

Hampshire  
2050

# Eastleigh Transport Strategy consultation report 2025

Image from Hampshire County Council

# Key findings

# Key findings



Twice as many respondents agreed than disagreed that the strategy would address issues in Eastleigh Borough. Reasons for disagreement included dependency on car for people travelling outside of the Eastleigh area and active travel not being a practical option for all, especially those with mobility issues.



However, there were mixed views about delivery outcomes, with limited confidence that the strategy would reduce transport emissions, improve network resilience, or support sustainable housing, employment, and regeneration. Concerns were raised about the robustness of the evidence base (including suggestions it was outdated), the achievability of the proposed actions (especially in terms of active travel), and that recent cuts to public transport contradicted the strategy goals.



Respondents felt that improved public transport would be key to, and have the greatest impact on, transport within the borough.



While improved active travel infrastructure was generally welcomed for offering more travel choices, concerns were raised about its realistic impact - particularly for those commuting outside the borough or who are not young, fit, or mobile.



The scale of housing development in the Borough and whether the transport network could cope was raised as a concern.

# Introduction

# Eastleigh Transport Strategy – aims and method



## Background

Hampshire County Council (HCC) as the Highway and Transport Authority for Eastleigh Borough developed a draft Transport Strategy setting out proposed priorities for transport improvements in the Eastleigh Borough up to 2050. The Strategy has been developed in line with the objectives of Hampshire's [Local Transport Plan](#) (LTP4).

The draft strategy outlines the transport challenges and issues, and proposed interventions that the County Council believes are required to deliver a set of outcomes for the Eastleigh Borough within the next 25 years.

The 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 short, medium and long-term interventions and schemes in different locations.



## Method

Hampshire County Council carried out a consultation through use of a feedback form (online and available in other formats). The draft strategy was published on the Hampshire County Council website for people to read in full to enable an informed response. The consultation was also posted on the Hampshire County Council Facebook page and Nextdoor platform.

The feedback form was available from 1 September to 12 October 2025.

The views expressed in this report came from responses to an open feedback form (available to anyone to complete), written correspondence and social media comments. There were no quotas or sampling targets, in keeping with the spirit of open engagement. All questions were optional, and the base therefore changes throughout the report. This is noted on each chart.

All unstructured responses have been shared in full with the project team.

# Response summary

In total, the consultation received 43 responses, of which 37 were submitted via the feedback form, and six as unstructured responses via email. Given the number of responses, the findings should be treated as indicative, rather than representative.

## Respondent Type

Of those who specified:



