vehicle. They can also be used by those that want to make cleaner trips using an electric vehicle, bike or cargo bike for work, business or leisure.
5	Improved bus stops with real time information. Super and enhanced stops are proposed along the corridors to improve passengers' experience, waiting facilities and information supplied. Potentially the opportunity for micro consolidation, e-bikes, retail lockers/offers.
Bursledon	
1	Bursledon Road cycle link – improving existing provision for cyclists and enabling connectivity and joining up routes within the developing cycling network.
2	A27 Providence Hill cycle link – improving existing provision for cyclists and enabling connectivity and joining up routes within the developing cycling network.
3	Improved bus stops with real time information. Super and enhanced stops are proposed along the corridors to improve passengers' experience, waiting facilities and information supplied. Potentially the opportunity for micro consolidation, e-bikes, retail lockers/offers.

Transforming Cities Fund: Chandler's Ford to Southampton Corridor

- The Chandler's Ford to Southampton Corridor connects the centre of Southampton with Chandler's Ford via Chilworth.
- The completed Hut Hill Scheme forms part of this corridor. A 3m wide shared use cycle/footway was installed along the southern section of Bournemouth Road and Winchester Road, linking Chandler's Ford with Chilworth, and onwards towards Shirley and the Avenue in Southampton.



TCF Corridor 4

Chandlers Ford to Southampton – £2.9m	
5	<p>SCN5 Chilworth-Southampton Cycle Route</p> <p>Continue SCN5 segregated cycle route along The Avenue and onto Burgess Avenue</p> <p>Making it easier for people cycling to get around the Chilworth Roundabout roundabout linking to the shared use route north to Chilworth and Chandler's Ford</p>
6	<p>A33/A35 The Avenue/Burgess Road Junction</p> <p>Changes to improve crossing points for people walking and cycling, and bus priority</p>

Transforming Cities Fund: Bishopstoke to Southampton

- This corridor connects Southampton city centre with Swaythling, Eastleigh and Bishopstoke.
- The [Southampton Airport Parkway Travel Hub](#), [Eastleigh Travel Hub](#) and Bishopstoke-Southampton Rapid Bus schemes are located within the Eastleigh Borough.
- A mobility hub offers a combination of cycle hire/cargo bikes, e-car club vehicles and e-scooters in addition to high quality cycle parking and access to public transport services for the local urban community.
- Preliminary design work is ongoing for these hubs, with further stakeholder and public engagement events to follow.



