

# Eastleigh Transport Strategy

September 2025

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# Introduction

Hampshire County Council (HCC) as the Highway and Transport Authority for Eastleigh Borough has developed this Transport Strategy which sets out our priorities for transport improvements in the borough up to 2050. The Strategy has been developed in collaboration with Eastleigh Borough Council (EBC). The data and stakeholder engagement work that underpins the development of this Strategy can be found in the accompanying documents in the appendices.

## Why is it needed?

In 2024, the County Council adopted a Local Transport Plan (LTP4) that forms the primary transport policy document for the County of Hampshire. It sets out a vision for our transport system and how it will shape the way people travel in Hampshire between now and 2050. The key objective of the LTP4 is to create genuine travel choices by improving public transport services and creating safe and attractive places to walk and cycle.

LTP4 sets the policy framework and proposes area-based transport strategies to look in depth at locations where there is significant development and growth pressure, or where there are particularly difficult transport challenges that need solving. Eastleigh borough has been prioritised due to the level of development and growth that is proposed or underway, as well as the need to tackle the existing transport issues affecting the borough.

Hampshire County Council and Eastleigh Borough Council both declared a climate emergency in 2019, acknowledging the urgent need to reduce carbon emissions and lessen the impacts of climate change. Transport is one of the largest sources of Hampshire's carbon emissions and unlike other sources such as power generation, transport emissions are not reducing fast enough. The Government has also set a target to achieve net zero carbon emissions by 2050, and local transport authorities such as the County Council are required to develop a Local Transport Plan showing how they will help to achieve this target.

The Department for Transport (DfT) forecasts that if we carry on as we are, UK traffic will grow by 22% between now and 2060<sup>1</sup>. The stark reality is that our streets and towns do not have the space to accommodate this growth, we can't deliver increased capacity on that scale, and even if we could, it would create unhealthy places to live.

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<sup>1</sup> [National Road Traffic Projections 2022](#)

# What is proposed?

This Strategy outlines how the vision, principles and policies set out in the LTP4 will be applied to tackle the key transport challenges and issues, as well as to capitalise on opportunities within the borough.

This Strategy considers all forms of surface transport in the borough – walking and wheeling (using a wheelchair or mobility scooter), cycling, road and rail – and identifies appropriate interventions and schemes in different locations. It also includes where appropriate, interchange with air travel, ferry and other road users.

As well as proposing borough-wide transport measures, the Strategy is geographically aligned to the Eastleigh Borough Local Area Committee (LAC) structure, with action plans that form the basis for the future pipeline of schemes and studies to be delivered for each area.

## Devolution and Local Government Reorganisation

In December 2024, the Ministry of Housing, Communities and Local Government presented the [English Devolution White Paper](#) to Parliament which set out central Government's plans for Devolution and Local Government Reorganisation (LGR). These two initiatives will significantly change how local government functions are delivered, planned and governed in future, including strategic transport plans such as the Eastleigh Transport Strategy.

However, until new unitary local government and mayoral authorities are in place, the County Council remains the Local Transport Authority for Hampshire and must continue to deliver strategic plans as well as the day-to-day operations on our highway network. It will also take some time for the new mayoral authorities to produce updated strategic transport plans once they are up and running, during which opportunities to improve the transport network may be missed should existing plans become outdated.

The County Council expects that this document will not only set the priorities for transport improvements within the borough for years to come but will also inform any transport strategies covering the borough area which are adopted by the future mayoral authority and unitary authority.

# Policy Context and Background

As well as responding to local transport challenges, the Eastleigh Transport Strategy aligns with existing local and national policies and plans. This joined-up approach means that delivering the Strategy will also help EBC, Hampshire County Council, neighbouring authorities such as Southampton City Council (SCC) and central Government to deliver their wider strategic objectives in an efficient and effective way. It may also make it easier to secure funding for projects identified in the strategy.

The key national, regional and local policies and strategies that have informed this Strategy are listed below with further details found in the evidence review in the appendices:

## National

- [Decarbonising Transport Plan](#)
- [Clean Air Strategy](#)
- [National Planning Policy Framework \(NPPF\)](#)
- [The Inclusive Transport Strategy](#)
- [National Design Guide](#)
- [Gear Change – Vision for Walking and Cycling](#)
- [Cycling and Walking Investment Strategy](#)
- [Bus Back Better](#)
- [Road Investment Strategy](#)
- [Road to Zero](#)

## Regional

- [Transport for South East \(TfSE\) Transport Strategy 2020](#)
- [TfSE Strategic Investment Plan](#)
- [Solent Transport Prospectus](#)
- [Solent Freight Strategy](#)
- [Southampton Transport Strategy 2040 – Connected Southampton](#)

## County

- [Hampshire Local Transport Plan \(LTP4\) 2024](#)
- [The HCC Climate Change Strategy \(2020 – 2025\)](#)
- [Hampshire 2050 Vision](#)
- [Hampshire Public Health Strategy](#)
- [Hampshire Economic Strategy](#)
- [Hampshire Bus Service Improvement Plan \(BSIP\)](#)
- [Hampshire Electric Vehicle Charging Strategy](#)

## Borough

- [Eastleigh Local Walking and Cycling Infrastructure Plan \(LCWIP\)](#)
- [Eastleigh Local Plan \(2016 – 2036\)](#)
- [Eastleigh Local Plan Review – Issues and Options Consultation 2024](#)
- [EBC Corporate Plan 2023-2026](#)
- [EBC Air Quality Action Plan 2020-2025](#)
- [EBC Climate Change and Environmental Strategy 2020](#)
- [EBC Climate Emergency Interim Action Plan](#)
- [EBC Walking and Cycling Strategy](#)

# Eastleigh Borough Council's Local Plan Review

Eastleigh Borough Council is currently reviewing its Local Plan and where it allocates land for future development with the intention of adopting a revised plan in 2029.

The Eastleigh Transport Strategy seeks to inform the EBC Local Plan Review by defining and enabling sustainable development in transport terms.

The LTP4 evidence base has shown there is a need for a more integrated approach to land use and transport planning. It also highlights that some critical main roads are full of traffic at peak times. We do not have the opportunity to increase road capacity, meaning that to achieve sustainable growth there will need to be a shift in the way residents and business travel around with more people using public transport, walking and cycling.

The County Council's LTP4 sets guiding principles of widening the choice of transport modes and putting the needs of people and place first. It evidenced that traffic levels need to reduce by 10% to achieve climate change commitments. It also says the County Council will seek to be involved at an earlier stage in Local Plan drafting.

## Borough Context

### Eastleigh Borough Characteristics

Eastleigh borough covers an area of 80 square kilometres to the north and east of the City of Southampton and borders the districts of Test Valley to the west, Winchester to the north, and Fareham to the east. The 2021 Census states that the population of the borough is 136,500 which has grown 9% since the 2011 Census.

The main town and administrative centre of the borough is Eastleigh which has a population of about 31,000. However, the borough also has two other significant urban centres at Chandler's Ford and Hedge End, with smaller but sizeable

settlements at Bishopstoke, Fair Oak, Horton Heath, West End, Bursledon, Botley, Hamble and Netley. Major development is underway at Boorley Green and Horton Heath resulting in the significant expansion of these two settlements.

The borough also has areas of countryside between Eastleigh and Hedge End, as well as the areas bordering Winchester district and Fareham borough. Major trip generators include the internationally renowned sailing venues on the River Hamble, a national and international cricketing venue at the Utilita Bowl and Southampton International Airport. Eastleigh and Chandler’s Ford have several large and significant business parks and industrial estates, whilst Hedge End is home to large out of town retail parks located in close proximity to the M27 junctions.

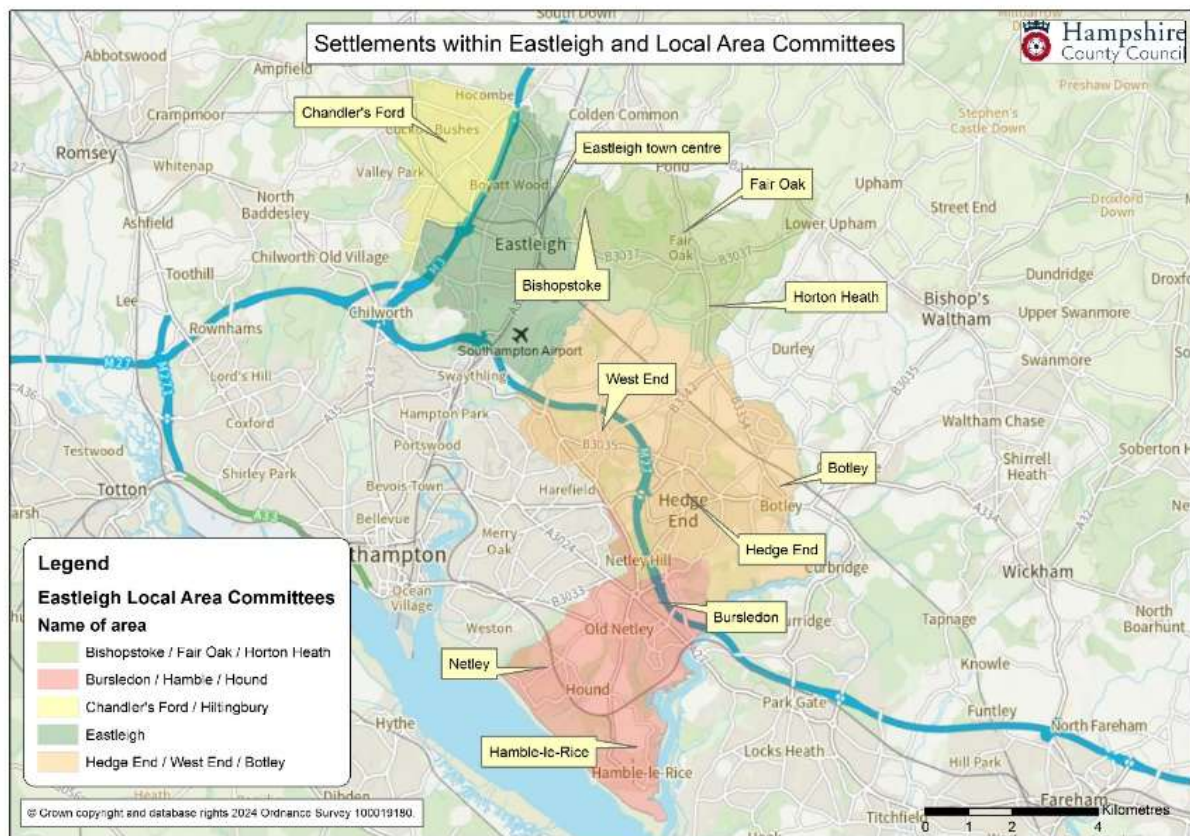


Figure 1: Map showing the Eastleigh Borough and Neighbouring Districts

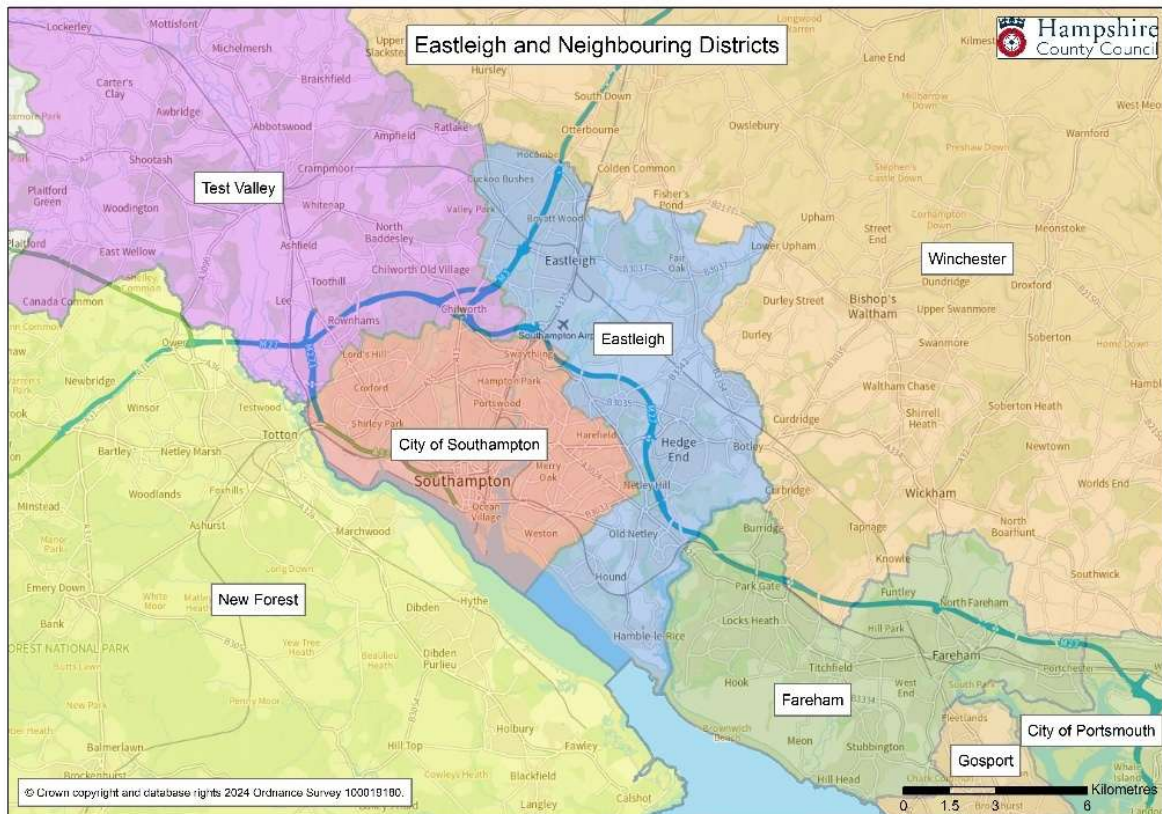


Figure 2: Map showing the Eastleigh Borough and Local Areas

According to the 2021 Census, the average population density in the borough was 17.2 persons per hectare, increasing from 15.7 persons per hectare in the 2011 Census. By comparison, Southampton has a recorded population density of 49.9 persons per hectare and Fareham borough of 15.4 persons per hectare. For administrative purposes, the borough is divided into five local areas. Each area has an EBC Local Area Committee (LAC) that has been given devolved powers on many issues and which determines planning applications. There are 12 civil parishes including the recently created parishes of Boyatt Wood and Eastleigh. Further details of the characteristics of the borough and transport context can be found in Appendix 3.

## **Transport and travel in the borough**

Eastleigh borough surrounds the City of Southampton on two sides, and the proximity of the city heavily influences transport patterns within the borough. Eastleigh lies firmly within the Southampton travel to work area with a very significant proportion of the population travelling to work in Southampton.

There are good walking and wheeling networks in the urban areas of the borough, with pavements alongside most roads, but only limited pedestrian priority and incohesive routes between settlements. Walking and wheeling opportunities are further limited by main roads with fast and heavy traffic flows and infrequent crossing facilities.

Eastleigh borough is ideally suited to cycling for short and medium length journeys, and there is high potential for improvements within urban areas and between settlements to improve the environment for people cycling. However, the cycling network within the borough is currently fragmented, with inconsistent provision of dedicated cycling infrastructure.

The highway network experiences peak period congestion, particularly at motorway junctions and on the limited number of connections between Eastleigh town centre and the areas to its east. The borough also experiences a significant number of through movements due to both its proximity to the City of Southampton and the availability of several alternative routes for traffic when there is congestion on the motorway.

Rail stations in the north of the borough are well served by frequent services to key urban areas such as Southampton, Portsmouth, Winchester and London. Rail stations in the Hamble peninsula, however, are less well served with fewer services to Southampton and Portsmouth only. There are also bus corridors which connect Eastleigh town, Hedge End, West End, Fair Oak, Bishopstoke and Chandlers Ford with Southampton and Winchester. However, due to a lack of bus priority measures, buses are frequently delayed in the same congestion as other road users and so they are not meeting their full potential.

A more detailed review of the transport and travel context in the Borough of Eastleigh is set out in Appendix 3.

## **Transport Constraints**

The location of the borough means that there are several geographical and physical features that constrain movement between different areas. The presence of motorways, railway lines, protected habitats and landscapes and rivers mean settlements are severed from adjacent areas with limited routes between them. The routes that cross these barriers are bottlenecks to movement in and out of the different areas.

Key examples of geographical or physical constraints in the borough include:

- The position of Hamble-Le-Rice on a peninsular between the Hamble and Itchen rivers. See the 'Strategic Transport Network Issues and Proposals' section for further details on Hamble Lane.
- The M27 motorway for movement north from West End, Hamble, Netley and Bursledon to Hedge End and the rest of the borough.
- The M3 Motorway between Eastleigh and Chandler's Ford.
- The Salisbury to Eastleigh railway line through Chandlers Ford.
- The London to Southampton railway line parallel to the A335.
- The Eastleigh to Fareham railway line running southeast from Eastleigh to the north of Hedge End and Botley.
- Rivers such as the Itchen and Hamble.
- Southampton Airport, due to the size of the airport, as well as restrictions on building heights and land use in the safety zone around it.

Building new road capacity presents difficult engineering challenges often involving the purchase and demolition of buildings or damage to protected landscapes which effectively rules out road building and widening as a solution in all but a few locations. The cost of overcoming these constraints typically outweighs whatever benefits might be seen from these schemes. Additionally, analysis undertaken to test some road improvements shows that addressing one pinch point usually adds pressure to others and does very little to make the road network's performance better<sup>2</sup>. The bottom line is that it is not possible to build our way out of congestion in Eastleigh.

## LTP4 Background

In developing this Strategy, we have been guided by Hampshire's adopted Local Transport Plan (LTP4) vision, outcomes, themes and guiding principles. One of the main aims of this Strategy is to show how the LTP4 can be applied to the Eastleigh Borough. The LTP4 is adopted County Council policy and has already been through a consultation.

The following text has been adapted from the [LTP4 document](#).