35 were responding as individuals



six were providing the official response of an organisation or business

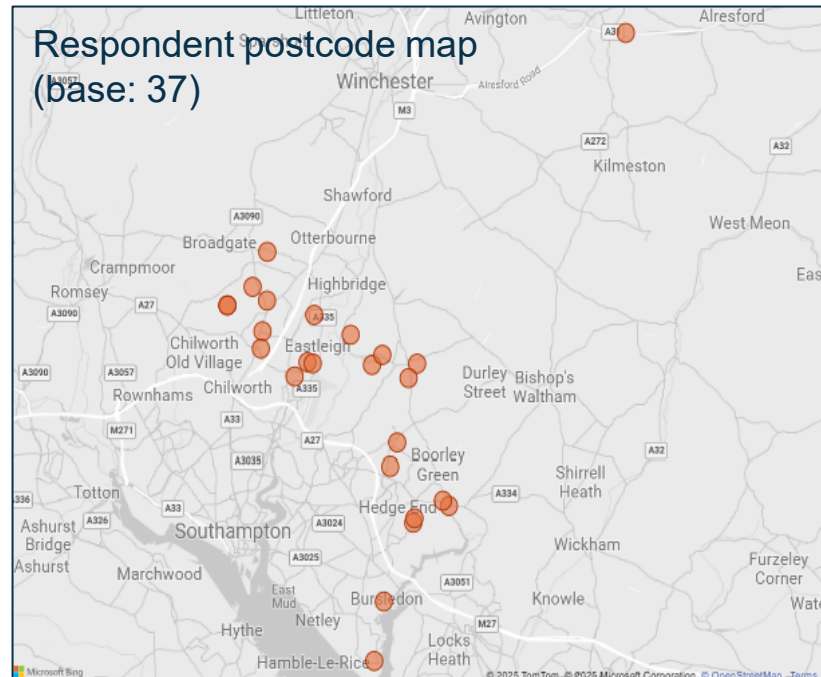


one was from a Democratically Elected Representative

Seventeen respondents were male and 12 were female. A third of respondents were aged between 35-54, and another third were aged 65-84.

Source: Response Form.

## Respondent postcode map (base: 37)



Fewer than half of respondents reported having a disability or long-term health condition.

## Travel weekly or more often by:



Active transport

20



Wheelchair/mobility scooter

2



Public transport

10



Private, motorised transport

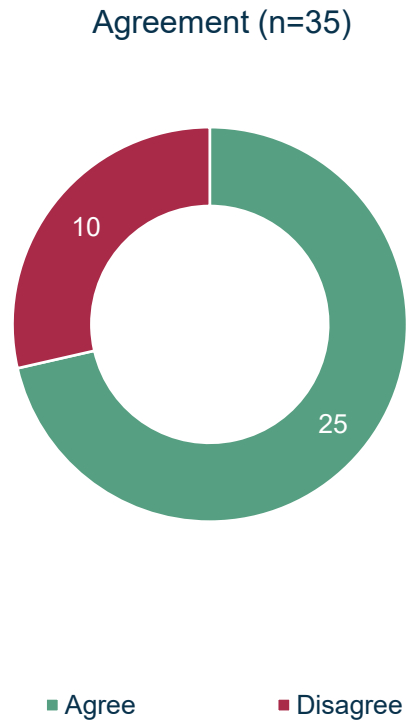
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Most respondents reported having use of a motorised vehicle owned within their household.

# Detailed findings

# Agreement that strategy will address problems outlined in summary statement

More than twice as many respondents agreed as disagreed that the strategy would address the problems expressed in the summary statement. Disagreement was driven by concerns that it might not reflect all travel patterns – particularly for commuters travelling outside the borough; and by too much emphasis on a shift to active travel, which they considered unrealistic.



## Summary statement

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.

## Reasons for disagreement

*“Car dependency for people commuting to and from work, will not change. Most people work outside of the areas mentioned and live in the region to commute via the M27 and M3.” (Male aged 45-54, who frequently uses a private motor vehicle)*

*“Because cycling and walking are fine if you are physically able or the distance is not too great or the weather is suitable but it isnt the solution for many.. ” (Female aged 65-74 who frequently uses a private motor vehicle)*