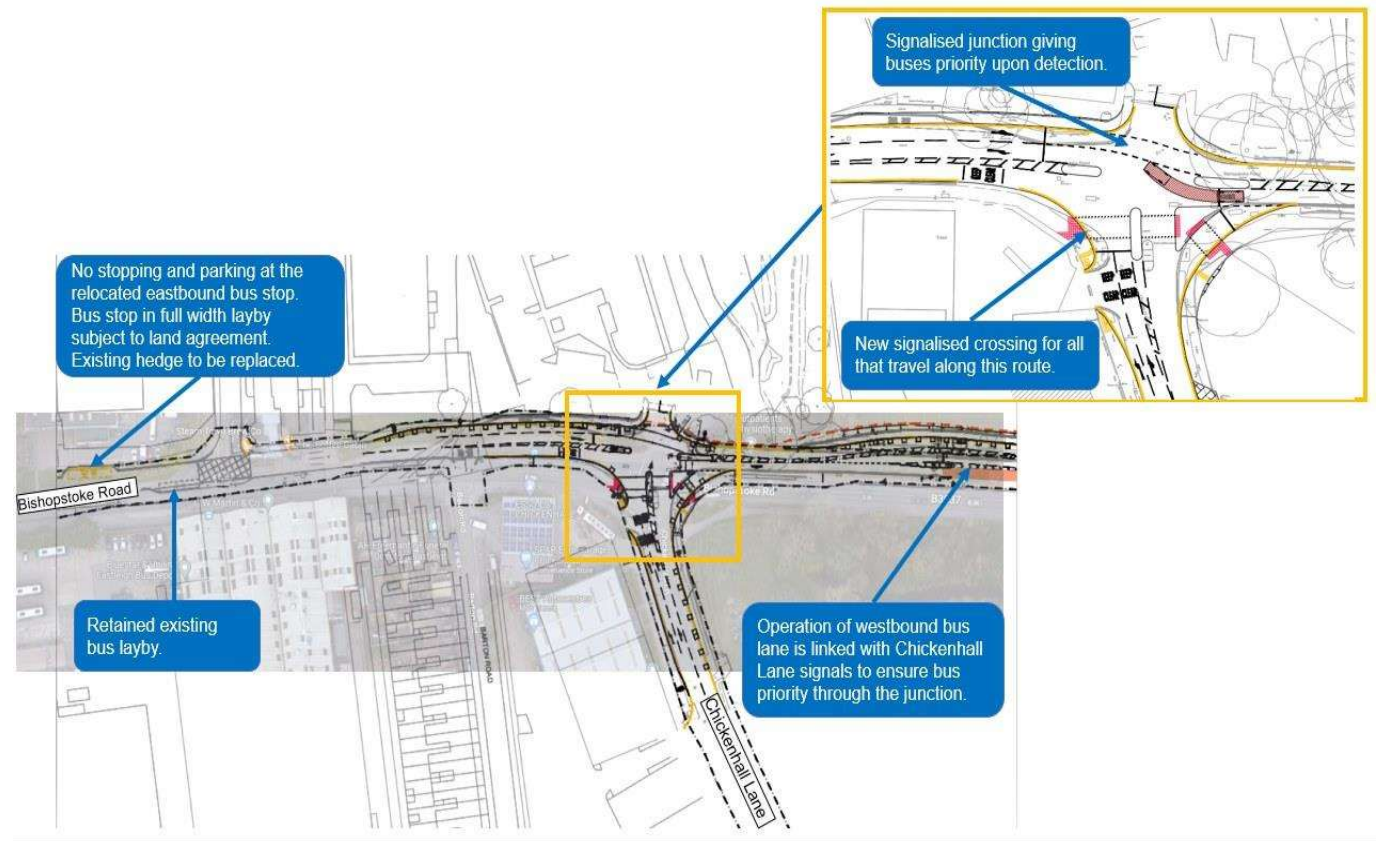
TCF Corridor 5

Eastleigh to Southampton – £18.1m		
7	SCN6 Eastleigh-Southampton Cycle Route	<ul style="list-style-type: none"> Network of quieter cycle routes between The Avenue and Bevois Valley Road Off-road shared use cycle route along Bevois Valley Road Cycle Segregated route along Portswood Road from Lodge Road to Swaythling Cycle lanes on Stoneham Lane from Bassett Green Road to M27 Network of quieter cycle routes in Eastleigh between Southampton Road and Leigh Road
8	Portswood Local Mobility Hub	In Portswood District Centre a place for click & collect, accessing shared e-mobility (bikes, cargo bikes, scooters, vans), and the bus
9	St Denys Active Travel Zone	Working with the community to develop a range of schemes to shape the St Denys area so it is easier to walk and cycle
10	St Denys Road Rapid Bus	Bus priority on St Denys Road from Cobden Bridge to Portswood
11	A335 Smart Technology Corridor	<ul style="list-style-type: none"> Changes to the Thomas Lewis Way/St Denys Road junction to support buses and people cycling across on St Denys Road Signal technology to improve the operation of the traffic lights on junctions along Thomas Lewis Way
12	Wessex Lane	Active travel and streetscape improvements on Wessex Lane between (and including) Woodmill Lane and Wide Lane
13	Southampton Airport Parkway Travel Hub	Local travel options, included shared e-mobility, from Southampton Airport Parkway station
14	Eastleigh Local Mobility Hub	In Eastleigh Town Centre a place for click & collect, accessing shared e-mobility (bikes, cargo bikes, scooters, vans), and the bus
15	Bishopstoke-Southampton Rapid Bus	<ul style="list-style-type: none"> Providing bus priority in traffic signals and bus only sections of Portswood Road Providing bus priority and bus passenger facilities on High Road Bus lane on Bishopstoke Road from Bishopstoke towards Eastleigh and other bus priority Improving waiting and real-time information facilities for people using the bus including new larger bus stops in Portswood, Swaythling and Eastleigh

Transforming Cities Fund: Bishopstoke Road Improvements

- The aim of this scheme is to improve reliability, and reduce the journey times, of bus services for those travelling between Southampton and Eastleigh.
- The Bishopstoke Road corridor connects the centre of Eastleigh to the Bishopstoke and Fair Oak areas, and onwards travel to and from Southampton.
- This scheme will deliver infrastructure improvements to provide priority to buses at Riverside and Chickenhall junctions and offer a length of bus-only lane between the two junctions. It will also offer improved facilities for waiting passengers and real-time information facilities including enhanced bus stops.
- A link to the design proposals is available below.

