EASTLEIGH BOROUGH

TRANSPORT STATEMENT

Adopted September 2012

Eastleigh Borough Transport Statement

CONTENTS **page**

1.	**Introduction**	**2**
2.	**Policy Context**	**3**
3.	**Transport Background, Context and Issues**	**7**
4.	**Transport Objectives and Delivery Priorities**	**17**
5.	**Implementation and Funding**	**19**

FIGURE

Figure 1:	**Strategic Transport Map**	**23**

TABLE

Table 1:	**Schedule of Transport Proposals**	**24**

EASTLEIGH BOROUGH TRANSPORT STATEMENT

1. Introduction

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

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

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

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

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

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

2. Transport Policy Context

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

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

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

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

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

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

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

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

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

- **Eastleigh Borough Local Plan Review** - adopted in May 2006. Current planning policy for the Borough is set out in the saved policies and will remain until it is superseded by Local Development Framework (LDF) documents.

- **Draft Eastleigh Borough Local Plan 2011-2029** (Draft EBLP) - the emerging Draft Local Plan will set out the planning policy framework for the Borough for the period to 2029 and identify areas for new development. It is expected to be adopted in 2013 and is supported by research and evidence set out in a series of background papers; including **T1 Transport Paper** (November 2011)
  - **Borough of Eastleigh Public Transport Strategy**
  - **Borough of Eastleigh Cycling Strategy**
  - **Borough of Eastleigh Walking Strategy**

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

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

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

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

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

3. Background, Transport Context and Issues in Eastleigh

3.1 Background

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

3.2 Eastleigh Borough has a population of approximately 122,000 people and covers an area of 80km^2. The borough is predominantly urban and suburban in nature, with almost 89% of residents classified as living in urban settlements and 10% in rural towns . There are three main settlements: Eastleigh, Chandler's Ford and Hedge End, and eight smaller settlements: Bishopstoke, Botley, Bursledon, Fair Oak, Hamble-le-Rice, Horton Heath, Netley, and West End. Almost 17% of the population is aged 65 years and over.

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

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

3.5 Transport Context

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

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

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

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

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

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

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

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

3.11 Transport Issues

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

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

3.13 Chandler's Ford, Hiltingbury, Allbrook and Boyatt

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

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

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

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

3.17 Corridor 2: Allbrook to Eastleigh

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

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

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

3.19 Eastleigh Town

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

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

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

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

3.22 Corridor 4: Eastleigh to Southampton City Centre

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

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

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

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

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

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

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

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

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

3.28 Bishopstoke, Fair Oak and Horton Heath

3.29 Corridor 6: Eastleigh to Bishopstoke

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

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

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

3.32 Hedge End, West End & Botley

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

Corridor 8: A334/B3033 Botley to Hedge End Corridor

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

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

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

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

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

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

3.39 Corridor 9: Hedge End to Southampton and Hamble Peninsula

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

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

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

3.42 Bursledon, Hamble and Hound

3.43 Corridor 10: Hamble Peninsula

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

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

3.45 Key Challenges

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

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

4. Transport Objectives and Delivery Priorities

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

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

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

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

5. Implementation and Funding

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

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

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

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

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

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

  - Chandler's Ford to Southampton City Centre
  - Eastleigh to Southampton City Centre
  - Eastern Suburbs to Southampton City Centre (corridor is a key access radial route from the Hedge End area)

- Pinch-point Fund: This is funding that has been identified by central government for highway improvements on the strategic road network. Approximately £220 million has been identified for growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layout. The fund, administered by the Highway's Agency, is anticipated to fund improvements over the next 3 years.