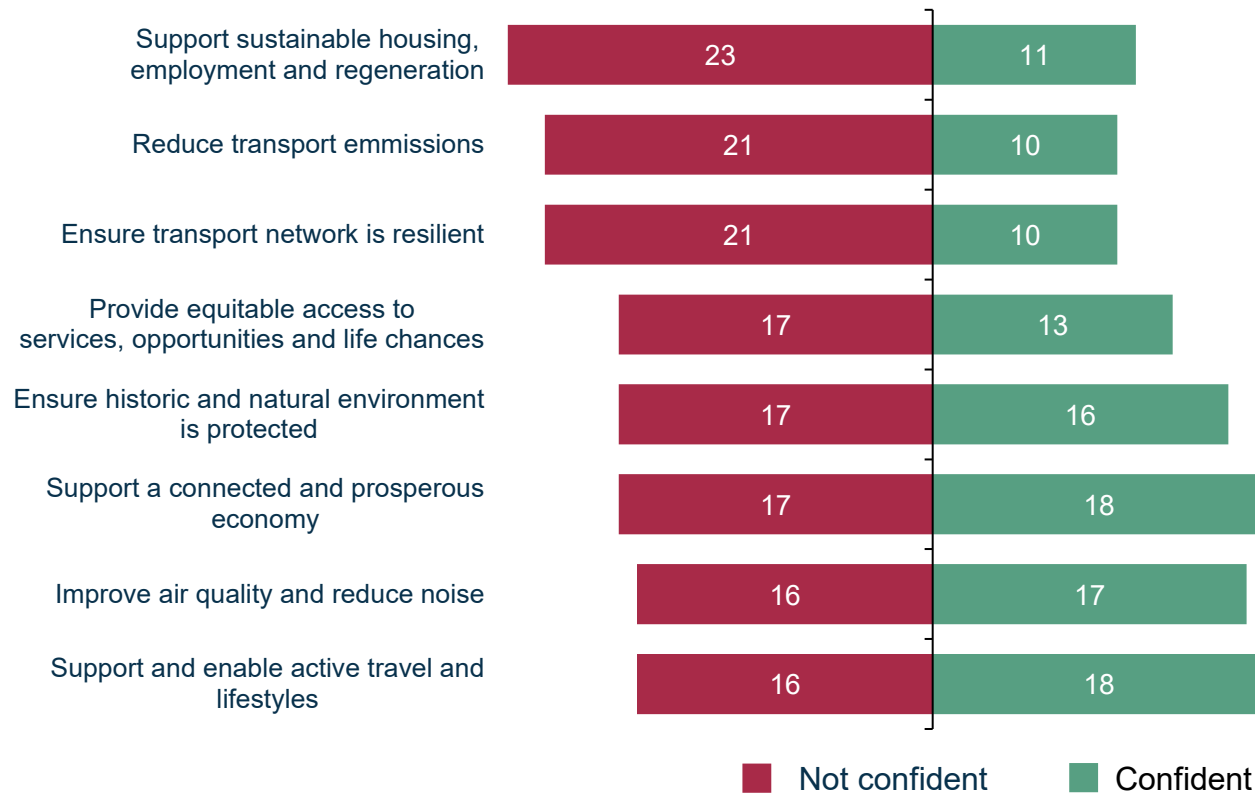
*“Can’t get to Winchester without a car” (Male aged 65-74 who frequently uses a wheelchair/ mobility scooter and private motor vehicle)*

To what extent do you agree or disagree that the strategy will address the problems expressed in this statement? [draft strategy summary statement]  
Please explain why you do not agree in the box below

# Confidence in delivery of outcomes

Twice as many respondents lacked confidence compared to those who were confident in the strategy's ability to reduce transport emissions, ensure the resilience of the transport network, and support sustainable housing, employment, and regeneration. Views were more mixed for other outcomes.

Confidence in the strategy's ability to deliver the outcomes



Source: Response Form. 'Neither/ nor' and 'don't know' not shown.

## Reasons for lack of confidence

- Concerns were raised about the robustness of the evidence base, with suggestions it was outdated.
- The achievability of the proposed actions (especially around active travel) was questioned.
- Recent cuts to public transport contradict strategy goals.

## Respondents suggestions to improve confidence

- Consider improving public transport services, with a focus on better connectivity across the region.
- Explore ways to support home EV charging infrastructure.
- Recognise and account for varied travel behaviours and how they influence transport choices.
- Ensure the strategy is underpinned by current data and supported by feasibility studies.

Source: Response Form and unstructured comments.

# Issues that are seen as most critical when travelling in Eastleigh

## Active Travel

**Most critical issue\*:**  
Safety concerns related to motorised traffic

### Other issues\*:

- Lack of continuity for existing cycle routes
- Lack of alternative routes due to existing physical barriers (e.g. railway lines)
- Poor pedestrian accessibility and public spaces
- Need for new & improved active travel routes to schools
- Poor cycling infrastructure
- Better active travel links requested from developments within the Horton Heath area to Southampton airport

## Public Transport

**Most critical issue\*:**  
Infrequent bus services

### Other issues\*:

- Bus delays and unreliability
- Questions were raised about the viability of Mass Rapid Transit (MRT), particularly regarding the scale and role out of the proposed scheme and its realistic impact on bus journey times
- Support was shown for the bus priority measures to Southampton Airport
- Improved public transport connectivity to the east, especially Portsmouth, needed
- Enhanced rail services and express bus routes to key hubs needed

