

# Appendix 4 – Record of the Stakeholder Engagement Workshop

A multi-disciplinary issues identification workshop was held in June 2023 with officers from HCC and EBC and representatives of local bus, rail, and airport operators. Problems were considered from the point of view of people using each mode of transport and are summarised in the table below.

### Transport issues identified during workshop by mode

Transport Mode	Issues Identified
Walking, wheeling or cycling	<p>Lack of continuity as network (including NCN2) varies in standard and is not joined up</p> <p>The PRow network is under-used</p> <p>Lack of segregation for cyclists where road network is unsuitable for shared use</p> <p>Lack of priority for cyclists at junctions</p> <p>Safety concerns for pedestrians and cyclists using busy roads</p> <p>Severance due to the motorway and railway lines including pinch points at rail bridges</p> <p>Poor network visibility with poor directional signage and lack of route identifiers</p> <p>Lack of maintenance of infrastructure including cutting back of vegetation</p> <p>Lack of cycle and e-bike parking in key destinations such as Eastleigh town centre</p> <p>Poor environment for pedestrians in some built-up areas</p> <p>Air quality and noise issues affecting people walking and cycling</p> <p>Lack of available road space limits scope for public realm improvements</p>
Bus	<p>Infrequent services on secondary bus routes and a lack of evening services</p> <p>Lack of connectivity with a lack of co-ordination between services and poor links between Eastleigh and Winchester</p> <p>Slow journey times and lack of reliability due to a lack of bus priority leading to buses being affected by congestion and parking</p> <p>Poor passenger information including a lack of high-quality, up-to-date information at bus stops, out-of-date bus maps, limited real-time information availability, complicated ticketing systems and limited use of available travel applications.</p> <p>Air quality concerns around particulate emissions (PM2.5) from diesel buses</p> <p>Bus services provided for new developments often start too late and new residents have already started to become car-dependent and support for services may cease when the initial period of developer funding comes an end</p>
Train	<p>High cost and poor reliability</p> <p>Poor connectivity at Eastleigh station, especially to/from Chandler's Ford</p> <p>Fast London trains do not stop at Eastleigh station often leading to extended journey times and journeys requiring a change of train</p> <p>Lack of 15 minute "turn up and go" services to Southampton and Portsmouth</p> <p>Poor accessibility to stations with some rural stations being remote from district centres and having perceived poor personal security</p> <p>Lack of high-quality, up-to-date information about onward bus services at railway stations</p>
Car or motorcycle	<p>Congestion leading to longer and unreliable journey times on key arterial routes, at railway bridges and on routes with limited capacity such as Hamble Lane</p> <p>New developments designed with a lack of electric vehicle charging points, especially outside Eastleigh town centre, and with too much available parking making driving the easiest mode choice</p>

	<p>Road maintenance delays leading to the poor condition of some roads</p> <p>Parking problems and a lack of park and ride facility on the outskirts of Eastleigh</p> <p>Town centre parking causing congestion</p>
Freight and deliveries	<p>HGV routes pass along Bishopstoke Road and through Eastleigh town centre creating noise and emissions from diesel engines along with safety concerns</p> <p>Lack of overnight parking or rest areas for freight drivers</p> <p>There has been a big increase in home deliveries and there is a lack of loading facilities for town centre shops and a lack of distribution centres or delivery hubs</p>

Key challenges for Eastleigh’s transport system were identified as set out in the table below.

### Key challenges for Eastleigh’s transport system identified during workshop

Key Challenge	Details
Reducing carbon emissions to net zero	There is an urgent “need to decarbonise transport” – i.e. to reduce transport’s production of the carbon dioxide and other emissions that are causing global warming and climate change, and to meet local and national targets for carbon net zero by 2050
Supporting and stimulating the local economy	Congestion is bad for the economy and needs to be addressed as the local economy needs a reliable and efficient transport system that gets people and goods to where they need to be. Streets dominated by traffic can make shopping centres unwelcoming and improvements to the public realm can help support the local economy
Improving people’s health and quality of life	Air quality is a threat to public health, especially in AQMAs. Inactive lifestyles contribute to obesity. Reducing motor vehicle traffic and increasing walking and cycling can improve public health and wellbeing
Protecting and enhancing the built and natural environment	Roads and traffic can have a big impact on the local environment – on noise, air and water quality, biodiversity, and visual intrusion. Traffic reduction and sensitive design of improvements can protect and enhance the environment and improve people’s enjoyment of it
Planning for new development	The potential scale of new development and the associated population increase is a major challenge. Low-density housing development tends to be car-oriented, and this needs to change with new development in places with good public transport links and good pedestrian and cycle access from the outset. This is likely to mean higher density development on brown-field sites
Finance and delivery of improvements	The delivery of the Strategy will be managed jointly by HCC and EBC, in conjunction with key partners, stakeholders and delivery agencies. Whilst the financing of improvements remains challenging within existing budgetary constraints and it is important to minimise ongoing revenue liability in particular, there are a number of potential funding sources available that will be explored