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

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

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

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

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

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

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

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

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

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

Figure 1. Strategic Transport Map

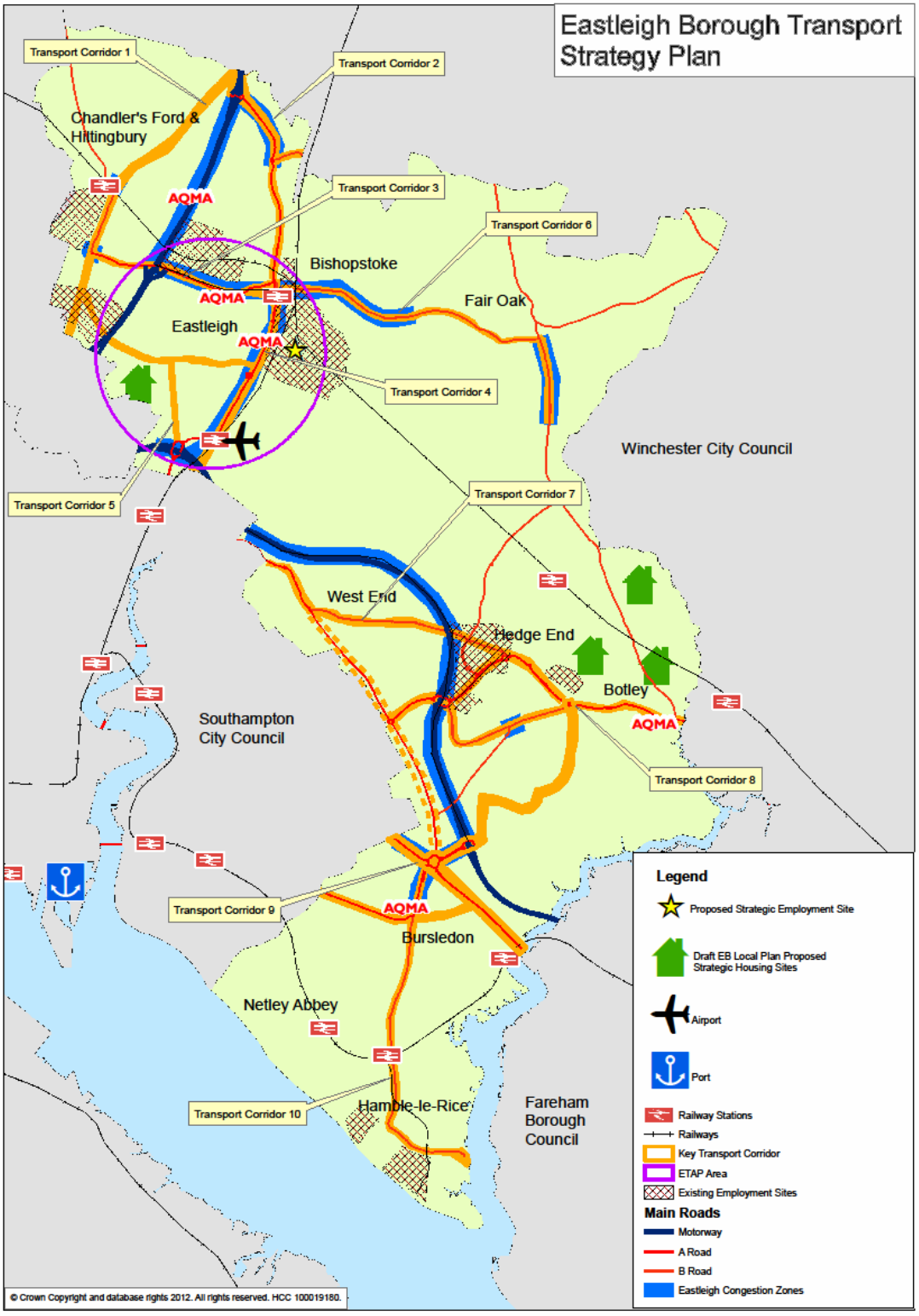

Table 1.
Schedule of Transport Proposals

JJ/16 March 2012

Eastleigh Borough Adopted Transport Statement Table 1 September 2012
SCHEDULE OF TRANSPORT IMPROVEMENTS
Grouped into 3 types: **1: Strategic Transport Schemes**
2: Local Access Schemes - Eastleigh Town Access Plan
3: Local Access Schemes - Boroughwide

Notes on Schedule:
(1) Estimated costs. For longer term schemes these could change considerably after feasibility is completed.
(2) Improvement status. This is normally either a) prefeasibility b) feasibility underway or complete
c) programmed in the HCC capital programme or other programme (this refers to planned expenditure but does not necessarily mean funds are readily available).
(3) Expected funding sources may include additional funds, especially as schemes near implementation.
(4) Funding Shortfall. The difference between estimated cost and expected funding where known.
(5) Priority against the 4 objectives as outlined in the statement- 1, 2, 3 and/or 4.
(6) Timescale. S: Short term higher priority schemes (within 5 years) M: medium term, (within 10 years) L: long term (more than 10 years)
Done: if scheme has been completed

Total Scheme Costs:	**Estimated Cost £'000 (note 1)**
Strategic Highway Schemes	203000
Local Access Schemes - Eastleigh Town Access Plan	10779
Local Access Schemes - Boroughwide	11886
Estimated total cost of all schemes	225665
Estimated total of funding shortfall potentially filled from CIL, S106, Growing Places & others	222783

1. Strategic Highway Schemes. List to be updated following adoption of TfSH Long Term Strategic Implementaiton Plan (LTSIP).