## Traffic flows and road network

**Most critical issues\*:**  
High levels of car use  
High traffic flows and congestion affecting air quality

### Other issues\*:

- Increasing traffic congestion leading to longer and unreliable journey times
- High volumes of HGVs through towns and on residential roads
- Issues with inconsiderate and dangerous parking around schools
- There were mixed views on Chickenhall Link Road alternatives, some were supportive whilst others found the proposal inadequate
- There was some objection to the removal of Hamble Lane improvements, citing severance issues and a lack of viable alternatives
- Concerns about new developments placing additional pressure on the transport network were expressed

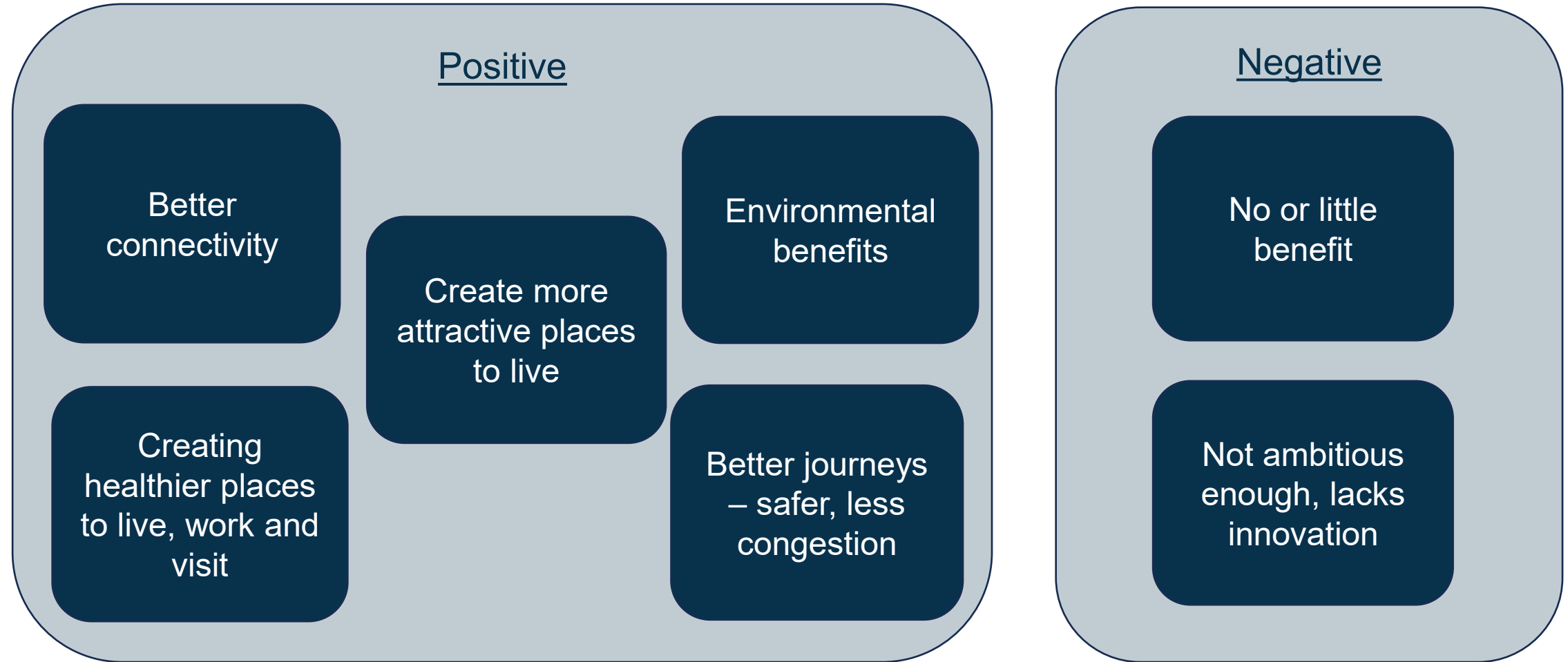
## Accessibility

- Some respondents felt the strategy overlooks the needs of older people and those with disabilities
- For some disabilities, public transport, walking, and cycling are often not viable options, making car travel essential
- A greater provision of Blue Badge parking spaces was suggested
- There was a call for the strategy to explicitly acknowledge and support minority groups with special needs

Source: Response Form and unstructured comments.