### **LTP4 Vision**

The LTP4 vision summarises what we want Hampshire's transport system to look like by 2050:

*"A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment."*

### **LTP4 Themes and Outcomes**

To guide us towards our LTP4 vision, we have identified eight outcomes grouped under four key themes. The outcomes define what we are seeking to achieve and provide the focus for achieving the right solutions for Hampshire. They reflect the national, sub-national and local policy context, the current challenges for the status of our network, and other key drivers for change.

1. A carbon neutral, resilient Hampshire
  - a. Reduce transport related carbon emissions to net zero (neutrality) by 2050.
  - b. A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events.

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<sup>2</sup> [Latest evidence on induced travel demand: an evidence review](#)

2. Respect and protect Hampshire's environment
  - a. Improved air quality and less noise disturbance from transport.
  - b. A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain.
3. Thriving and prosperous places
  - a. Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing its emissions.
  - b. Support sustainable housing and employment growth and regeneration that positively supports our LTP4 vision.
4. Healthy, happy, inclusive lives
  - a. A network that supports and enables active travel and active lifestyles to improve our health and wellbeing.
  - b. A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire.

### **LTP4 Guiding Principles**

The County Council applies two guiding principles to everything we do to try to improve transport:

1. Give people a choice of high-quality travel options.
2. Provide a transport system that promotes high-quality, prosperous places and puts people first.

These are over-arching 'statements of intent' or 'courses of action' which will guide decision-making across all themes to ensure we deliver our LTP4 outcomes. They represent the changes we need to make in how we plan and deliver transport. They span the four outcome themes covering climate change, environment, economy, and health and society, influencing our approach for delivery in each of these core areas.

These principles are based on an approach to transport provision that delivers the interventions needed to achieve the agreed transport outcomes (sometimes referred to as a '**decide and provide**' or '**vision and validate**' approach). This differs from the 'predict and provide' approach of the past, which involved creating additional highway capacity to cater for predicted traffic growth. Inevitably this generates additional demand and leads to high dependency on car use.

This approach represents a shift away from planning for vehicles, towards **planning for people and places**. It seeks to provide a transport system which supports high quality and prosperous places and puts the needs of people first. Supporting documents such as the emerging **Road User Utility Framework** and **Movement and Place Framework** will identify the priorities for different parts of our network.

## **LTP4 Core Policies**

To deliver the LTP4 outcomes we have identified several core policies which are intended to determine how we plan and deliver all aspects of transport. These policies are closely aligned with the guiding principles and provide the fundamental 'rules' for how we act as the Highway Authority.

- Policy C1** – Putting people and places at the heart of our decisions
- Policy C2** – Efficient and sustainable movement of goods
- Policy C3** – Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)
- Policy C4** – Place climate change at the heart of decision-making
- Policy C5** – Support local living and reduce demands on transport
- Policy C6** – Encourage sustainable travel behaviour
- Policy C7** – A Safe Systems approach for Hampshire
- Policy C8** – Managing the harmful health effects of poor air quality and noise disturbance due to transport
- Policy C9** – Protecting the environment

These policies, outcomes and principles from the LTP4 have been used to prioritise the action plans in Appendix 5.

# Transport Issues and Problems

This Strategy will improve the borough's transport system by tackling existing and likely future problems. It also looks at how to capitalise on potential opportunities that may arise, such as new strategic developments or nationally significant infrastructure projects.

Engagement with key partners and stakeholders has informed the issues and problems identified in this section. These engagements have been supported through evidence gathering and analysis of transport issues.

In June 2023, a workshop was held with officers from the County Council and EBC and representatives of local bus, rail, and airport operators to identify issues, challenges and opportunities. These were considered from the point of view of people using each mode of transport and the points raised are fully covered in Appendix 4.

Further engagement activities were undertaken with internal teams and officers at the County Council, EBC and neighbouring authorities to inform the identification of Eastleigh specific transport issues, problems and challenges.

Each of the five EBC Local Area Committees (LACs) were engaged to obtain a sense-check that the challenges, issues and problems identified in the Strategy were appropriate. Feedback was also sought on emerging scheme proposals and interventions.

## Borough-wide Transport Issues and Problems

The following transport issues and problems were raised by stakeholders and/or identified through the evidence base studies as being consistent across the borough:

### **Active travel (walking, wheeling and cycling)**

- Limited route options due to railway lines, rivers, motorways and busy roads, which prevent ease of movement between and within key settlements.
- Poor accessibility and public spaces in town and local centres.
- Safety concerns due to dominance and speed of motor vehicles along with the lack of safe facilities for active travel users.

- Poor directional signage linking local centres, key destinations and public transport interchanges.
- Existing cycle infrastructure lacks coherence, is of poor quality in places, and needs upgrading to comply with latest design guidance.
- Need for new and improved active travel routes to schools to increase mode shift away from the private car.

### **Public transport**

- Journey times by bus are significantly longer than for equivalent journeys by car.
- Bus delays and unreliability due to traffic congestion, inconsiderate parking, lack of bus priority measures and enforcement on main corridors.
- Infrequent services on many bus routes and often a complete absence of evening and weekend services.
- Poor passenger infrastructure including a lack of shelters and real time information at bus stops.
- Bus services provided for new developments are often launched well after new residents have moved in and set their travel habits. These development-funded services are usually commercially unviable and cease to operate when dedicated developer funding ends.

### **Traffic flows and road network**

- High levels of car use amongst residents and external commuters.
- Increasing traffic congestion is leading to longer and unreliable journey times on key routes.
- High traffic flows, congestion and vehicle queuing resulting in poor air quality affecting local communities.
- Inconsiderate parking in town or local centres and on main roads causing highway congestion and safety issues.
- Availability of kerbside loading facilities in town centres and local centres resulting in unsafe parking activities.
- Issues with inconsiderate and dangerous parking in the vicinity of schools at drop-off and pick-up times.
- Pattern of collisions involving children and other vulnerable road users in the vicinity of schools.
- High volumes of HGVs on key routes through Eastleigh and Chandler's Ford town centres and on residential roads.
- Vehicle speed limits on certain roads may no longer be appropriate given new development and changes in use and activities.

In summary, a problem statement for the existing transport system in Eastleigh Borough is:

***The area suffers from a high level of through traffic and car dependency with geographical barriers, strategic road and railway lines funnelling traffic on local roads to key pinch points that are the cause of traffic congestion. This also causes delays to bus services and creates unpleasant environments to walk or cycle and results in unhealthy levels of airborne pollutants. There is a need for more housing to support growth but, without a step change in the approach to travel and movement, that growth will simply make the network worse than it is now.***

This generalised problem statement is replicated at a local scale within the geographies of each of the local committee areas. The 'Strategy Proposals' section sets out the interventions for each LAC area to address these problems.

There are also unresolved strategic transport issues within the borough that this Strategy addresses. These are set out below.

## **Strategic Transport Network Issues and Proposals**

### **Mass Rapid Transit (MRT)**

Many people within Eastleigh are currently reliant on their cars to get to work, school or the shops. Although public transport options do exist for some, particularly those who live close to railway stations or local centres, they are often slower than car travel and may not be frequent enough to rely on for daily use. A system of Mass Rapid Transit (MRT) to connect Eastleigh, Hedge End and Chandler's Ford with Southampton by high-frequency, high-capacity and fast public transport options will play a key role in the future of the transport network.

Strategies from Southampton City Council (the [Connected Southampton Transport Strategy](#)) and Solent Transport (the [Solent Transport Prospectus](#)) have identified strong potential to connect the Eastleigh borough with Southampton either through a light rail metro system or high-frequency bus routes, also known as Bus Rapid Transit (BRT). Figure 3 below shows the Solent Transport Prospectus diagram for future Active Travel, Connectivity and MRT schemes. Schemes are being progressed through the Transforming Cities Fund in both Southampton and Eastleigh to lay the groundwork for BRT, such as the Bishopstoke Road bus priority improvement scheme.

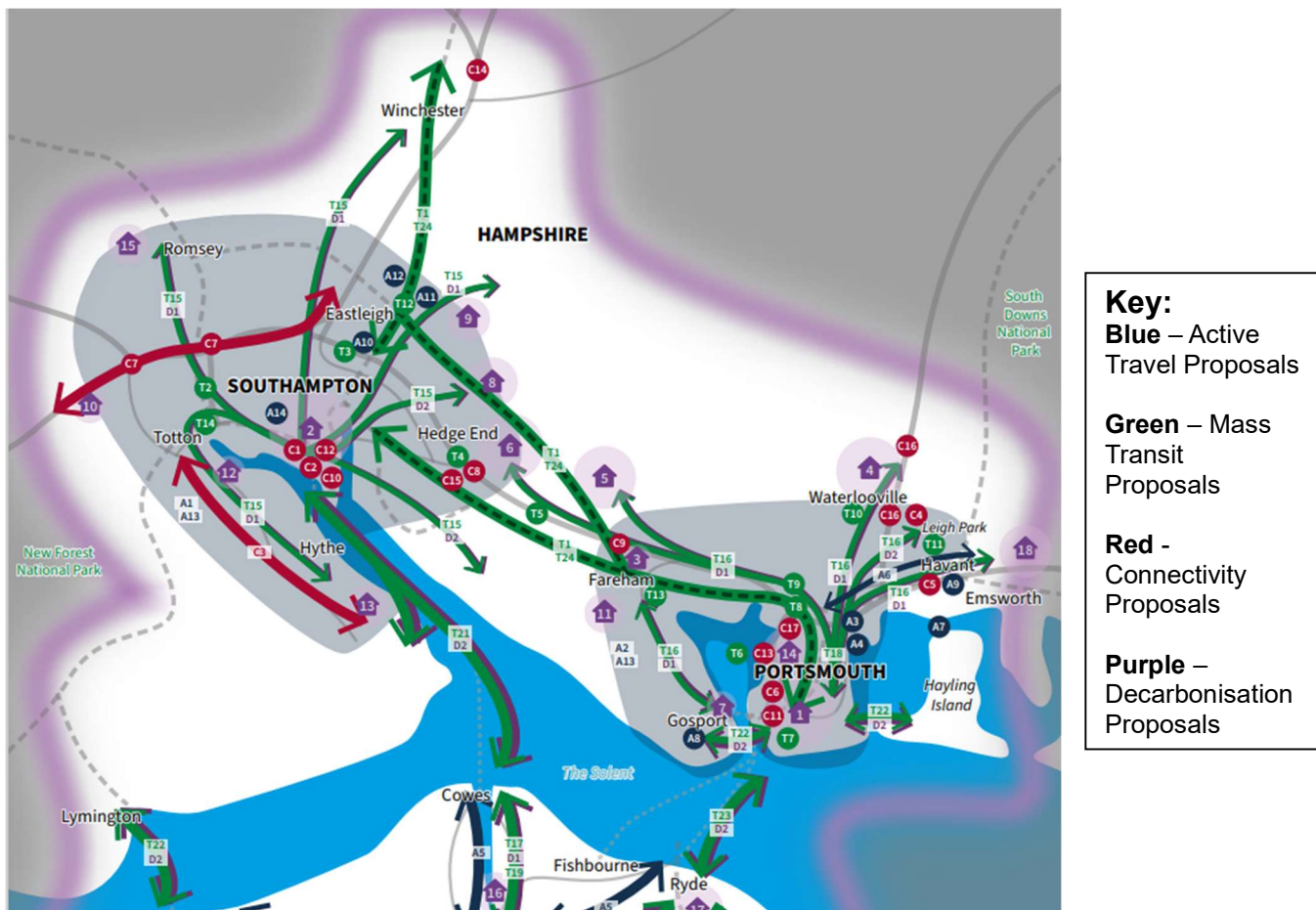


Figure 3: [Solent Transport Prospectus - "What we are planning - up to 2040"](#). Credit: Solent Transport

Hampshire County Council is actively engaged in the next phase of MRT development. This will take the form of defining the proposed MRT network, developing an economic case for MRT, and considering specific MRT feasibility for the Eastleigh town – Southampton corridor. Schemes which progress from the County Council’s Bus Service Improvement Programme (BSIP) will also be incorporated into an emerging MRT network across the borough. Additional elements required to achieve MRT connectivity between the Eastleigh borough and Southampton will be evaluated as and when funding becomes available.

The County Council’s ambition is for an MRT system within the Eastleigh borough that will be sufficiently fast, reliable and frequent to enable people to choose public transport for day-to-day activities.

## **Freeport Site and Chickenhall Lane Link Road**

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 several sites across the Solent area including at Southampton Airport.

Two parcels of land have been identified to the north and east of the runway at Southampton Airport, known as Navigator Quarter, comprising proposed industrial and business space. It is in this context that the County Council has re-examined the Chickenhall Lane Link Road (CLLR) proposals as part of the Eastleigh Transport Strategy.

The Chickenhall Lane Link Road has never been close to delivery due to its high cost (in the region of £200 million) and technical complexity. It has long been regarded as the solution to problems of traffic congestion and poor air quality in Eastleigh town centre as well as providing access to land allocated in the Local Plan for commercial development to the east and north of the airport.

It would be a link road requiring several bridges over railways, roads and rivers and has technical complexities related to environmental designations and drainage considerations for the River Itchen. Recent modelling suggests it would only make a limited difference to overall network delays, unless combined with other interventions across the network which will incur further costs.

Planning regulations and practices have evolved since the most recent CLLR designs were produced, and so a major redesign would likely be needed at significant expense. Environmental protections have become more strict and construction standards have increased to the extent that it is now not clear that the link road can be delivered without serious environmental impact.

Current national planning policy only requires new developments to meet the severe traffic impacts arising from the development proposals. It is likely that when development proposals come forward for the Navigator Quarter, they will consider a sequential approach considering first the transport measures that can provide sustainable access to the site and only then move on to consider those traffic measures strictly necessary to avoid a severe impact. In practice, the high costs associated with the road are now inhibiting the viability of employment growth rather than supporting it.

Hampshire County Council's established policy position on the scheme is that it may come forward in phases over a long timeline. The position has been based on the County Council not being the scheme promoter. Considering the work undertaken to develop this Strategy, even this staged delivery looks unlikely. This Strategy changes the current policy position to one which favours an alternate package of measures which we expect would be more deliverable, less costly and more effective.

The following is the alternate package of measures:

- Vehicular site access to be secured via the existing airport service road (Mitchell Way) and north of the Airport runway.
- Wide Lane bridge to be widened by removing footways so that two-way HGV traffic can be more safely accommodated. This would be delivered alongside:
  - Installation of a new walking and cycling bridge over the railway adjacent to the existing Wide Lane Bridge as the preferred active travel route to Wide Lane.
- An area strategy focused on encouraging a shift to sustainable modes of transport. This would involve a 'liveable neighbourhoods' focus, better bus services and enhanced walking and cycling infrastructure.
- Hampshire County Council would also recommend that the developer and Local Planning Authority consider carefully the type of land use and the trips that are generated when proposing site uses and approving them.

Further information on the CLLR proposals, impact and cost is included in Appendix 2.

**Summary – This Transport Strategy includes the alternative transport package to the Chickenhall Lane Link Road in the action plan.**

### **Hamble Lane and Peninsula Accessibility**

Traffic on the northern end of Hamble Lane is regularly congested at peak times which make journey times unreliable, long and frustrating for car drivers. This is particularly the case for people driving from the southern end of the peninsula, who travel along all the congested sections of Hamble Lane. Figure 4 below shows a congestion assessment for major roads within the Hamble Peninsula. Comparing the average speed of traffic to the speed limit allows us to represent motor vehicle congestion on the map, with red links showing greater congestion, and green lower congestion. Southern areas of Hamble Lane show less congestion, but the further north along Hamble Lane, the congestion gets worse until reaching the Windhover Roundabout.

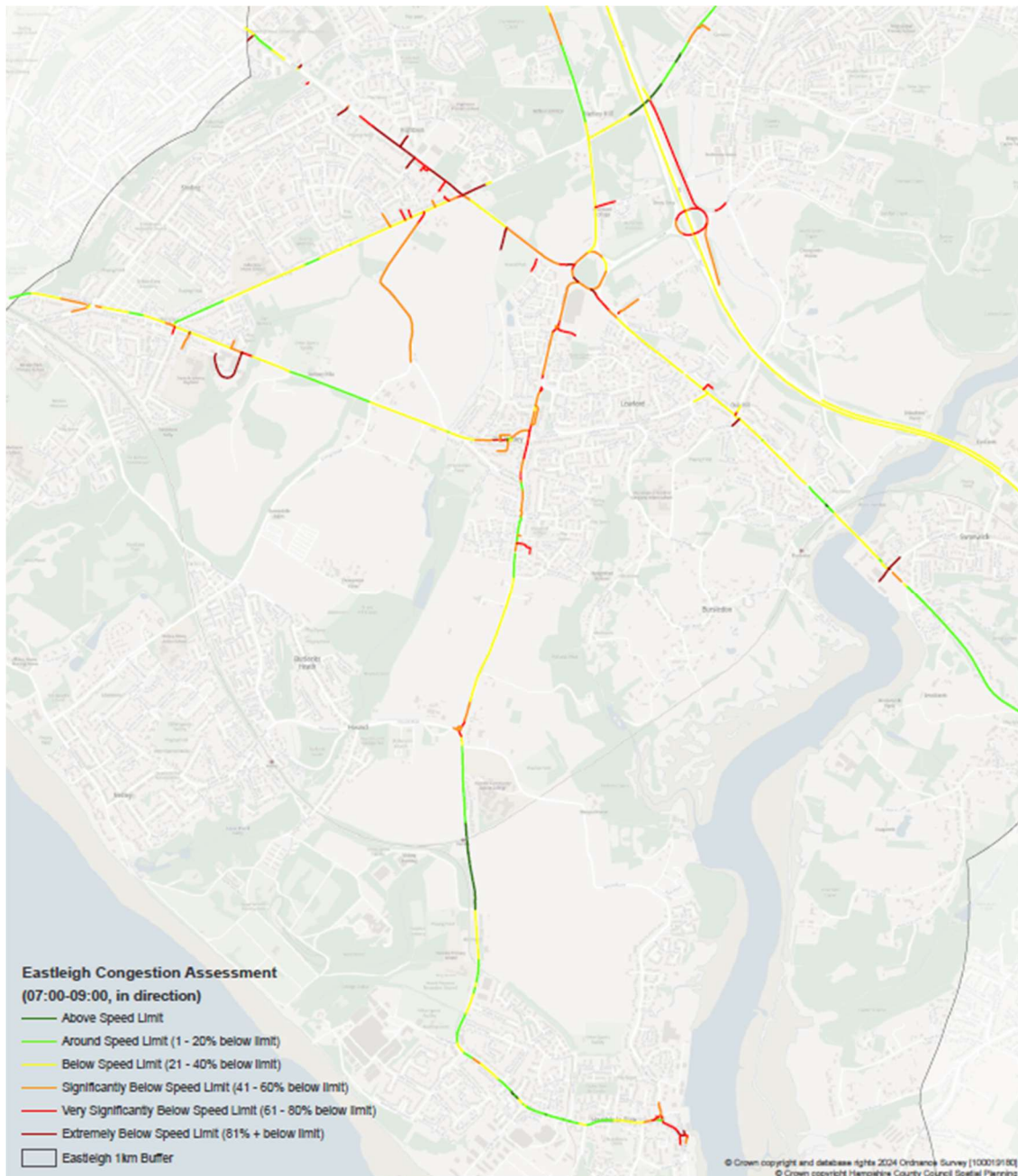


Figure 4: Congestion Assessment for Major Roads on the Hamble Peninsula

Over many decades, highway improvements have been made to try to maximise road capacity in the available space. This has been at the expense of quality space for pavements, cycle lanes or public realm, which in turn has exacerbated the problem by forcing people to use private vehicles to travel. The result is dysfunctional in transport terms and means no one, regardless of modes of transport (e.g. driving, walking or cycling) is getting a good level of service.