[Bishopstoke Road Improvements Design Proposals Plan](#)



Section 1 Design Proposal for Bishopstoke Road

Rail : Solent Area Connectivity Study

The [Solent Area Connectivity Study](#) outlines a number of investment choices to be taken forward to the Rail Network Enhancements Pipeline (RNEP):

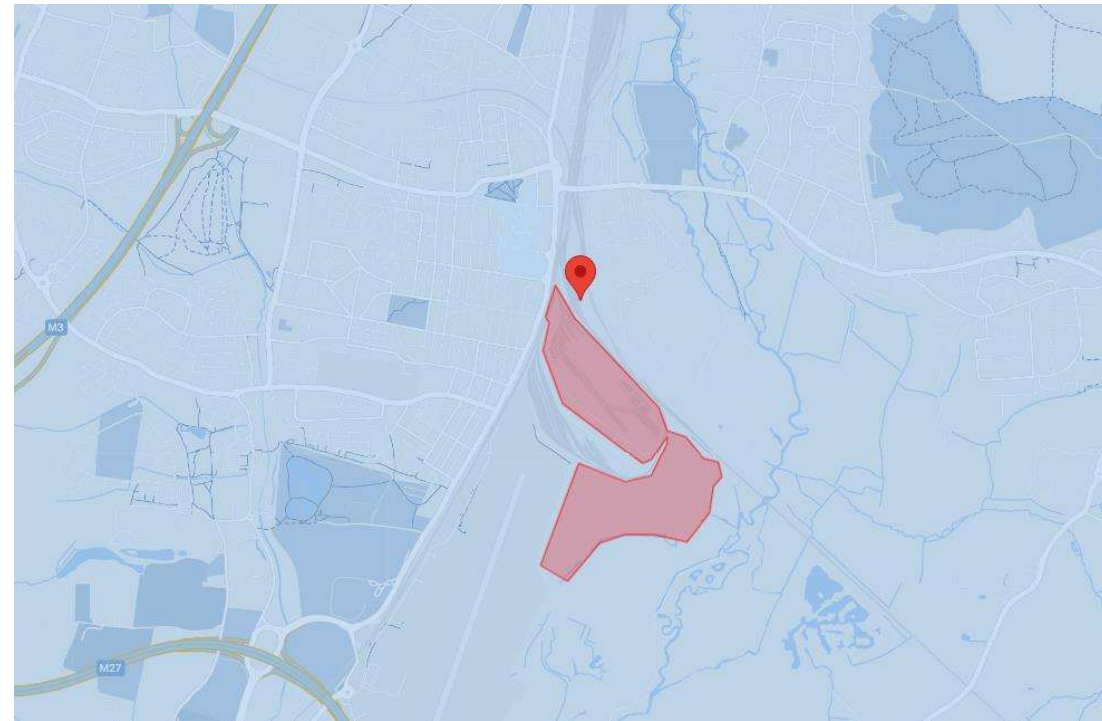
- Double tracking of the Botley Line to increase capacity.
- Eastleigh Chord : Alteration of signalling for Platform 1 at Eastleigh to enable operation as a bidirectional platform, and associated layout/crossover changes. This would improve flexibility in the Eastleigh area and allow for greater use of the relatively lightly-used Platform 1 by southbound trains from Chandlers' Ford.
- Conversion of the current bay platform at Fareham, Platform 2, into a through platform to provide a passing opportunity at Fareham, thereby improving timetabling flexibility and resilience.
- Partnership working with Transport for the South East's (TfSE) Outer Orbital Area Study (e.g., line speed improvements, consistent spacing of train services, train capacity increases, West Coastway Study recommendations).



Towards a Multi-Modal Transport Strategy for Eastleigh

Southampton Freeport

- In March 2021, the Solent Local Enterprise Partnership's (LEP) bid for a Freeport in the Solent area was approved by central government. The Freeport consists of a number of sites across the Solent area including Southampton Airport.
- The Freeport is estimated to bring in around £2 billion in new investment and create around 50,000 jobs for the Solent area.
- Two parcels of land have been identified to the north and east of the runway at Southampton Airport, consisting of a science park, high-tech office and light industrial space and warehousing.
- The proximity to rail and air transport services were a key factor in the decision to site the Freeport in this location, along with the plans to extend the runway length which will allow for better airport connections.
- Further information about the Freeport can be found on the website below.



Credit: solentfreeport.com

[The UK's Global Gateway - Solent Freeport](#)