\* Respondents were asked to select the issues they considered most critical from a list provided in the strategy. For further detail, please see the charts in the appendices

# Impacts of the strategy identified by respondents



Source: Response Form and unstructured responses

# What is missing from the strategy?

Few responses related specifically to strategic elements that were missing from the strategy, but there were many general requests. These included more public transport and making it a higher priority – including requests for new and more frequent rail links as well as improved bus services. Respondents also highlighted the need for increased transport network resilience, future-proofing for new developments, and stronger support for active travel.

*“The strategy fails to provide flexibility in the approach outlined– much needed given the level of development proposed in the Borough over the next Local Plan period.” (Organisational response)*

*“Public transport should be increased for all areas not just urban routes as people need to travel for lots of reasons, some essential . People need to be able to use buses and rural buses are necessary. Rail and buses should be connecting people to communities” (Female aged 75-84 who frequently travels by public transport and motor vehicle)*

*“I think sections [of the strategy] that accommodate an increase in residents and future-proofing are lacking more resilience and detail” (Female aged 25-34 who frequently travels by public transport, active travel and motor vehicle)*

*“We need better pedestrian & cycle links between existing developments and the trains” (Respondent travelled frequently by motor vehicle)*

*“People living with sight loss are unable to drive and therefore depend on an inclusive walking infrastructure and accessible public transport for their independence and wellbeing..... we increasingly hear that street designs are creating barriers for disabled people. .” (Organisational response)*

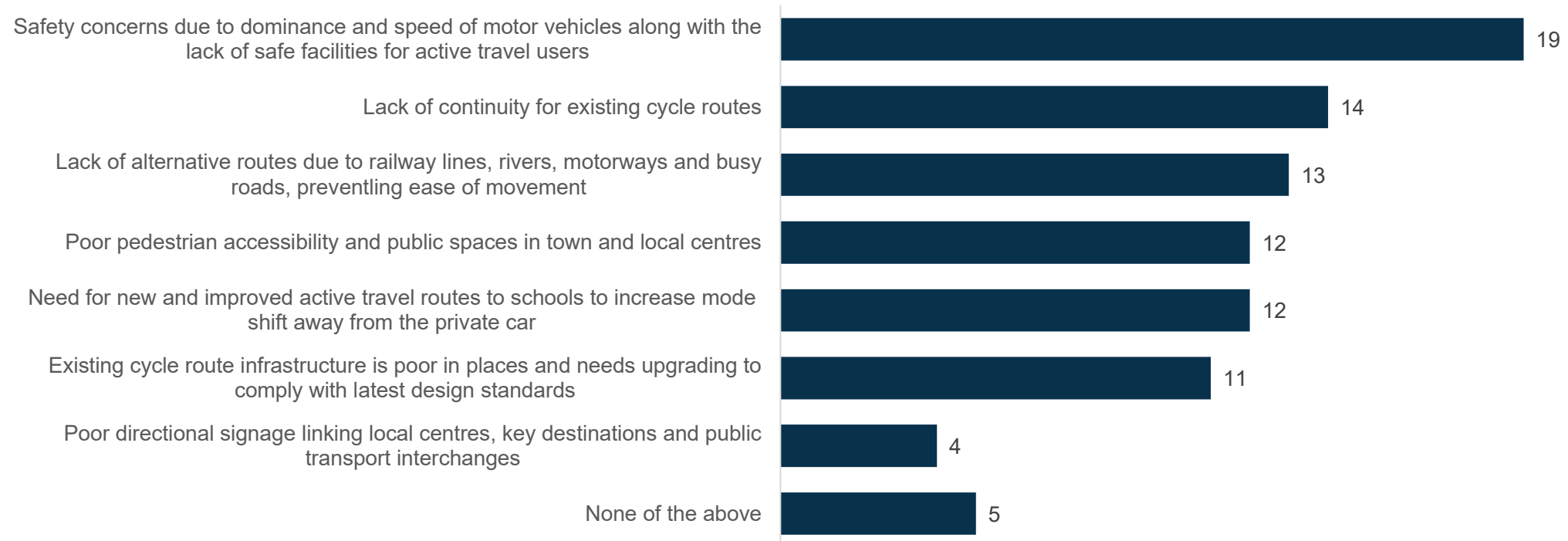
*Feels weak in dealing with future development..” (Male aged 35-44 who frequently travels by public transport, active travel and motor vehicle)*