The 'method of travel to work' data from the 2001, 2011 and 2021 census for areas in the Hamble Peninsula adjacent to Hamble Lane shows this trend, as displayed in Figure 5 below. In 2001, 66.7% of people in the area drove to work. In 2011, that figure had increased to 70.7%. Although the percentage of people driving to work in the area had fallen to 51.8% in 2021, this was largely due to the increase in working

from home during the Covid-19 pandemic. Given that morning and afternoon peak traffic flows across the borough have returned to their pre-pandemic levels (see Appendix 1), it is likely that many people have resumed travelling to work by car.

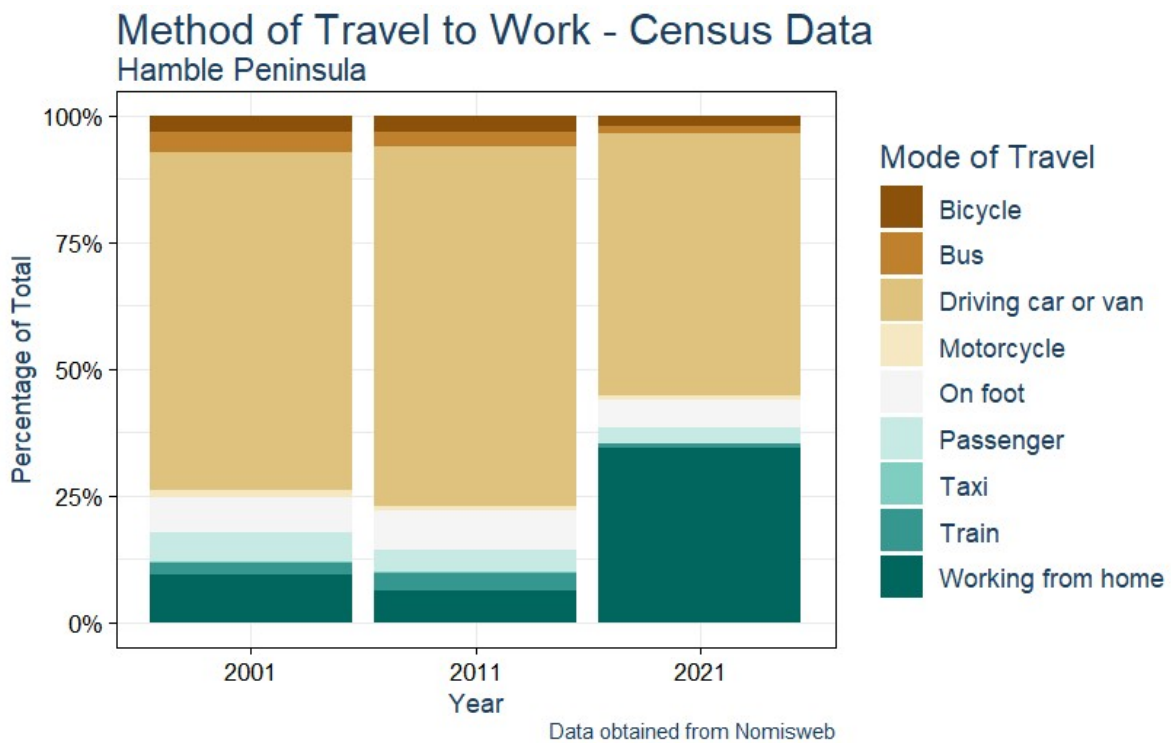


Figure 5: Travel to Work Census Data for the Hamble Peninsula

For many years, the solution to the problem of accessing the Hamble peninsula has been focused on highway capacity improvements including:

- The Hamble Lane north (between Portsmouth Road junction and Windhover roundabout) improvement scheme. See Figure 6 below for the scheme plan.
- The National Highways improvement scheme for M27 junction 8 and Windhover roundabout.



Figure 6: Plan of the Hamble Lane North Improvements Scheme that was previously consulted on

The National Highways M27 Junction 8 and Windhover Roundabout scheme was cancelled by central Government in October 2024. The scheme was deemed to be poor value for money and have limited economic benefits.

The Hamble Lane (north) improvement scheme was prioritised under a previous Government “Pinch Point” funding programme. That programme was abandoned, and the scheme remains largely unfunded. With the National Highways scheme at junction 8 and Windhover cancelled, the value for money and business case for the Hamble Lane scheme was also weakened. Recent history suggests a highway-

based capacity improvement is not going to happen and that an alternative plan is now needed to address access to the Hamble Peninsula.

This Strategy's approach is a community-oriented traffic management strategy aimed at enhancing the quality of life for residents along Hamble Lane and surrounding areas. By restricting motor vehicle flows at the junction with Portsmouth Road, this initiative will create a calmer, safer, and more pleasant environment for everyone.

Local communities stand to gain significantly from this proposal. Reduced through-traffic will help ease congestion, improve air quality, and create a more peaceful atmosphere. These changes will also create opportunities to enhance walking and cycling infrastructure, making it easier and more enjoyable for residents to choose active and sustainable travel options.

Additionally, if a bus gate were introduced as part of the plan, it could lead to faster and more reliable bus services between the peninsula and Southampton. This would benefit commuters, students, and anyone relying on public transport.

For those traveling from the west of Hamble Lane, Botley Road will serve as an alternative route, helping to balance traffic flow across the area while supporting the broader goal of a healthier, more connected community.

Currently this proposal is purely conceptual. Design work is required to confirm such a proposal is worthy of further consideration.

The list below shows examples of what a community-oriented traffic management strategy could look like:

- Improved bus connectivity and journey times to support the Southampton Mass Rapid Transit proposition - see the ['Mass Rapid Transit'](#) subsection for further information.
- Improved accessibility via Hamble, Netley and Bursledon railway stations through a package of measures to improve walking, cycling, bus and car parking to and at each station.
- Developed cycle routes and walking zones in line with the Eastleigh LCWIP.
- Developed public realm enhancement schemes based upon local centres that provide day to day services and facilities for local communities on the Hamble peninsula.

These measures, combined with improved rail service frequencies from Network Rail's emerging Solent Connectivity work, will greatly improve the public transport network offer on the peninsula. This approach offers bus and rail integration supported by a package of accessibility improvements.

**Summary – to support economic activity and access for existing residents on the Hamble peninsula, the alternative transport strategy (as outlined above) has been incorporated into this Transport Strategy and proposals primarily for highway improvements to Hamble Lane should be formally abandoned.**

## Eastleigh Town Centre

Eastleigh Town Centre is the main urban centre and origin and destination of many trips within the borough. It is an area that has good accessibility and excellent public transport links. As a relatively dense urban centre, it has great potential to benefit from active travel investments (see Figure 7 below). Consequently, it is the most sustainable location for intensification of land use in the borough and has the greatest propensity to achieve a shift to more sustainable modes amongst the existing population. However, roads to the town centre are busy, with some routes nearing their limit for handling traffic efficiently. As a result of this congestion, and the proximity of the motorway, there are significant air quality issues. Building more road capacity is not a solution because there is not enough free space to make the existing roads wider and this approach would be unlikely to improve air quality, and may in fact attract more traffic.

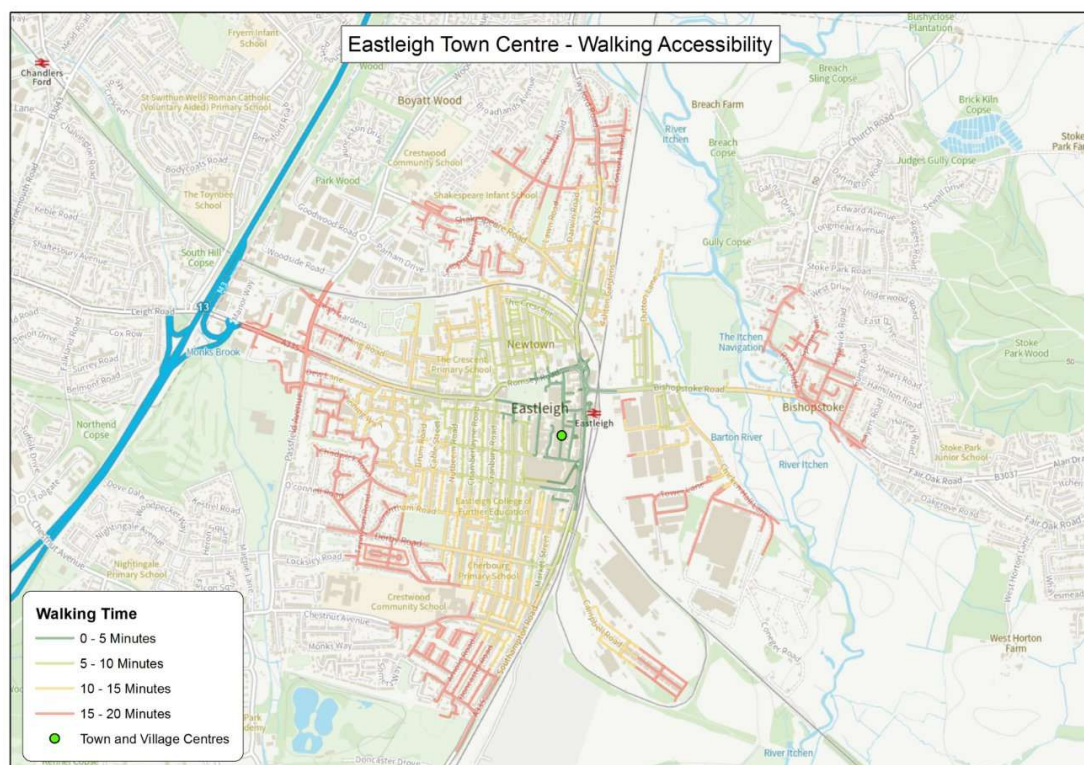


Figure 7: Eastleigh Town Centre Walking Accessibility

This Strategy bolsters the role of Eastleigh town centre as the destination for essential day to day or weekly journeys for existing or proposed (in the emerging EBC Local Plan Review) communities across the borough. The best way of achieving that, without increasing travel demand along routes leading to and from the town centre, is to prioritise new development located within the existing town centre or in locations adjacent to the town centre but within easy and viable walking and cycling distance to its facilities. The County Council has every expectation that developers will also evaluate the potential impact of new developments on air quality through the Transport Assessment process.

Interventions that support mode shift will need to form the basis for future investment in transport infrastructure within the town centre. Opportunities for this include:

- Placemaking schemes and complementary parking strategies to help make the town centre a better place for people to spend time and relax in.
- Enhanced active travel facilities.
- Cycle hire.
- Mobility hubs.
- Mass Rapid Transit (MRT) corridors - see the [‘Mass Rapid Transit’](#) subsection for further information.
- Liveable neighbourhoods for residential areas.

Placemaking and public realm improvements have already been implemented around the County, such as those implemented in Romsey. Figure 8 and Figure 9 below show the before and after scheme photos taken at the Bell Street/Middle Street junction in Romsey. The road has been narrowed and raised to reduce traffic speeds and signal to people driving that people walking and wheeling have equal access to the space. A minimal gateway feature has also been installed to further indicate that people driving are entering the town centre and to expect more people walking about. By implementing these small changes, areas within town centres can be markedly improved for all users.



*Figure 8: Bell Street/Middle Street Junction - Before Placemaking Scheme*



*Figure 9: Bell Street/Middle Street Junction - After Placemaking Scheme*

A full list of proposed interventions is included in the Eastleigh town LAC action plan.

### **B3354 Winchester Road Corridor – Improving Accessibility and Connectivity**

The B3354/Winchester Road corridor begins in the south at Botley, before passing through Boorley Green, Horton Heath, Fair Oak and Colden Common and northward to Twyford and Hockley Link near Winchester (see Figure 10 below). For the purposes of this Strategy, the area of the corridor of most interest is between Botley and Colden Common. Much of the recent greenfield development within the borough has been along this corridor in places such as Boorley Green. Although some planned residential developments are of a sufficient scale to support their own local centres, such as One Horton Heath, many housing developments have been deemed too small to provide sufficient amenities or improved public transport services within an easy walking or cycling distance. As a result, the B3354/Winchester Road corridor is dominated by car use and congestion.

## The B3354/Winchester Road Corridor

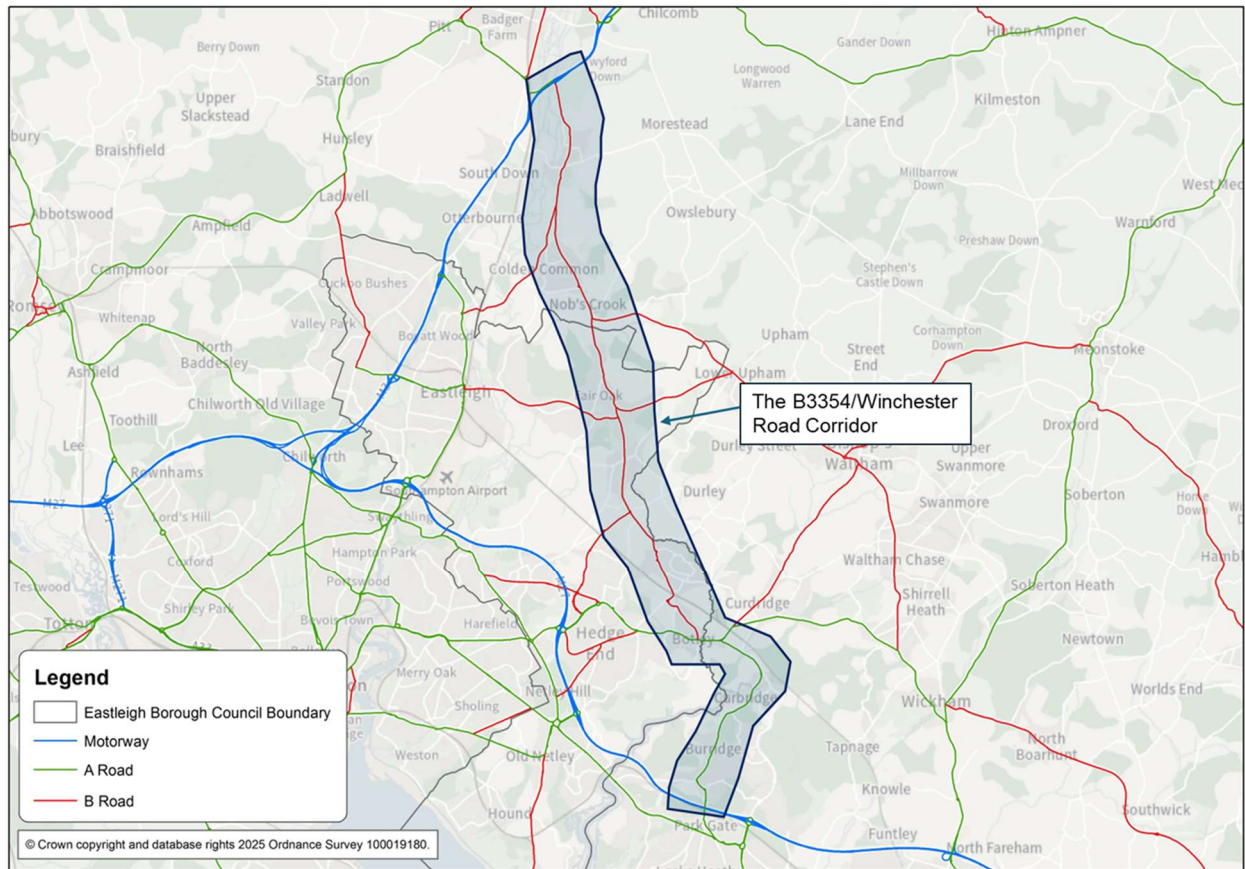


Figure 10: B3354 Winchester Road Corridor

The current situation along the B3354/Winchester Road corridor is outlined in Figure 11 below. Travel times from one end of the corridor to the other (Whiteley to Hockley Link) are comparable whether using the motorway or the B3354, the latter of which can be the faster route during periods of disruption on the motorway. This suggests that historically, moving vehicles quickly through local centres has been prioritised over the social and economic activities within those centres. Additionally, the character of these settlements is out of keeping with the high level of traffic, and results in consistent calls from communities for traffic calming measures. Figure 12 and Figure 13 below show the Fair Oak and Botley Village centres within the B3354/Winchester Road corridor and clearly demonstrate that these centres are not designed to cater to large volumes of traffic.

Public transport alternatives to the private motor vehicle are also limited along the corridor, particularly at the northern end, which is the furthest away from railway stations. Bus journeys from residential areas along the corridor to Eastleigh, Southampton and Winchester are significantly longer than by car and have limited potential to enable mode shift as things currently stand.

## The B3354/Winchester Road Corridor – Current Situation

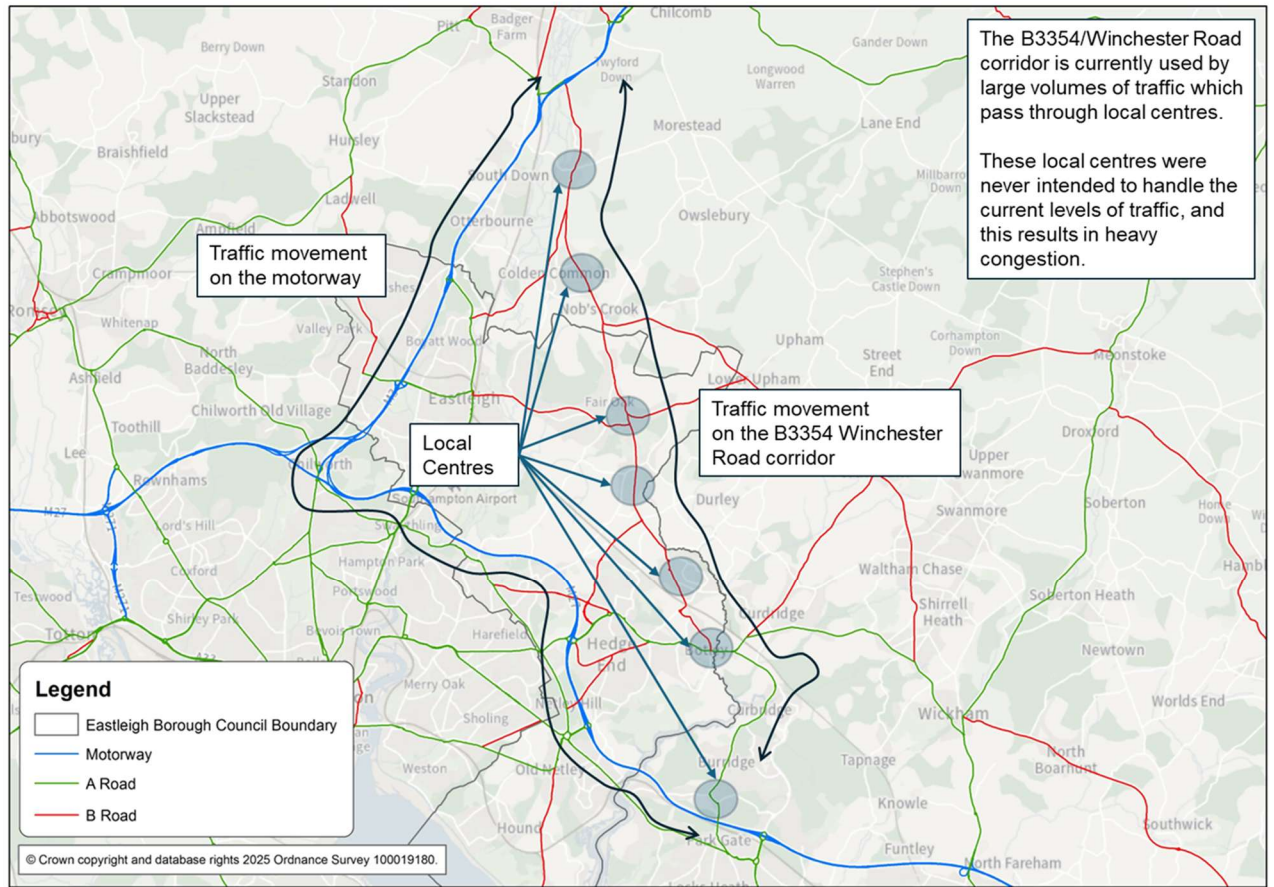


Figure 11: B3354/Winchester Road Corridor - Current Situation



Figure 12: Fair Oak Village Square (view from B3354)



Figure 13: Botley Village Centre

The Strategy's future vision for the corridor is one in which place and movement are balanced, with people better able to walk and wheel around their local centres and improved public transport options for people to choose as alternative travel methods to the private motor vehicle. Figure 14 below shows the future situation for the corridor after the implementation of this Strategy.

The B3354/Winchester Road Corridor – Future Situation

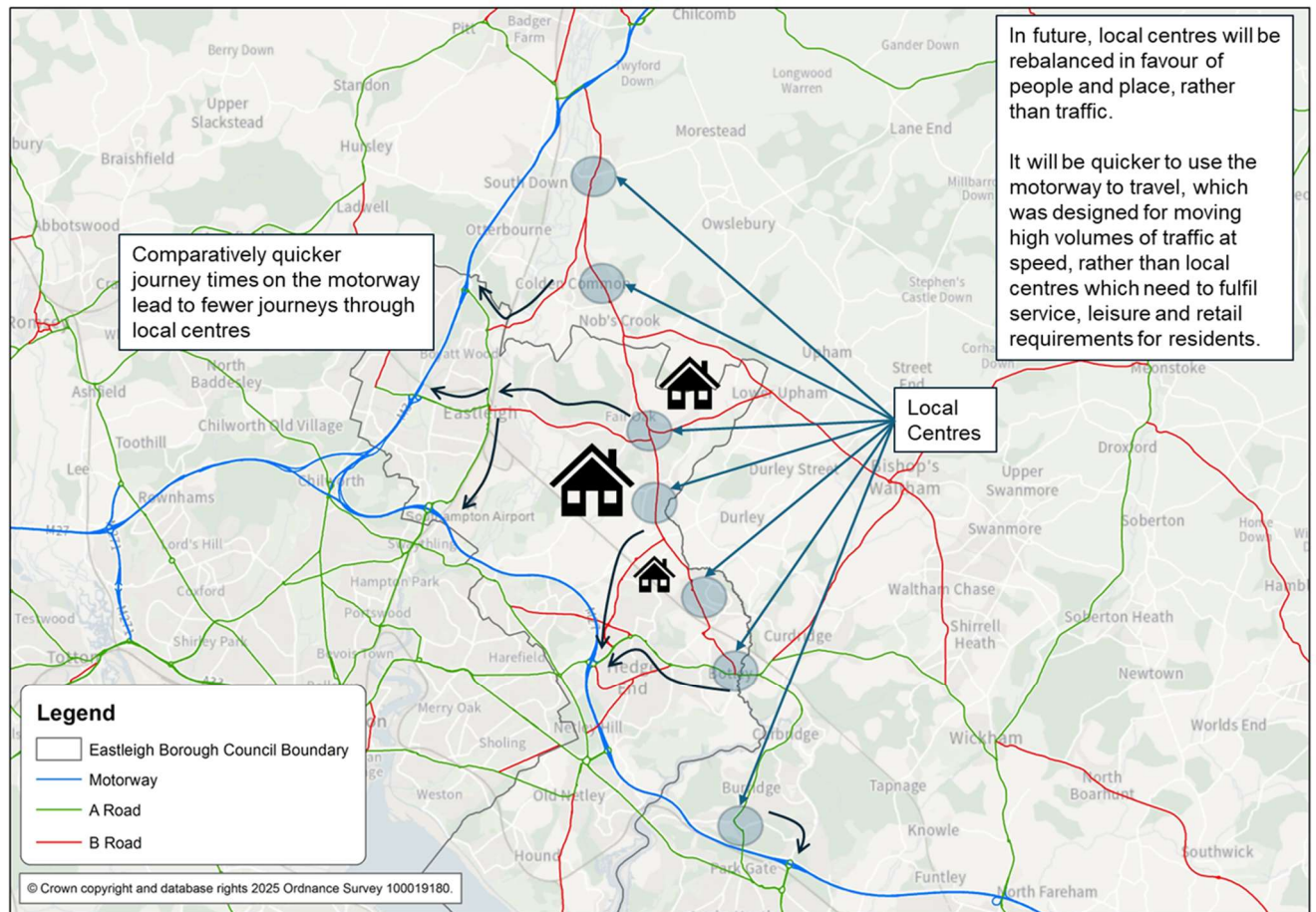


Figure 14: B3354/Winchester Road Corridor –Future Situation

The LTP4 provides the policy framework for this approach through application of the Road User Utility Framework and the principles of Movement and Place Framework and [Healthy Streets](#). The focus upon people in this Strategy brings with it the need to consider alternative modes of transport to move people and goods around the borough, such as buses and cycles, that make better use of the available road space.

Traffic management and placemaking measures within local centres could include:

- Tactical traffic management such as build outs, changing give way arrangements to break north south flow, bus gates or other modal filters and one-way restrictions to slow down and manage traffic as it passes through important places like high streets and residential areas.
- Making streets more accessible by providing or widening pavements and implementing new crossings with priority for people walking and wheeling.

- Enhancing high streets, benches, cycle parking, adding plants and trees, and other measures to improve the public realm and encourage people to visit their local centres.
- Changed speed limits accompanied with speed reducing measures.
- Reviewing signage and improving travel information.

Measures like this will shift the focus towards placemaking and prioritise the needs of the community and residents over the movement of vehicles—particularly through-traffic, which has the alternative option of using the motorway.

From a community perspective, this approach will improve conditions for residents and vulnerable road users, including children and the elderly. It will also encourage greater use of local centres, supporting their vitality and accessibility. Additionally, while reduced traffic volumes are a possible outcome, the scale of planned local growth may offset these reductions by filling any newly available road capacity.

However, there are trade-offs. End-to-end journey times for private vehicle users travelling the full length of the corridor are likely to increase. Some local car journeys may also become longer as a result.

Ultimately, it is not feasible for the corridor to serve both as a high-capacity traffic route and a high-quality place for people. This Strategy aims to rebalance those functions, placing greater emphasis on the needs of the places, people, and communities the corridor is meant to serve.

# Phasing and Prioritisation of Proposed Interventions

This Transport Strategy will guide future investment decisions and transport strategies proposed by the future mayoral and unitary authorities across Eastleigh Borough. It is supported by an Action Plan that will be maintained as a live document and updated at regular intervals. The Action Plan is the means of delivering specific projects in line with the overall Transport Strategy and has been phased and prioritised as set out in the section below.

## Phasing

The Action Plan identifies two distinct phases for implementing the proposed schemes.

### Phase One – Short-term and committed schemes

This phase consists of schemes which are either already committed and have funds allocated to their completion, or short-term schemes which are typically lower cost and less complicated to implement. These schemes will be conducted until around the end of the Local Plan period, in 2036.

The types of schemes that fall within this category may include:

- Developing area-based strategies.
- Delivering existing pipeline schemes.
- Ensuring better integration of transport and land use planning.
- Small-scale ‘quick wins’ such as removing barriers to walking and cycling.

### Phase Two – Medium- and Long-term schemes

This phase includes schemes which will take longer to deliver, may be more expensive or complicated than those in Phase One, and will require significant collaboration with our key partners. These schemes will be conducted over the entire course of the Strategy, up to 2050.

The types of schemes that fall within this category may include:

- Works to complete the existing Local Cycling and Walking Infrastructure Plan (LCWIP) network.
- Large-scale physical infrastructure programmes such as upgrading bridges for improved access for people walking.
- Changes to development planning and siting to support local, sustainable and healthy living.

## **Prioritising proposed interventions**

Funding for transport schemes is always limited, and it will never be possible to deliver all the schemes we would like. Some schemes will be more effective at delivering desired outcomes than others and we need to ensure that we focus on those schemes which deliver the greatest benefits for the largest number of people, and the most value for money. The County Council's approach to prioritising investment and developing schemes for delivery is to identify schemes which:

- Will make a substantial positive contribution to delivering the LTP4 outcomes, guiding principles and core policies.
- Represent value for money.
- Are affordable, in terms of both infrastructure and on-going maintenance requirements.
- Are feasible and deliverable, because the risks are manageable, there is a clear funding source available (including third party contributions or full funding), and/or the scheme will generate income.

The engagement work with partners and key stakeholders as part of the development of the Strategy has identified a list of suggested schemes and initiatives which are outlined in the Action Plans.

The order of priority for delivering schemes in the Action Plans will be agreed with partners dependent upon available funding and the processes outlined within the County Council's Scheme Prioritisation Framework and Gateway Process, summarised in the image below.

The County Council's Gateway Process ensures appropriate scrutiny and approval at key decision points in the scheme development process.

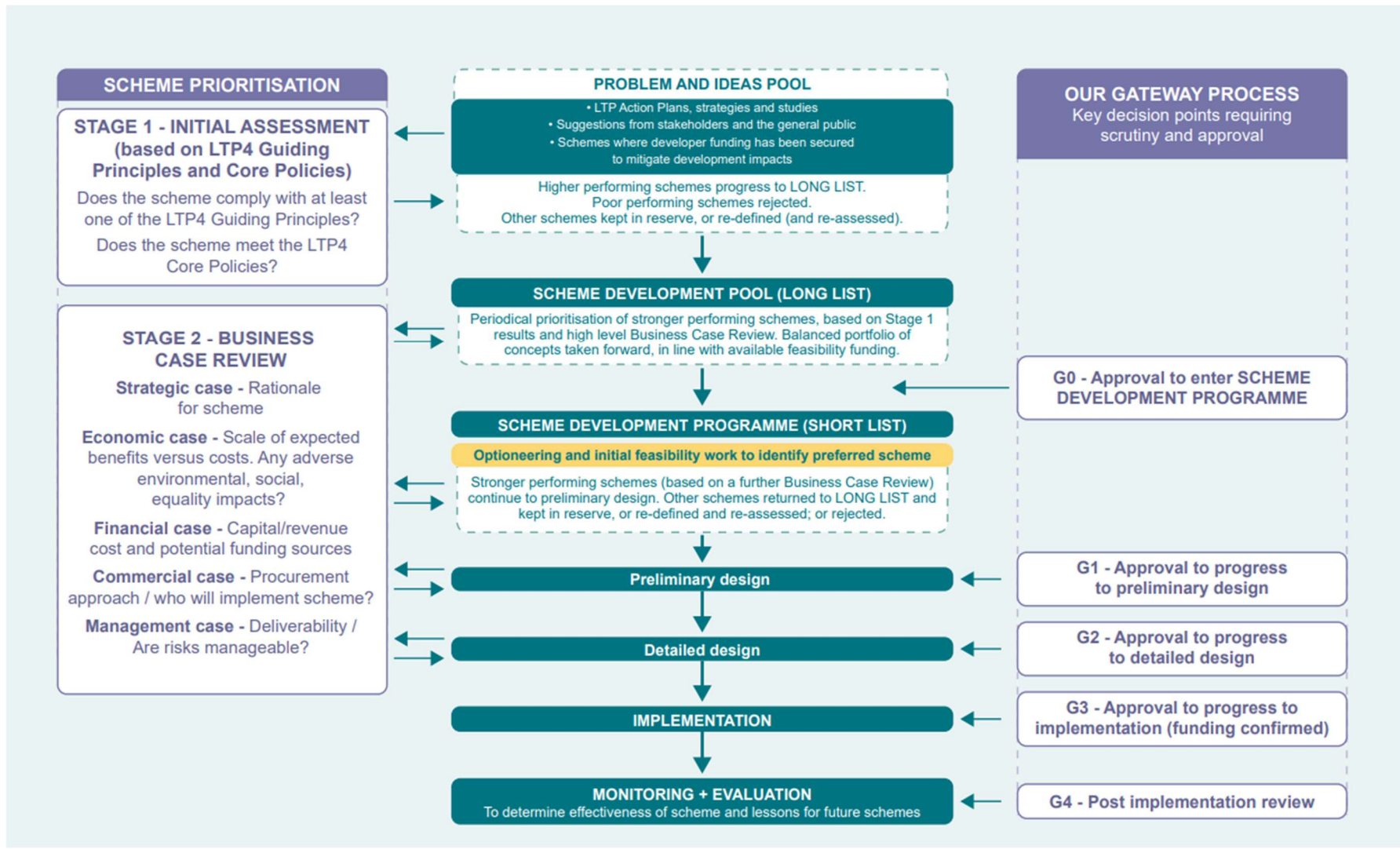


Figure 15: Flow chart of the scheme prioritisation and gateway process

The short-term schemes and proposals set out in the Action Plans will form the basis for the scheme development programme, whilst the medium to long term schemes will form the basis for the Scheme Development Pool. The Problems and Ideas Pool will be updated when the Transport Strategy is next reviewed (ideally every five years).

## **Collaboration and Partnership Approach**

The County Council will take a collaborative partnership approach with our key stakeholders and partner organisations, as this will be essential to ensure the successful delivery of the LTP4 outcomes for the Eastleigh Borough.

Whilst the County Council will play a key role in leading on the delivery of the proposals within the Transport Strategy, central Government, Eastleigh Borough Council, parish councils, national and local transport providers, freight operators, local communities, businesses and many other organisations will need to support and play a role. It is essential that we work with neighbouring authorities to deliver cross-boundary initiatives and ensure our proposals align with and complement the schemes they are delivering to ensure a coordinated approach to achieving desired outcomes across the wider Solent and South Hampshire areas.

To effectively deliver the Strategy, Hampshire County Council and Eastleigh Borough Council will take a joint approach to implementation, in conjunction with key partners, stakeholders and delivery agencies where necessary. The Action Plans will identify the specific roles and responsibilities of key delivery partners.

## **Funding**

There are a variety of sources of funding for transport projects. Some of these sources include:

### **Annual transport grants from central Government**

These grants pay for the improvement and maintenance of the County Council's transport infrastructure. Most of this funding comes from the DfT's Highways Maintenance Block and Pothole Fund. For example, in the financial year 2024-2025, around £38 million was allocated to the maintenance of highway assets from DfT funding<sup>3</sup>.