*Is there anything missing from the strategy that you think should be included?*

# Appendices

# Active travel issues – response detail

Most critical active travel issues (n=36\*)

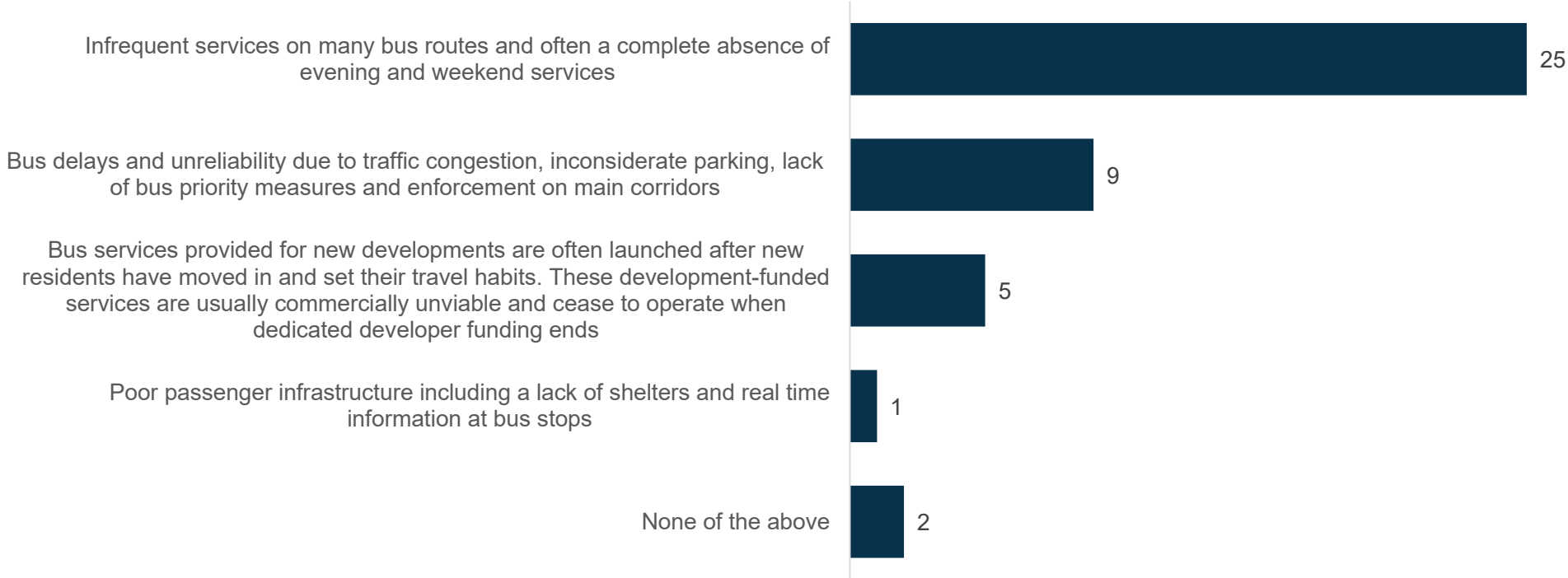


\* caution: low base

Select up to 3 issues relating to active travel (walking, wheeling\* and cycling) that you think are the most critical? \*wheeling refers to using a wheelchair or mobility scooter