However, these grants have faced sustained and significant pressure, making it necessary to explore alternative funding methods to deliver the transport improvements required to achieve the long-term ambitions for Eastleigh's transport network.

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<sup>3</sup> [Capital Funding | Transport and roads | Hampshire County Council](#)

## Competitive bidding for central Government funding

The County Council has historically been successful in bidding to central Government for various challenge funds. Most of our highways and transport capital programmes in recent years have been made up of schemes we have bid for in competition against other local authorities. Our approach to securing these investments is to gather intelligence on funding opportunities, craft strategies and plans with an awareness of what is likely to be forthcoming and speculatively invest in scheme development and area strategies. We also maintain a local evidence base (for example, strategic transport models) to support the development of strong bids.

Further information on successful bids submitted for infrastructure funding may be found on the County Council's webpages.

[Funding bids | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk)

## Developer contributions for mitigating development impacts

Developer contributions from Section 106 agreements and the Community Infrastructure Levy (CIL), are secured through the planning process. They are used to mitigate the transport impact of a particular development and make up a significant proportion of the capital programme.

## Allocated funding from central Government

Until recently, government funding for active travel was awarded to local authorities through competitive bidding processes, such as the Levelling Up Fund, Capability Fund, and Active Travel Fund. These were provided alongside annual Local Transport Plan allocations from central government to local transport authorities. More recently, Active Travel England (ATE) has begun allocating funding to Local Highway Authorities based on their performance in a self-assessment process. This approach appears to represent the future direction of funding, with ATE also committing to longer-term financial support. Additional government funding opportunities may be announced in the future, although most require a local financial contribution as part of the bid.

Bus Service Improvement Plan (BSIP) funding from the DfT is now allocated to Local Transport Authorities using a formula-based approach. This formula considers factors such as the size of the local population, the extent of bus services in the area, and bus mileage operated. Guidance is provided on the sorts of interventions that the DfT expect this funding to be used to deliver, which can include bus priority measures, service improvements, better bus stop infrastructure and ticketing initiatives. In the near future, this funding is likely to be re-directed to the Mayor of Hampshire and the Solent to prioritise to projects. However, funding from other sources, such as developer contributions will likely be needed to deliver the full programme of BSIP improvements that are identified through Hampshire County Council's BSIP.

## **Monitoring and Evaluation**

Outcome-based indicators and targets will be used to measure performance, drawing on data captured through monitoring exercises at a borough and county level. The focus will be on using data to evidence progress against the key transport outcomes for the Strategy. This could include data such as:

- Traffic volumes and journey times on key routes.
- Use of different travel modes (for example, from travel surveys).
- Air quality and noise monitoring.
- Public transport passenger and journey time data.
- Collision data.

# Strategy Proposals

This section sets out the proposals within each of the Local Area Committee boundaries:

- Chandler's Ford and Hiltingbury (CFH).
- Eastleigh Town (ET).
- Bishopstoke, Fair Oak and Horton Heath (BFOHH).
- Hedge End, West End and Botley (HEWEB).
- Bursledon, Hamble and Hound (BHH).

Each area has at least one overview map which shows the location and extent of the transport proposals. A table showing a list of proposals for each LAC is also included, which have been sorted into the following categories:

## Healthy Places:

- Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips.
- Enable healthy neighbourhoods and high streets in partnership with communities.
- Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

## Public Transport:

- Place customers at the heart of an affordable, easy to use, and efficient low carbon public transport system.
- Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips.
- Increase the reach of public transport services.

## Future Mobility:

- Using technology and innovation as an enabler for delivering our LTP4 outcomes.
- Accelerate the transition to low and zero emission vehicle use.

## Balancing Travel Demand:

- Regulating traffic, parking and kerbside deliveries.
- Managing street works and other highway activities to minimise disruption to transport users.
- New approaches for shifting the balance between private car use and other modes.

## Safer Roads:

- Targeting existing collision hotspots with interventions designed to improve safety for all road users.
- Educational campaigns to improve public awareness of how to travel safely.

### Development and Masterplanning (DM)



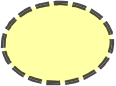
- Integrate transport and strategic land use planning to reduce car dependency.
- Support proactive masterplanning of new development sites for high quality neighbourhoods.

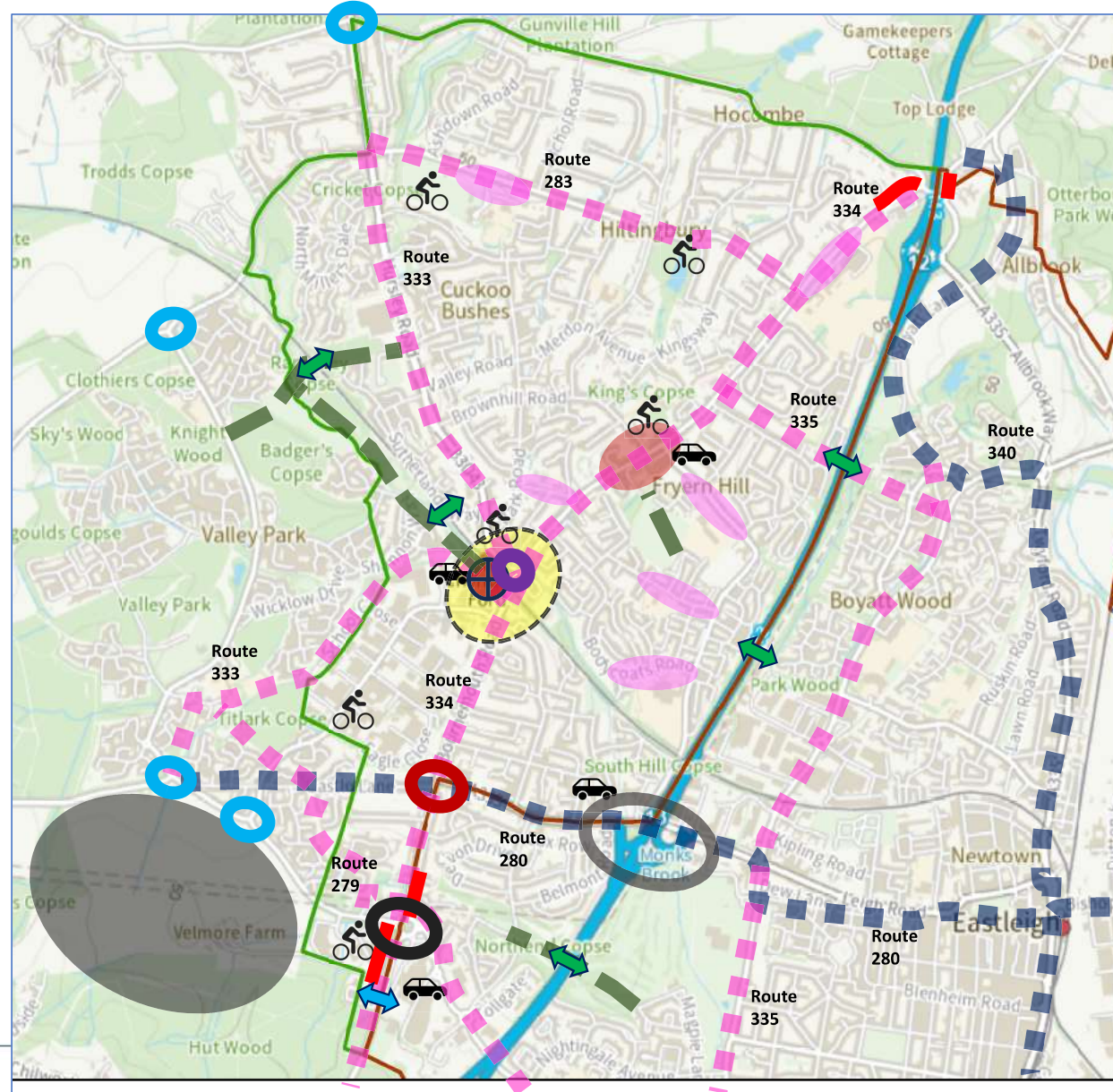
### Strategic Infrastructure
















- Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure.

Each proposal has a unique identifying code, which can be used to look up each proposal in the full Action Plans in Appendix 5.

# Transport schemes overview – Chandler's Ford and Hiltingbury

-  Potential Strategic development site
-  Public realm & accessibility improvements around local centre
-  Pedestrian & cycle accessibility improvements around rail station



-  Cycle Hire Expansion
-  Car Club Expansion
-  Station Accessibility Improvements
-  Major Junction Multi-modal Improvement Scheme
-  Collision hotspot junction safety scheme
-  Pedestrian accessibility junction improvement
-  M3 Junction 13 / Leigh Road Improvement Scheme
-  Bus priority/active travel junction improvement scheme
-  Crossing facility safety scheme
-  School active travel / safety interventions
-  Bus Priority Scheme
-  LCWIP Secondary Cycle Route
-  LCWIP Primary Cycle Route
-  Improvements to railway or /motorway crossing
-  New/improved off-road active travel routes

**List of Chandler's Ford proposals and schemes – the full action plan is included in the appendices**

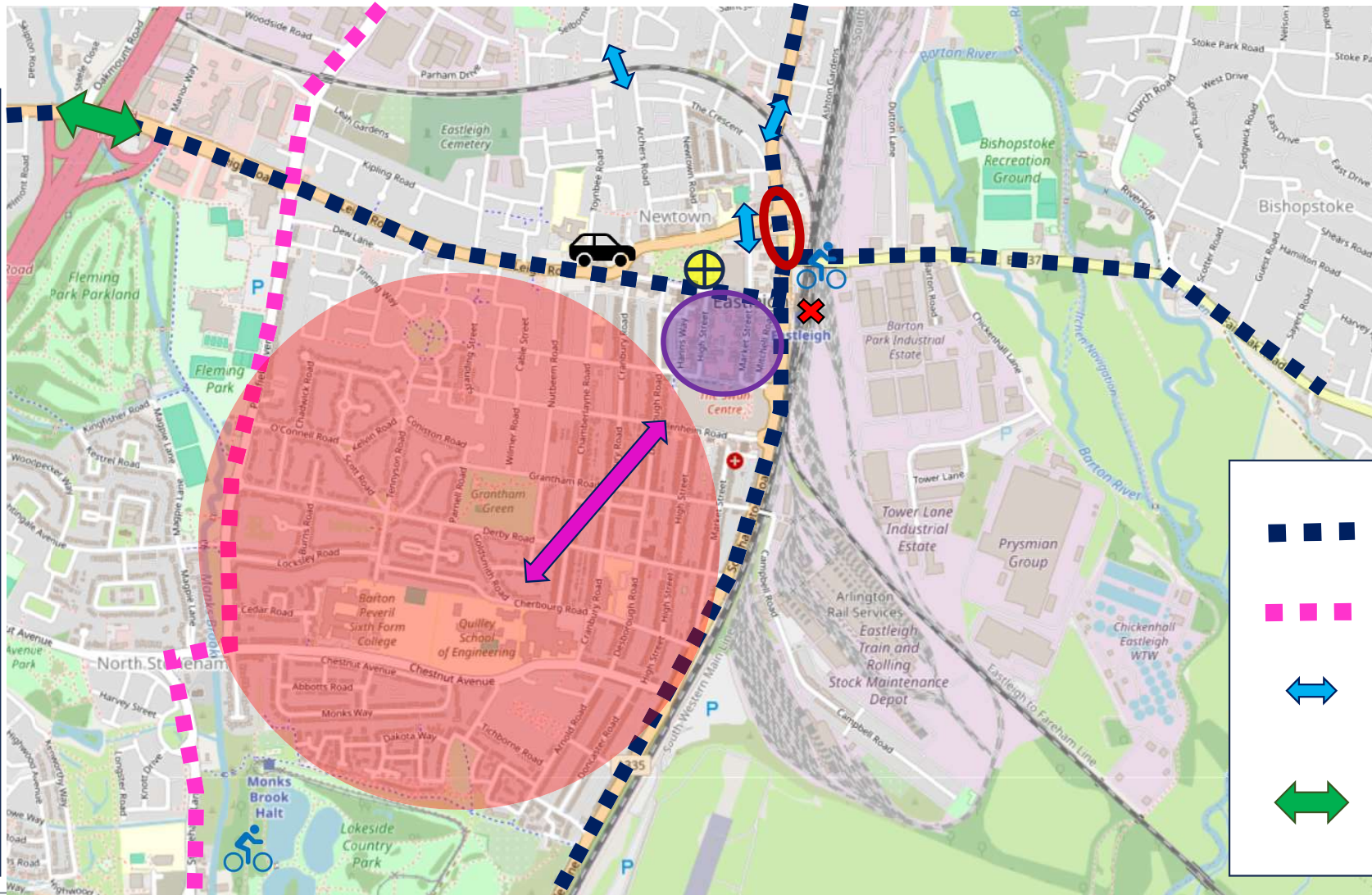
Category	Proposal/ Scheme ID	Proposals / Schemes
<b>Healthy Places</b>	CFH - 1	Improve signage and wayfinding at local centres and key destinations.
	CFH - 2	Improve accessibility for people walking and cycle permeability around Chandler's Ford railway station, with the provision of additional crossing facilities on main roads approaching the station.
	CFH - 3	Improve cycle parking provision across local centres and key destinations.
	CFH - 4	Deliver elements of the Eastleigh to Chandler's Ford cycle route scheme along Leigh Road as part of LCWIP route 280.
	CFH - 5	Investigate ways of reducing severance caused by the M3/M27 motorways to the south of Chandler's Ford to improve access to Southampton.
	CFH - 6	Work with Eastleigh Borough Council (EBC) to support the improvement or implementation of off-road active travel routes such as Fryern Recreation Ground, Ramalley Lane to Knightwood Park, Monk's Brook shared path.
	CFH - 7	Deliver cycling infrastructure improvements outlined in the LCWIP – routes 279, 280, 283, 333, 334, 335. Ensure routes are continuous and missing gaps resolved.
	CFH - 8	Deliver the walking zone improvements identified in the LCWIP.
	CFH - 9	Implement area-wide Liveable Neighbourhoods initiatives in residential areas where the community is supportive.
	CFH - 10	Deliver multi-modal improvements to key junctions across the area to manage traffic flows, improve bus journey times, reduce severance and improve safety for walking and cycling.
	CFH - 11	Work with EBC on the upgrade and improvement of footbridges, footpaths and subways to cross the Romsey railway line and the M3 Motorway to reduce severance between adjacent areas.









	CFH - 12	Work with EBC to support the delivery of improvements in the local and town centres and at key gateway junctions to ensure the public realm corresponds with the location's place function.
<b>Public Transport</b>	CFH - 13	Improve bus priority at the Leigh Road / Bournemouth Road junction.
	CFH - 14	Deliver any other bus priority improvements recommended in Hampshire's BSIP.
	CFH - 15	Work with EBC and operators to improve frequency of services to between Chandler's Ford and Eastleigh.
	CFH - 16	Work with National Rail and the Train Operating Companies (TOCs)/Great British Rail (GBR) to deliver accessibility improvements to Chandler's Ford Station.
	CFH - 17	Improve interchange between bus and rail journeys at Chandler's Ford Station with increased visibility of stops and improved signage.
	CFH - 18	Work with EBC, Southampton City Council, Winchester City Council and bus operators to develop proposals for a Mass Rapid Transit Corridor between Southampton, Chandler's Ford and Winchester.
	CFH - 19	Deliver bus priority improvements on Winchester Road along Bluestar Route 1 including a potential northbound bus lane on the approach to Hocombe Roundabout and signal priority at junctions.
	CFH - 20	Develop and deliver bus priority improvements on Bournemouth Road along Bluestar Route 1 including northbound bus lane on the approach to Templars Way/Chestnut Avenue roundabout and southbound bus priority interventions through the junction.
	CFH - 21	Lobby and work with Network Rail, Great British Rail (GBR) and TOCs to increase the frequency of services on the Salisbury-Romsey-Chandler's Ford-Eastleigh-Southampton rail loop.
	CFH - 22	Implement the measures in the Station Interchange Improvement Plan for Chandlers Ford Railway Station.
<b>Future Mobility</b>	CFH - 23	Work with businesses, landowners and EBC to support the installation of rapid electric vehicle charging infrastructure.
	CFH - 24	Work with EBC to expand the Eastleigh cycle hire scheme to Chandler's Ford and Hiltingbury.
	CFH - 25	Work with EBC and Car Club operators to support the expansion of their vehicles to viable locations in Chandler's Ford and Hiltingbury.
	CFH - 26	Pilot new technology to deliver LTP4 outcomes.





<b>Safer Roads</b>	CFH - 27	Rollout 20mph speed limits in residential areas and local centres where the criteria are met and there is community support and funding.
	CFH - 28	Reduce speed limits on sections of main roads in high footfall areas with high collision rates and support better enforcement.
	CFH - 29	Deliver Safer Roads campaign for all highway users.
	CFH - 30	Deliver School Safety Campaigns, implement School Travel Plans and School Streets at sites with collision histories such as Toyne Secondary School and St Swithun's Primary School.
	CFH - 31	Deliver targeted road safety and collision reduction schemes at collision hotspots.
	CFH - 32	Deliver a major junction improvement scheme at the Bournemouth Road / Templars Way / Asda Superstore / Chestnut Avenue junction to reduce collisions on the roundabout and approaches to it.
	CFH - 33	Work with EBC, Hampshire Police and the local community to improve speed management and enforcement on internal distributor roads in Hiltingbury.
<b>Balancing Travel Demand</b>	CFH - 34	Boost adoption of school travel plans and safer routes to schools to reduce the percentage of car trips to school.
	CFH - 35	Enforcement of moving traffic offences that block junctions, delay traffic flows, and cause safety issues.
	CFH - 36	Better freight and HGV access management linked to delivery and servicing plans.
	CFH - 37	Work with EBC to develop a new Parking Strategy for town and local centres.
	CFH - 38	Work with business parks, industrial estates and major employers to adopt and implement area-wide business travel plans.
	CFH - 39	Work with National Highways to better manage/deter exits/entries at Junction 13 of the M3.
	CFH - 40	Examine demand management measures to deter traffic growth.
<b>Development and Masterplanning</b>	CFH - 41	Monitor and enforce residential and commercial development related travel plans.
	CFH - 42	Improve integration of land use and transport planning by working closely with EBC and embracing the use of accessibility tools like the DfT connectivity tool.
	CFH - 43	Locate site allocations in the most accessible and sustainable locations.

	CFH - 44	Work with Test Valley Borough Council and EBC to ensure all future strategic development sites bordering Chandler's Ford are integrated into the existing settlement and there is easy and quick access to the town centre, railway station and employment areas by sustainable travel modes and any negative impacts are minimised and mitigated for.
	CFH - 45	Support densification and increased provision of employment activities in local centres.
	CFH - 46	Improve accessibility to services and facilities by supporting their siting in local centres.

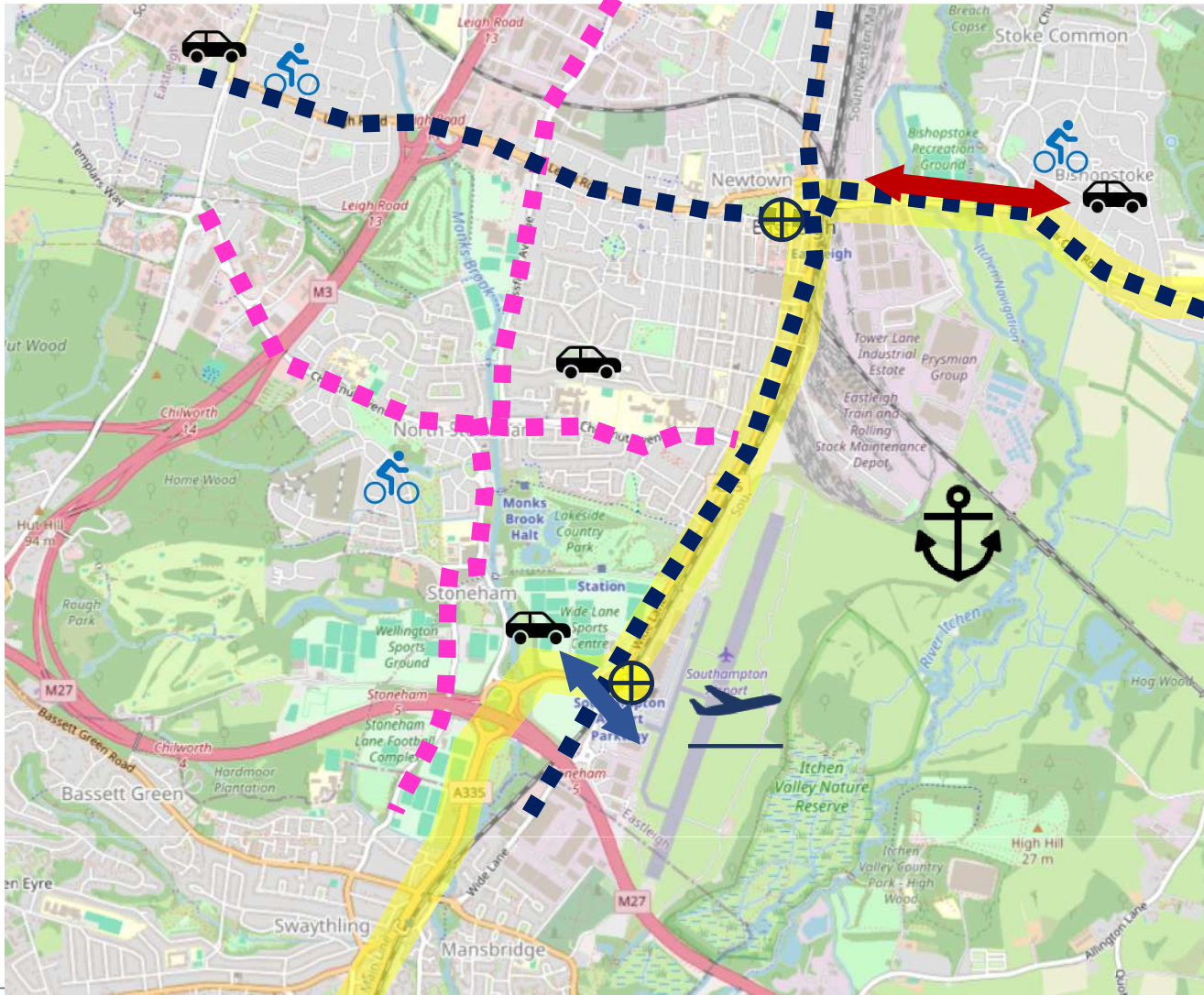
# Transport schemes overview – Eastleigh Town









-  Cycle Hire Expansion
-  Car Club Expansion
-  Travel / Mobility Hub
-  Secure cycle parking hub
-  Junction redesign / Reduce severance
-  Public realm improvements / place-making
-  Improved active travel routes between town centre and colleges
-  Liveable Neighbourhood + 20mph zone

-  LCWIP Priority Cycle Route
-  LCWIP Secondary Cycle Route
-  Pedestrian accessibility improvements
-  Pedestrian & cycle improvements

# Transport schemes overview – Eastleigh South Ward

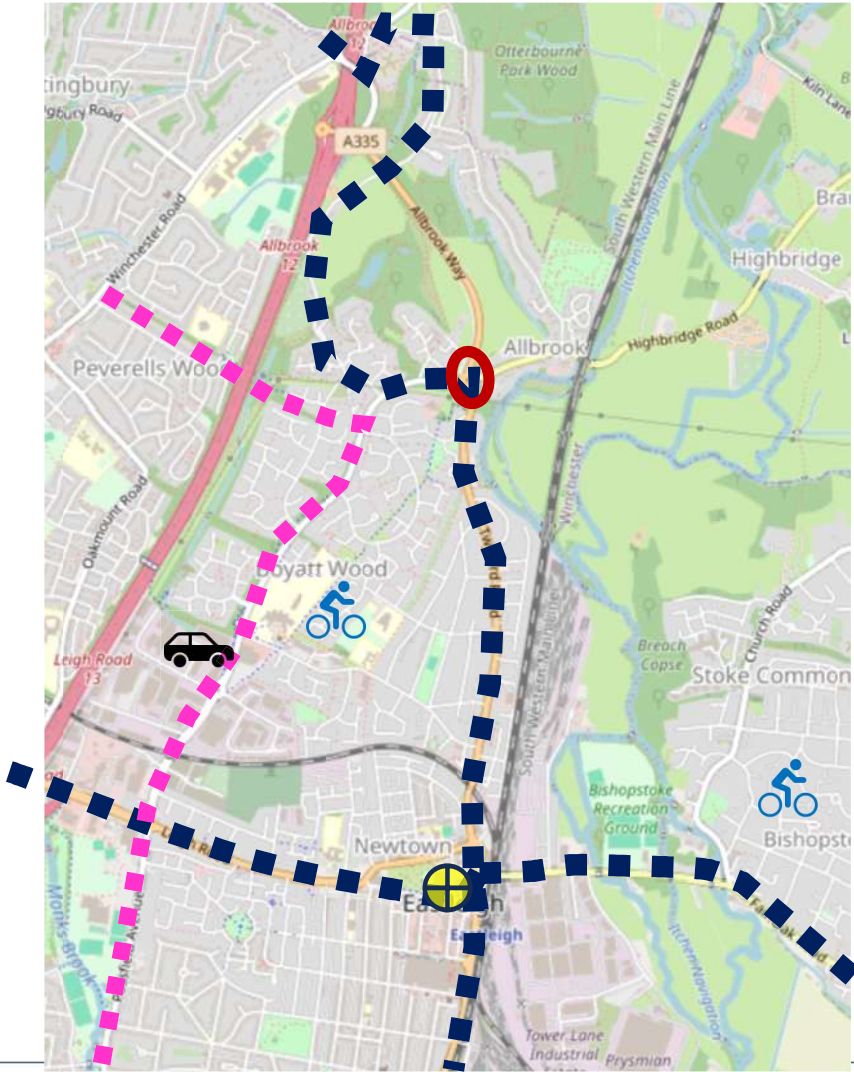




-  Cycle Hire Expansion
-  Car Club Expansion
-  Travel / Mobility Hub
-  Freeport – Navigator Quarter site
-  Southampton Airport expansion proposals

-  Primary LCWIP Cycle Route
-  Secondary LCWIP Cycle Route
-  Bishopstoke Road Improvement Scheme
-  Fair Oak to Southampton Future MRT Corridor

# Transport schemes overview – Eastleigh North Ward

-  Cycle Hire Expansion
-  Car Club Expansion
-  Travel / Mobility Hub
-  Pedestrian accessibility and safety improvements



-  Primary LCWIP Cycle Route
-  Secondary LCWIP Cycle Route

**List of Eastleigh proposals and schemes – the full action plan is included in the appendices**




Category	Proposal/ Scheme ID	Proposals / Schemes
<b>Healthy Places</b>	ET - 1	Work with National Highways on the delivery of Leigh Road/M3 Junction 13 walking and cycling improvement scheme.
	ET - 2	Improve legibility and permeability of walking/cycle routes between the colleges and the town centre.
	ET - 3	Encourage participation and appeal of walking and cycling through promotion and behaviour change campaigns.
	ET - 4	Support Eastleigh Borough Council (EBC) with delivery of public realm improvements as part of their town centre place making project and as per the policies in their Local Plan.
	ET - 5	Improve cycle parking provision across the town centre.
	ET - 6	Work with EBC on the upgrade and improvement of footbridges and footpaths to improve accessibility and permeability for people walking.
	ET - 7	Deliver accessibility improvements at the Allbrook Hill / Twyford Road roundabout for people walking.
	ET - 8	Twyford Road footbridge improvements.
	ET - 9	Provision of active travel links between development in North Stoneham and key local facilities.
	ET - 10	Deliver walking and cycling infrastructure improvements outlined in the LCWIP with LTN 1/20 compliant segregation on main roads in the town.
	ET - 11	Reduce severance caused by A335 in the north-east of the town centre (Romsey Rd and Station Hill) through new crossing facilities, the redesign of junctions and removal of subways where viable.
	ET - 12	Implement area-wide Liveable Neighbourhoods initiatives in residential areas not already benefiting from traffic calming where the community is supportive.

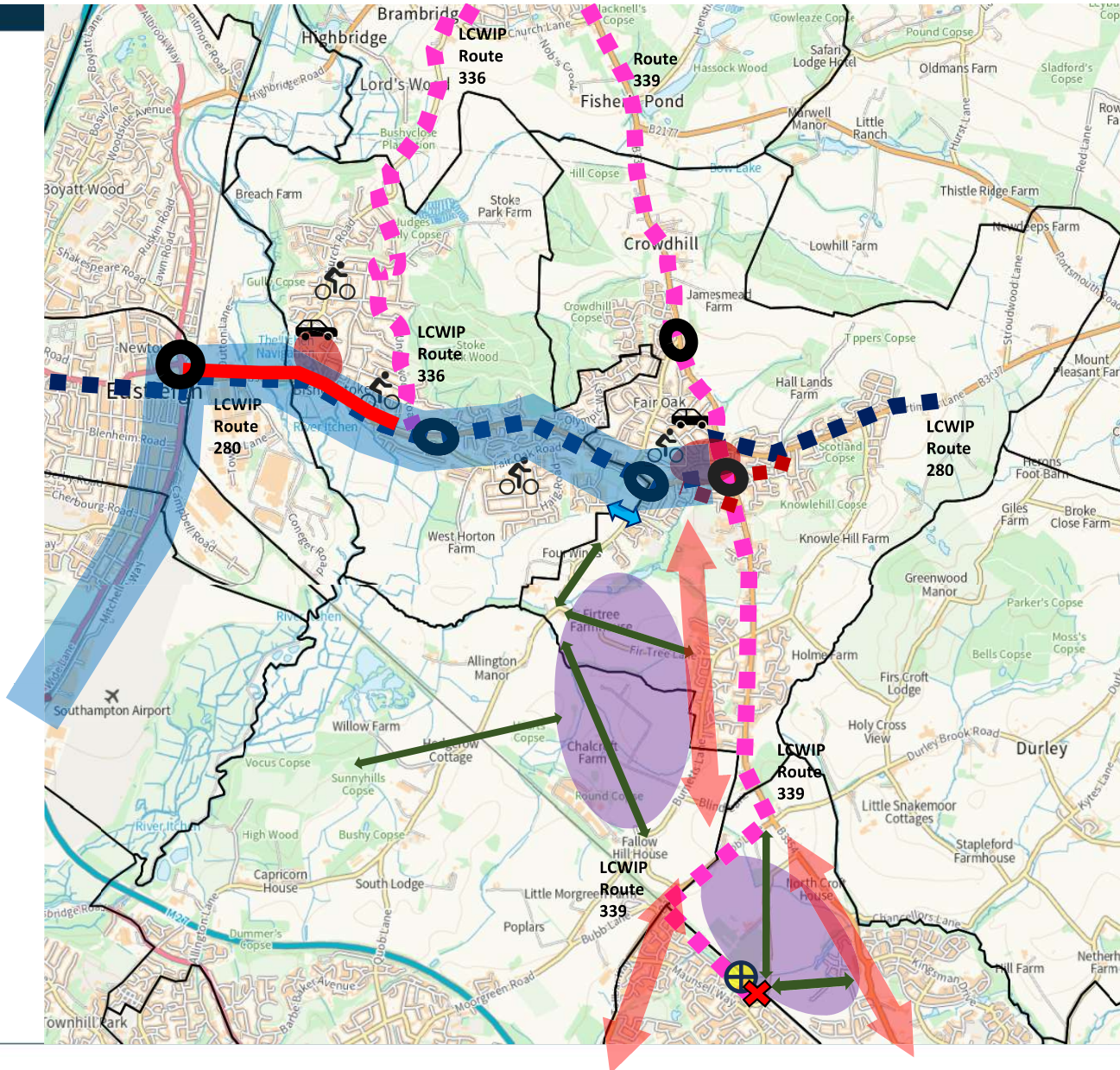
<b>Public Transport</b>	ET - 13	Deliver bus priority improvements suggested by bus operators as part of the BSIP.
	ET - 14	Work with EBC to investigate options for upgrading bus station.
	ET - 15	Work with National Rail and the Train Operating Companies (TOCs)/Great British Rail (GBR) to deliver secure cycle parking compound at Eastleigh Railway Station.
	ET - 16	Deliver the Bishopstoke Road Bluestar 2 Corridor scheme as part of the wider ambition to create a high frequency mass transit corridor from Bishopstoke to Southampton.
	ET - 17	Work with bus operators to improve the frequency of services to achieve a 'turn up and go' level of service on key routes.
	ET - 18	Lobby and work with Network Rail, GBR and TOCs to deliver the improvements identified in the Solent Area Rail Connectivity Study: need for double tracking the Botley Line, remodelling and capacity increases at Eastleigh Station, re-signal the line from Fareham to Eastleigh to reduce section lengths.
	ET - 19	Implement the measures in the Station Interchange Improvement Plan for Eastleigh Railway Station.
<b>Future Mobility</b>	ET - 20	Work with businesses, landowners and EBC to support the installation of rapid electric vehicle charging infrastructure.
	ET - 21	Deliver and launch the Southampton Airport Parkway Travel Hub.
	ET - 22	Work with EBC to expand the cycle hire scheme to areas such as Chandler's Ford and Bishopstoke.
	ET - 23	Work with EBC and Car Club operators to support the expansion of their vehicles to viable locations across the borough.
	ET - 24	Pilot new technology to deliver LTP4 outcomes.
	ET - 25	Work with EBC and local businesses to rollout innovative freight and sustainable urban delivery schemes such as e-cargo bikes.
<b>Safer Roads</b>	ET - 26	Reduce speed limits on main roads where appropriate and support better enforcement.
	ET - 27	Deliver Safer Roads campaign for all highway users.
	ET - 28	Deliver school safety campaigns and implement school travel plans.

	ET - 29	Deliver targeted road safety and collision reduction schemes at collision hotspots.
	ET - 30	Rollout 20mph zones across the town centre and residential areas to the south where the new criteria are met and there is community support.
<b>Balancing Travel Demand</b>	ET - 31	Enforcement of moving traffic offences that block junctions, delay traffic flows, and cause safety movements.
	ET - 32	Better freight and HGV access management linked to delivery and servicing plans.
	ET - 33	Work with EBC to develop a new parking strategy for the town.
	ET - 34	Develop a deliveries and servicing strategy for the town centre as part of the market street and high street improvement scheme.
	ET - 35	Improve business engagement and workplace travel plans.
	ET - 36	Improve taxi rank layout and design as part of any future development proposals.
	ET - 37	Work with National Highways to explore potential options to enable access to the M27 Eastbound for vehicles accessing the M3 Southbound at Junction 13.
<b>Development and Masterplanning</b>	ET - 38	Work with EBC, Southampton Airport owners, and the scheme promoters to identify and deliver a feasible alternative sustainable access strategy for the Freeport development. Investigate proposals for separate walking and cycling bridge and widening of the existing bridge as part of the Wide Lane Bridge improvements.
	ET - 39	Work with EBC and Southampton Airport on the development and delivery of their Surface Access Strategy and associated planning conditions required as part of the airport expansion.
	ET - 40	Improve integration of land use and transport planning.
	ET - 41	Improve accessibility to services and facilities.
	ET - 42	Locate site allocations in the most accessible and sustainable locations.
	ET - 43	Improve access via Wide Lane and Junction 5 of M27 with two-way movement of HGVs on Wide Lane bridge.
	ET - 44	Installation of a new walking and cycling bridge over the railway parallel to the existing Wide Lane Bridge.

	ET - 45	Implement a mode shift plan focused on Eastleigh.
	ET - 46	Support densification in the town centre.