# Public transport issues – response detail

Most critical public transport issues (n=36\*)

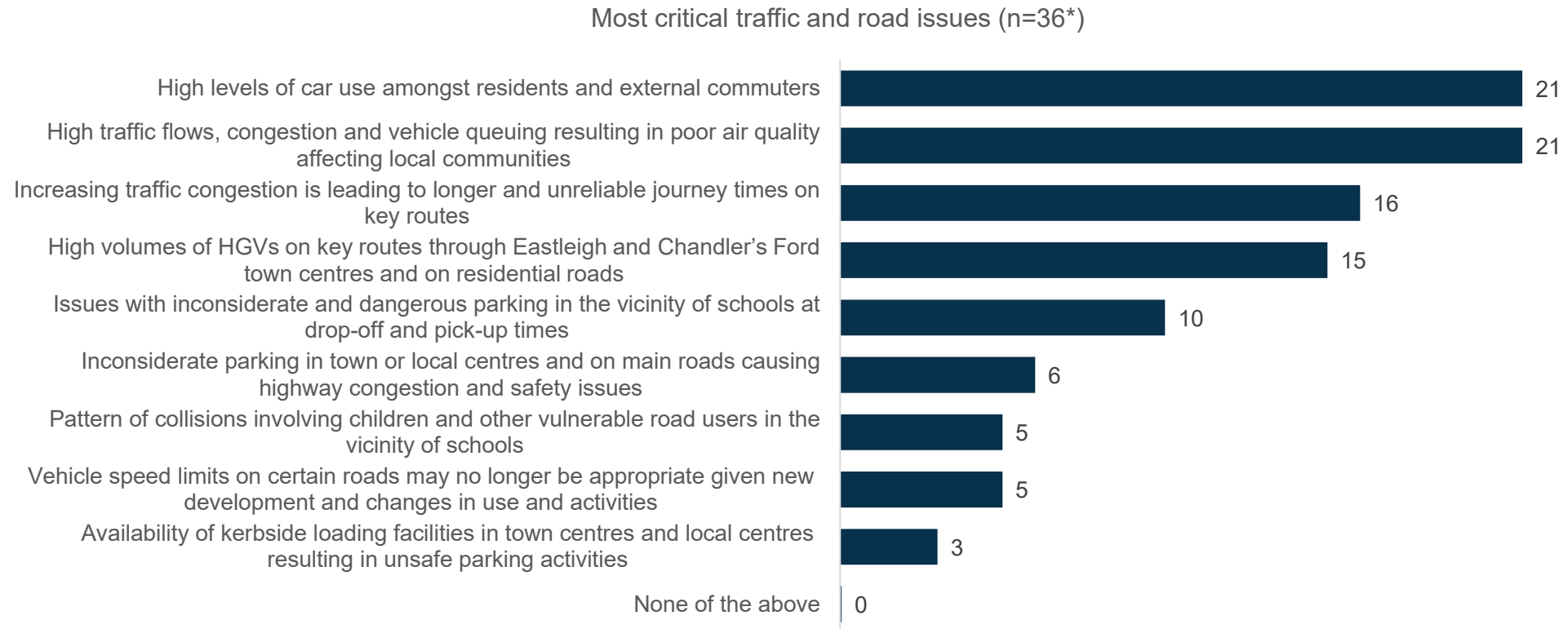


Select which issue relating to public transport that you think is the most critical?

*\* caution: low base*

# Issues with traffic flow and road network

Most respondents selected high levels of car use and high traffic flows and congestion affecting air quality as the most critical issues for the road network. Nearly half also considered traffic congestion affecting journey times and high volume of HGV on key routes to be critical issues.



Select up to 3 problems relating to traffic flows and the road network that you think are the most critical?

\* caution: low base