# Transport schemes overview – Bishopstoke, Fair Oak and Horton Heath

-  Strategic development site
-  Soton-Eastleigh-Bishopstoke-Fair Oak MRT Corridor
-  Future high frequency 'turn up and go' bus corridors



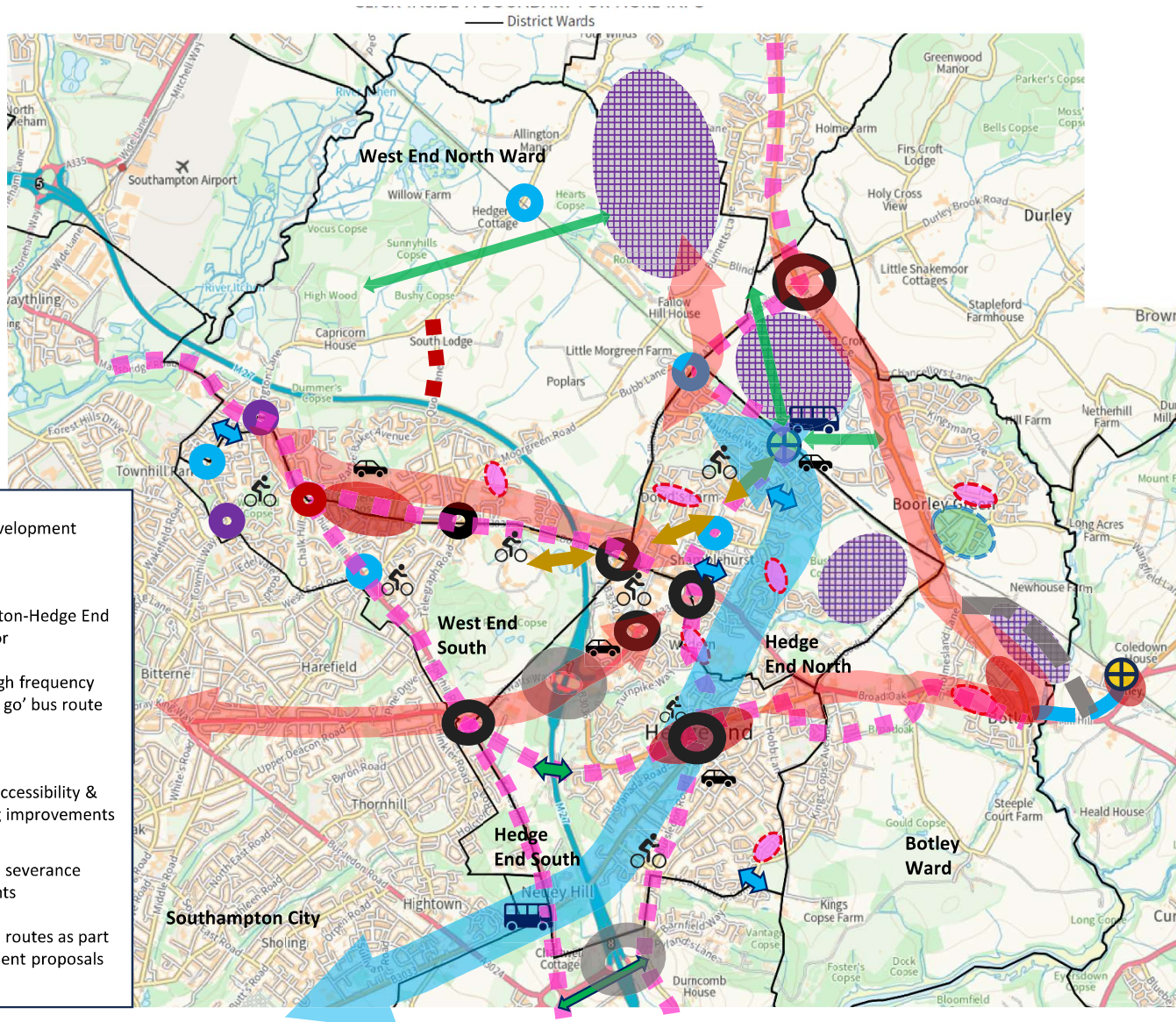
**List of Bishopstoke, Fair Oak and Horton Heath proposals and schemes – the full action plan is included in the appendices**

Category	Proposal/ Scheme ID	Proposals / Schemes
<b>Healthy Places</b>	BFOHH - 1	Work with EBC and developers to ensure improved legibility and permeability of walking/cycle routes between Hedge End Station and new residential developments to the north.
	BFOHH - 2	Support EBC with delivery of public realm improvements in local centres
	BFOHH - 3	Improve cycle parking provision across local centres and key destinations.
	BFOHH - 4	Deliver the Mortimers Lane Cycle Route Scheme and associated wayfinding as part of LCWIP route 280.
	BFOHH - 5	Deliver dedicated new crossing facilities where off-road active travel routes cross main roads such as Allington Lane and Eastleigh Road.
	BFOHH - 6	Work with EBC and their developers to deliver the transport improvements associated with the One Horton Heath strategic development including: active travel route link to Itchen Valley Country Park, off road cycle routes to Eastleigh, Fair Oak and Hedge End, and Hedge End Station active travel route.
	BFOHH - 7	Deliver walking and cycling infrastructure improvements outlined in the LCWIP with LTN 1/20 compliant segregation on main roads in the area – routes 280, 336 and 339.
	BFOHH - 8	Implement area-wide Liveable Neighbourhoods initiatives in residential areas not already benefiting from traffic calming, where the community is supportive.
	BFOHH - 9	Work with EBC on the upgrade and improvement of footbridges and footpaths to improve accessibility and permeability for people walking.
	BFOHH - 10	Deliver multi-modal improvements to key junctions across the area to manage traffic flows, improve bus journey times, reduce severance and improve safety for people walking and cycling.

<b>Public Transport</b>	BFOHH - 11	Deliver the Bishopstoke Road Bus Priority Scheme as part of the wider ambition to create a high frequency mass transit corridor from Bishopstoke to Southampton via Eastleigh.
	BFOHH - 12	Deliver bus priority improvements suggested by bus operators as part of the BSIP.
	BFOHH - 13	Work with National Rail (NR) and the Train Operating Companies (TOCs)/Great British Rail (GBR) to deliver secure cycle parking compound at Hedge End Railway Station.
	BFOHH - 14	Install real-time information infrastructure at bus stops in the area.
	BFOHH - 15	Work with EBC and operators to improve frequency of services to achieve a high frequency 'turn up and go' level of service on a bus corridor linking Bishopstoke, Fair Oak and Horton Heath with Hedge End, Borley Green and Botley that loops up with the two proposed MRT corridors.
	BFOHH - 16	Lobby and work with Network Rail, GBR and TOCs to implement the Solent Area Rail Connectivity Study resulting in a significant uplift in frequency on the Botley Line and Netley Line.
<b>Future Mobility</b>	BFOHH - 17	Pilot new technology to deliver LTP4 outcomes.
	BFOHH - 18	Work with businesses, landowners and EBC to support the installation of rapid electric vehicle charging infrastructure.
	BFOHH - 19	Work with EBC and car club operators to support the expansion of their vehicles to viable locations across the borough.
	BFOHH - 20	Work with NR, EBC, and the TOCs/GBR to develop proposals for travel hub at Hedge End and Botley Stations.
	BFOHH - 21	Work with EBC to expand the Eastleigh cycle hire scheme to Bishopstoke, Fair Oak and Horton Heath.
<b>Safer Roads</b>	BFOHH - 22	Reduce speed limits on main roads where appropriate and support better enforcement.
	BFOHH - 23	Deliver Safer Roads campaign for all highway users.
	BFOHH - 24	Deliver School Safety Campaigns and implement School Travel Plans.
	BFOHH - 25	Deliver targeted road safety and collision reduction schemes at collision hotspots.
	BFOHH - 26	Rollout 20mph speed limits in residential areas and local centres where the criteria are met and there is community support.

<b>Balancing Travel Demand</b>	BFOHH - 27	Enforcement of moving traffic offences that block junctions, delay traffic flows, and cause safety issues.
	BFOHH - 28	Better freight and HGV access management linked to delivery and servicing plans.
	BFOHH - 29	Work with EBC to develop a new Parking Strategy for the local centres.
	BFOHH - 30	Botley Road B3354 corridor bus and cycle improvements.
	BFOHH - 31	Tactical traffic management measures to manage and slow down external through traffic.
<b>Development and Masterplanning</b>	BFOHH - 32	Monitor and enforce residential and commercial development related travel plans.
	BFOHH - 33	Improve integration of land use and transport planning.
	BFOHH - 34	Locate site allocations in the most accessible and sustainable locations.
	BFOHH - 35	Improve accessibility to services and facilities by supporting their siting in local centres.
	BFOHH - 36	Support densification and increased provision of employment activities in local centres.

# Transport schemes overview – Hedge End, West End and Botley



- Strategic development site
- Potential Soton-Hedge End MRT Corridor
- Proposed high frequency 'turn up and go' bus route corridors
- Pedestrian accessibility & placemaking improvements
- Active travel severance improvements
- Active travel routes as part of development proposals

- Cycle Hire Expansion
- Car Club Expansion
- Station Accessibility Improvements & Travel/Mobility Hub
- Multi-modal junction improvement scheme
- Bus Priority junction scheme
- Pedestrian accessibility junction scheme
- Targeted Collision Reduction Scheme
- Area wide traffic calming scheme
- Botley Bypass Phase 3
- Bus Gate
- M27 Jcns 7 & 8 Traffic Mgt & Collision Reduction Schemes
- LCWIP Secondary Cycle Route
- LCWIP Primary Cycle Route
- School Safety Scheme/Zone/Street
- Wayfinding & lighting improvements
- Rural road traffic calming scheme
- Safer crossing improvements
- Station active travel route improvements

**Hedge End, West End and Botley Scheme List – the full action plan is included in the appendices**

Category	Proposal/ Scheme ID	Proposals / Schemes
<b>Healthy Places</b>	HEWEB - 1	Work with Eastleigh Borough Council (EBC) to support the improvement or implementation of off-road active travel routes.
	HEWEB - 2	Work with EBC and developers to deliver improved active travel routes between Hedge End Station and new residential developments to the north.
	HEWEB - 3	Work with EBC to enable the delivery of a continuous active travel route between Eastleigh and Hedge End Station.
	HEWEB - 4	Support EBC with delivery of public realm improvements in local centres.
	HEWEB - 5	Improve cycle parking provision across local centres and key destinations.
	HEWEB - 6	Botley Village Enhancements: implement accessibility and traffic calming improvements within Botley village centre that deters through traffic.
	HEWEB - 7	Investigate options for reducing traffic volumes and improving safety on rural lanes such as Quob Lane.
	HEWEB - 8	Improve signage and lighting along links between the Utilita Bowl and the Hedge End retail stores and Hedge End Station.
	HEWEB - 9	Implement the West End High Street accessibility improvements scheme.
	HEWEB - 10	Deliver accessibility improvements and new crossing facilities on Townhill Way.
	HEWEB - 11	Work with EBC on the upgrade and improvement of footbridges, footpaths and subways to cross the Eastleigh-Fareham railway line and the M27 Motorway to reduce severance between adjacent areas.
	HEWEB - 12	Deliver walking and cycling infrastructure improvements outlined in the LCWIP with LTN 1/20 compliant segregation on main roads in the area – routes 263, 238, 262, 339.

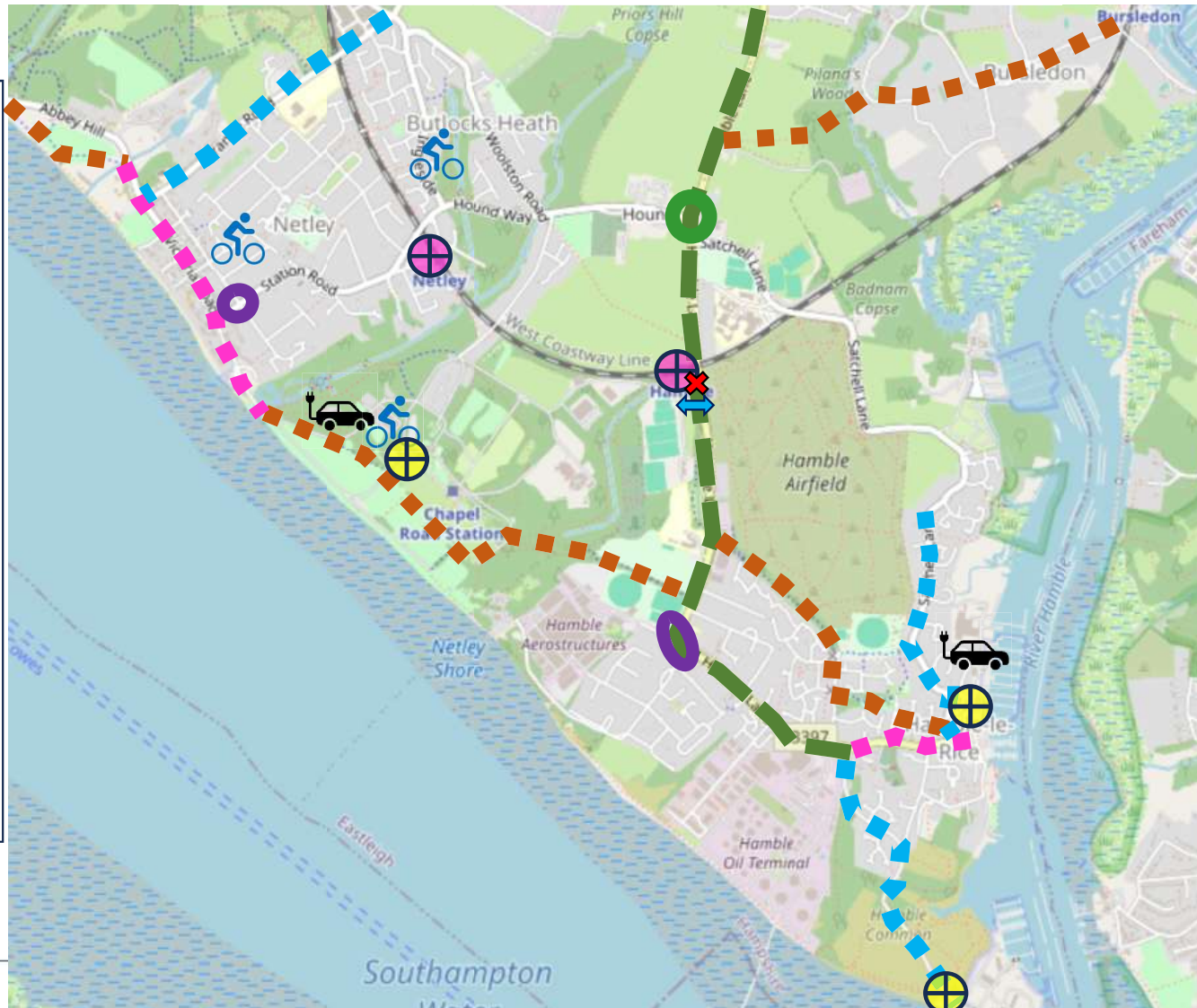
	HEWEB - 13	Implement area-wide Liveable Neighbourhoods initiatives in residential areas not already benefiting from traffic calming, where the community is supportive.
	HEWEB - 14	Deliver multi-modal improvements to key junctions across the area to manage traffic flows, reduce severance for active travel users, improve bus journey time reliability, and where possible, reduce bus journey times.
<b>Public Transport</b>	HEWEB - 15	Develop and deliver the bus priority interventions at the following locations: <ul style="list-style-type: none"> <li>• Key junctions on routes from Hedge End to Bitterne.</li> <li>• A27 Church Hill/High Street West End.</li> <li>• Wildern Lane/Upper Northam Road.</li> </ul>
	HEWEB - 16	Deliver bus stop enhancements at Hedge End Station and Village Centre
	HEWEB - 17	Deliver any other bus priority improvements developed as part of Hampshire's BSIP.
	HEWEB - 18	Work with EBC, National Rail (NR) and the Train Operating Companies (TOCs)/Great British Rail (GBR) and developer to deliver improvements to the north of Hedge End Station as part of the Boorley Gardens development and work with bus operators to agree changes to bus network routing to serve new housing.
	HEWEB - 19	Work with EBC and the TOCs/GBR to develop and deliver a Travel/Mobility Hub at Hedge End Station.
	HEWEB - 20	Work with Winchester City Council and the TOCs/GBR to develop and deliver a Travel/Mobility Hub at Botley Station and safety improvements in the vicinity of the station.
	HEWEB - 21	Lobby NR, GBR/TOCs to increase the frequency of services on the Eastleigh-Fareham line.
	HEWEB - 22	Work with NR, GBR/TOCs to deliver accessibility improvements to Hedge End and Botley Stations.
	HEWEB - 23	Work with Southampton City Council (SCC), EBC and bus operators to develop proposals for a Mass Rapid Transit Corridor linking Southampton City Centre with Hedge End and Botley that delivers faster end to end journey times and serves areas of planned new housing.


	HEWEB - 24	Work with Southampton City Council (SCC), EBC and bus operators to consider the viability/feasibility of implementing a bus/cycle/emergency service vehicles-only access route on Botley Road between the A27 West End Rd/St. Johns Road junction and between the A3024 Bursledon Road.
	HEWEB - 25	Work with SCC and EBC to develop policies that support the delivery of the Southampton City Region Mass Rapid Transit (MRT) proposals by enabling higher densities and growth along these corridors to support the uplift in services.
	HEWEB - 26	Implement the measures in the Station Interchange Improvement Plan for Hedge End and Botley Railway Stations.
<b>Future Mobility</b>	HEWEB - 27	Work with businesses, landowners and EBC to support the installation of rapid electric vehicle charging infrastructure.
	HEWEB - 28	Deliver the Southampton Airport Parkway Travel Hub.
	HEWEB - 29	Work with EBC to expand the Southampton cycle hire scheme to West End and Hedge End
	HEWEB - 30	Work with EBC and Car Club operators to support the expansion of their vehicles to viable locations across the borough.
	HEWEB - 31	Develop proposals for Travel/Mobility Hubs at Botley Station and Hedge End Stations.
	HEWEB - 32	Pilot new technology to deliver LTP4 outcomes.
	HEWEB - 33	Work with EBC and local businesses to rollout innovative freight and sustainable urban delivery schemes such as e-cargo bikes.
<b>Safer Roads</b>	HEWEB - 34	Reduce speed limits where appropriate on sections of main roads in high footfall areas with high collision rates and support better enforcement.
	HEWEB - 35	Deliver Safer Roads campaign for all highway users.
	HEWEB - 36	Deliver School Safety Campaigns and implement the outputs from School Travel Plans.
	HEWEB - 37	Deliver School Streets, School Safety Schemes and active travel improvements around schools where there is local support and funding.
	HEWEB - 38	Deliver targeted road safety and collision reduction schemes at collision hotspots.





	HEWEB - 40	Deliver targeted accessibility, cycle safety and traffic management interventions at locations where there have been multiple collisions involving these vulnerable road users.
	HEWEB - 41	Work with parishes and EBC to investigate and implement 20mph speed limits in residential areas and local centres where the criteria are met and there is community support and funding.
<b>Balancing Travel Demand</b>	HEWEB - 42	Boost adoption of school travel plans and implementation of safer routes to schools to reduce the percentage of school trips by car.
	HEWEB - 43	Enforcement of moving traffic offences that block junctions, delay traffic flows, and cause safety issues.
	HEWEB - 44	Work with EBC to develop a new parking strategy for town and local centres.
	HEWEB - 45	Implement the Boorley Green Traffic Management Improvements.
	HEWEB - 46	Deliver Phase 3 of the Botley Bypass.
	HEWEB - 47	Deliver the Botley Village Enhancements Scheme – a package of accessibility and traffic calming interventions within Botley Village centre to divert traffic onto the new Botley bypass.
	HEWEB - 48	Facilitate mode shift away from private vehicles to sustainable travel modes on the Hedge End to Southampton corridor by delivering a fast direct and high frequency bus corridor.
	HEWEB - 49	Work with National Highways to identify and implement affordable traffic management and safety improvements at Junctions 7 and 8 of the M27.
	HEWEB - 50	Develop and implement a multi-modal improvements scheme for the B3354 Winchester Road Corridor.
<b>Development and Masterplanning</b>	HEWEB - 51	Improve the integration of land use and transport planning.
	HEWEB - 52	Monitor and enforce residential and commercial development related travel plans.
	HEWEB - 53	Support densification and increased provision of employment activities in local centres.
	HEWEB - 54	Ensure the creation of high-quality liveable neighbourhoods in new developments.
	HEWEB - 55	Work with EBC to ensure future strategic development sites are in the most accessible and sustainable locations and become fully integrated with existing transport networks.

	HEWEB - 56	Work with EBC to ensure future strategic development sites can be easily served by high frequency bus routes through the extension or simple diversion of existing commercial bus routes.
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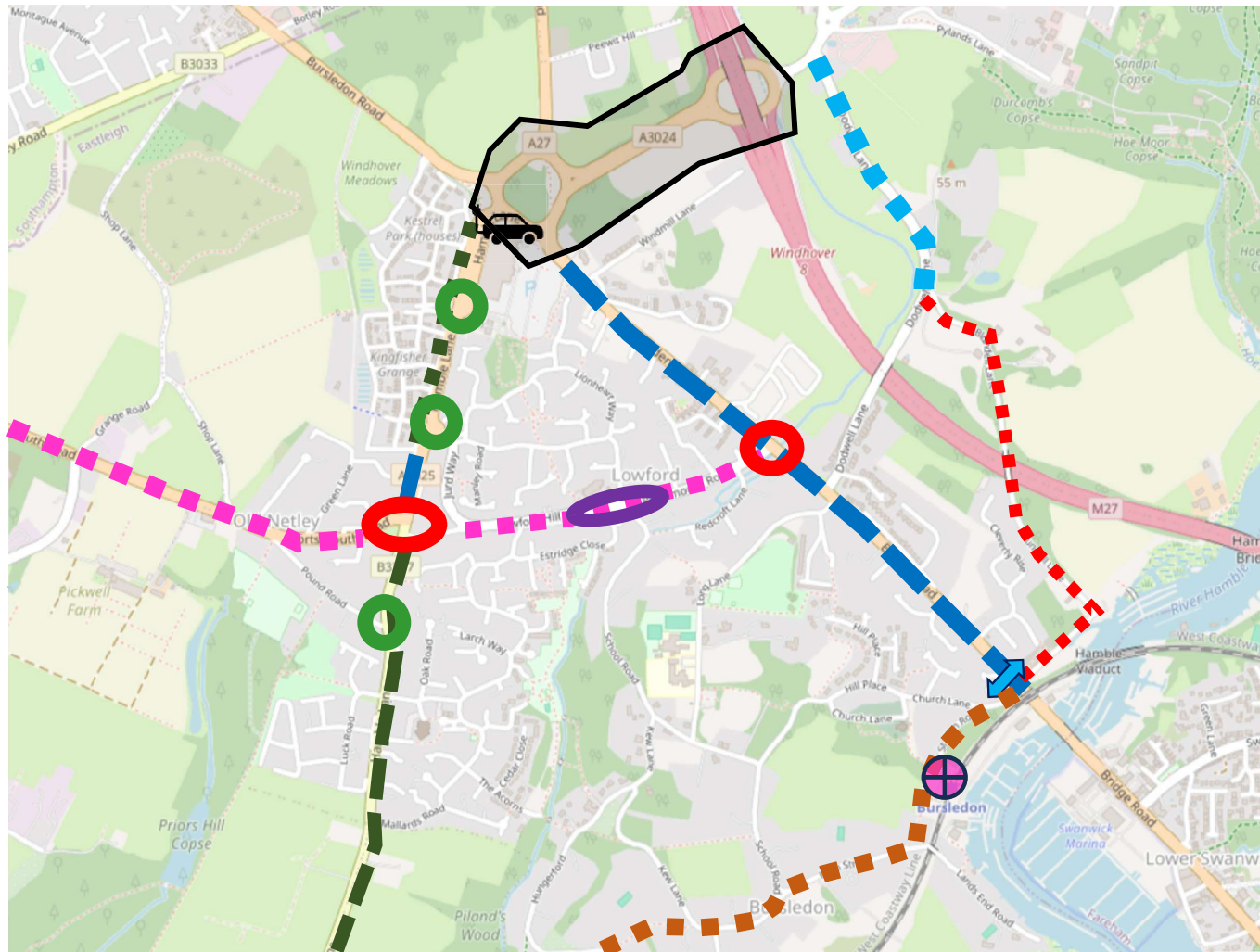
# Transport schemes overview – Netley and Hamble Ward




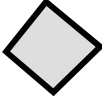












-  Cycle Hire Expansion
-  Rapid EV Charging Infrastructure
-  Leisure / Employment Mobility Hub
-  Station Access Improvements & Mobility Hub
-  Hamble Station Bus Interchange Improvements
-  Junction improvements – Active Travel / Safety
-  New crossing facility
-  Public realm / Healthy Streets Improvements

-  Upgrade cycle route / ROW Surface Improvements – LCWIP
-  Traffic Calming / Speed Management – LCWIP
-  Traffic Calming / Speed Limit reduction
-  Upgrade Shared Cycle Path to current standards – LCWIP Route

# Transport schemes overview – Bursledon and Hound North Ward



-  Junction improvements – active travel / safety
-  Junction improvements – Bus priority / active travel / traffic management
-  Public realm / Healthy Streets Improvements
-  National Highways – Cancelled Major Scheme area
-  Support expansion of rapid EV Charging Infrastructure

-  Traffic Calming / Speed Management – LCWIP Route
-  Quiet Lane / Traffic Flow Reduction – LCWIP Route
-  Traffic Calming / Speed Management – LCWIP
-  Formalising Parallel Low Traffic Cycle Route – LCWIP Route
-  Upgrading Shared Cycle Path – LCWIP Route
-  20mph limit / Traffic Calming / ROW Surface Improvements – LCWIP Route
-  TCF A27 Providence Hill Cycle Link Scheme (Committed) – LCWIP Route
-  Improved Crossing Facility – LCWIP Route
-  Rail Station Access Improvements & Mobility Hub

**Bursledon, Hamble-le-Rice and Hound Scheme list – the full action plan is included in appendices**

Category	Proposal/ Scheme ID	Proposals / Schemes
<b>Healthy Places</b>	BHH - 1	Encourage participation and appeal of walking and cycling through promotion and behaviour change campaigns.
	BHH - 2	Implement public realm improvements in local centres.
	BHH - 3	Improve cycle parking provision at destination and local centres.
	BHH - 4	Implement 20mph speed limits where the criteria are met.
	BHH - 5	Deliver walking and cycling infrastructure improvements outlined in the LCWIP.
	BHH - 6	Reduce severance caused by main roads through safer crossing facilities and the redesign of junctions.
	BHH - 7	Implement Liveable Neighbourhoods and Healthy Streets initiatives.
<b>Public Transport</b>	BHH - 8	Upgrade bus roadside stop infrastructure / shelters and real-time information where feasible.
	BHH - 9	Work with operators to provide improved bus frequencies on the 15, X4 and X5.
	BHH - 10	Improve accessibility by all modes to the three rail stations in the area.
	BHH - 11	Support the provision of easy to use and efficient public transport services.
	BHH - 12	Implement bus priority infrastructure on the X4/X5 routes.
	BHH - 13	Lobby and work with Network Rail, Train Operating Companies (TOCs)/Great British Rail (GBR) to improve rail service frequency on the Netley Line.
	BHH - 14	Support the delivery of improvements to Hamble Station including a new car park with a mobility hub and bus interchange/turnaround.
	BHH - 15	Implement the measures in the Station Interchange Improvement Plan for Bursledon, Hamble and Netley Railway Stations.
<b>Future Mobility</b>	BHH - 16	Accelerate transition to low and zero emission vehicle use.
	BHH - 17	Work with businesses, landowners and EBC to support the installation of rapid electric vehicle charging infrastructure.

	BHH - 18	Expand e-bike hire into areas adjacent to the existing City of Southampton scheme.
	BHH - 19	Work with Car Club operators to expand bays and vehicles where demand is evident.
	BHH - 20	Work with local businesses to roll out innovative freight and delivery schemes.
	BHH - 21	Pilot new technology to deliver LTP4 outcomes.
	BHH - 22	Deliver mobility hubs (cycle hire/cycle parking/car clubs/other) and improved interchanges between public transport at railway stations and key destinations.
<b>Safer Roads</b>	BHH - 23	Implement traffic calming and speed management interventions.
	BHH - 24	Reduce speed limits where appropriate and support better enforcement.
	BHH - 25	Deliver Safer Roads campaign for all highway users.
	BHH - 26	Deliver School Safety Campaigns and implement School Travel Plans.
	BHH - 27	Deliver road safety and collision reduction schemes.
<b>Balancing Travel Demand</b>	BHH - 28	Traffic management interventions such as Quiet Lanes, bus priority, traffic calming and access restrictions.
	BHH - 29	Enforcement of moving traffic offences that block junctions, delay traffic flows, and cause safety issues.
	BHH - 30	Better freight and HGV access management linked to delivery and servicing plans.
	BHH - 31	Work with EBC to develop a new Parking Strategy for local centres.
	BHH - 32	Improved business engagement and area-based travel plans.
	BHH - 33	Deter external through traffic from using Portsmouth Road (between Lowford Hill and the A27) through traffic management measures.
<b>Development and Masterplanning</b>	BHH - 34	Improve accessibility to services and facilities.
	BHH - 35	Locate site allocations in the most accessible and sustainable locations.
	BHH - 36	Densify and diversify areas with local centres around rail stations and mobility hubs.
<b>Strategic Infrastructure</b>	BHH - 37	Work with EBC to revisit the Hamble Lane North Improvements Scheme to deliver a more affordable and policy compliant scheme.

	BHH - 38	Work with National Highways to secure traffic management and safety interventions at the M27 Junction 8 and Windhover Roundabout following cancellation of their major scheme.
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# Glossary

Term	Definition
Active Travel	Modes of transportation that involve physical activity, such as walking and cycling.
Air Quality	The condition of the air in terms of the presence of pollutants, which can affect human health and the environment.
Biodiversity Net Gain (BNG)	An approach to development that ensures habitats for wildlife are left in a measurably better state than they were before the development. Biodiversity Net Gain is mandatory under Schedule 7A of the Town and Country Planning Act 1990.
Bus Priority Measures	Strategies and infrastructure improvements designed to give buses preferential treatment on the road, such as dedicated bus lanes and traffic signal priority, to improve service reliability and reduce delays.
Bus Service Improvement Plan (BSIP)	A strategic document which outlines a vision and plan for enhancing bus services within a specific area, making them more attractive, convenient, and reliable for passengers.
Car Dependency	A situation in which urban planning and infrastructure prioritise use of the private motor vehicle over other modes of transportation, leading to a reliance on cars for daily activities.
Carbon Emissions	The release of carbon dioxide (CO <sub>2</sub> ) into the atmosphere, primarily from burning fossil fuels, which contributes to climate change.
Carbon Neutrality	Achieving a balance between emitting carbon dioxide into the atmosphere and absorbing it in carbon sinks.
Community Infrastructure Levy (CIL)	A charge levied on new developments by local authorities to help fund infrastructure projects that support the development of the area.
Compulsory Purchase Order (CPO)	A legal mechanism that allows certain bodies, such as local authorities, to acquire land or property without the owner's consent for public benefit projects, such as infrastructure development.
Demand Management	Strategies aimed at reducing demand for road space and managing traffic flow, such as congestion charging, parking restrictions, and promoting alternative modes of transport.

<b>Term</b>	<b>Definition</b>
Department for Transport (DfT)	The UK government department responsible for overseeing the transport network, including roads, railways, and public transport.
Developer Contributions	Financial or in-kind contributions made by developers to fund infrastructure improvements or services needed to support new developments, often secured through legal agreements.
Freeport	Special economic zones in the UK where customs rules, such as taxes, do not apply until goods leave the zone.
Heavy Goods Vehicles (HGVs)	Large vehicles used for transporting goods, typically over long distances, including lorries and trucks.
Highway Authority	An organization responsible for the planning, development, and maintenance of highways and transport infrastructure within a specific area. Hampshire County Council is the Highway Authority for the Eastleigh Borough area.
Liveable Neighbourhoods	Urban areas designed to be sustainable, healthy, and inclusive, providing residents with access to essential services, green spaces, and opportunities for social interaction. These neighbourhoods prioritise walking, cycling, and public transport over car use.
Local Area Committees (LACs)	These are committees consisting of local ward councillors within the Eastleigh borough area which make decisions on a range of matters relating to planning.
Local Enterprise Partnership (LEP)	A voluntary partnership between local authorities and businesses in England, established to drive economic growth and job creation in specific areas.
Local Plan	A document prepared by a local planning authority that sets out the long-term vision for the area, including policies and proposals for land use, housing, transport, and infrastructure.
Local Planning Authority	A local government body empowered by law to exercise urban planning functions for a specific area. Eastleigh Borough Council is the Local Planning Authority for the Eastleigh Borough area.
Mass Rapid Transit (MRT)	High-capacity public transport systems, such as metro, light rail, or bus rapid transit, designed to move large numbers of passengers quickly and efficiently.
Masterplanning	The process of creating a comprehensive plan that outlines the development and design of a large area, including land use, infrastructure, buildings, and public spaces. It provides a framework for future growth and development, ensuring that all elements are integrated and coordinated.
Mode Shift or Modal Shift	Encouraging people to switch from private cars to more sustainable modes of transport, such as walking, cycling, and public transport.

<b>Term</b>	<b>Definition</b>
Movement and Place Framework	A planning methodology that balances the movement of people and goods with the creation of vibrant, attractive places. It integrates transport planning with urban design to ensure that streets and public spaces serve both transportation and community needs, depending on the local context.
Net Zero Carbon Emissions	A goal to eliminate greenhouse gas emissions (not just CO <sub>2</sub> ) and only offset those emissions which cannot be avoided as a last resort.
Regeneration Plan	A plan aimed at revitalising and improving an area, often involving infrastructure improvements, economic development, and community engagement.
Road User Utility Framework	A framework used to evaluate and prioritise road users' needs and preferences, ensuring that transport planning and infrastructure development consider the utility and convenience for all types of road users.
Section 106 Agreements	Legal agreements between local authorities and developers, under Section 106 of the Town and Country Planning Act 1990, used to secure developer contributions for infrastructure and services.
Severance	The physical or perceived separation of people from places they need to access, caused by physical, geographic or psychological barriers.
Strategic Developments	Large-scale projects and initiatives that have a significant impact on the transport system and require careful planning and coordination.
Strategic Transport Network	The network of major roads, railways, and other transport infrastructure that supports long-distance and high-volume movements of people and goods.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs, often incorporating environmental, social, and economic considerations.
Sustainable Transport	Transport methods that have a lower impact on the environment, such as walking, cycling, and public transport, aimed at reducing carbon emissions and promoting healthier lifestyles.
Traffic Management	The process of planning, monitoring, and controlling traffic flow to improve safety, reduce congestion, and enhance the efficiency of the transport network.
Train Operating Company (TOC)	An organization responsible for providing passenger rail services on a specific network or route.
Transport Modelling	The use of mathematical models to simulate and analyse the performance of transport systems, helping to inform planning and decision-making.

<b>Term</b>	<b>Definition</b>
Travel to Work Area	Office for National Statistics (ONS) designated areas in the UK where at least 75% of the area's resident workforce work in the area and at least 75% of the people who work in the area also live in the area.
Wheeling	The movement of people using wheel-based mobility aids, such as wheelchairs, mobility scooters, pushchairs or prams, or walking frames with wheels.