Reference (Transport Scheme Inventory Number)	**Location**	**Scheme Proposal**	**Estimated Cost £'000 (note 1)**	**Scheme Status (note 2)**	**Expected Funding Source (note 3)**	**Funding Shortfall (note 4)**	**Priority (EBTS 4 x objectives) note 4**	**Priority (against TFSH LTP3 14x policiesobjectives) note 5**	**Timescale (note 6)**
3	M27 Jnc 5	Capacity improvements and full signalisation.	5000	Feasibility Complete		5000	1, 2, 3, 4	A, B, C, L, N	M
42	River Side Strategic Employment Site	Chickenhall Lane Link Road	120000	Feasibility Complete		120000	1, 2, 3, 4	A, B, F, L, N	L
43	Botley	Botley Bypass.	30000	Prefeasibility	HCC S106 DC	29790	1, 2, 3, 4	L, N	L
378	Botley to Eastleigh (along railway)	Pedestrian / cycle link.	2000	Prefeasibility		2000	1, 2, 3, 4	G, H, L, N	L
636	Windhover Roundabout, Bursledon	Junction capacity improvements including full signalisation and pedestrian and cycle accessibility improvements	18000	Prefeasibility		18000	1, 2, 3, 4	A, B, C, E, L, N	L
639	Botley Road (B3033)	Provide a bus only connection as a link between A27 and A3024	12000	Prefeasibility		12000	1, 2, 3, 4	A, B, C, E, I, L, N	L
640	Windhover Roundabout, Bursledon	Provide a park and ride in the vicinity of Windhover roundabout to provide an eastern access to Southampton. Linked to SCC Eastern Access Study.	5000	Prefeasibility		5000	1, 2, 3, 4	A, B, C, E, F, I, L, N	L
641	Stoneham Lane/ M27 jnc 5	Provide a park and ride in the vicinity of M27 jnc 5 roundabout.	1000	Prefeasibility		1000	1, 2, 3, 4	A, B, C, E, F, I, L, N	L
642	M27 jnc 7	Junction optimisation and bus priority measures.	5000	Prefeasibility		5000	1, 2, 3, 4	A, B, C, I, L, N,	L
643	M27 jnc 8	Junction optimisation (signalisation/ free flow left turn lanes) and bus priority measures.	5000	Prefeasibility		5000	1, 2, 3, 4	A, B, C, I, L, N,	L

2: Local Access Schemes - Eastleigh Town Access Plan									
Reference (Transport Scheme Inventory Number)	**Location**	**Scheme Proposal**	**Estimated Cost £'000 (note 1)**	**Scheme Status (note 2)**	**Expected Funding Source (note 3)**	**Funding Shortfall (note 4)**	**Priority (EBTS 4 x objectives) note 4**	**Priority (against TFSH LTP3 14x policiesobjectives) note 5**	**Timescale (note 6)**
20	Eastleigh Town Centre	Bus Departure Information at Eastleigh Bus Station	60	Prefeasibility		60	1,2,3,4	A, C, E, I	S
65	Archers Road	Railway bridge, replacement footbridge to improved ped/cycle access (Cycle Strategy 3.2)	1500	Feasibility Complete		1500	1,2,3,4	G, H, L, N	L
66	Campbell Road	Improve Pedestrian accessibility along Campbell Road (Currently missing sections of footway)	250	Prefeasibility		250	1,2,3,4	E, G, (H)	M
148	Twyford Road, Eastleigh	Pedestrian/ Cycle accessibility improvements over the railway bridge	750	Feasibility Complete		750	1,2,3,4	E, G, (H)	M
236	Passfield Avenue to Chestnut Avenue and Monks Way, Eastleigh	Cycle Strategy 3.1.1 - South Central Eastleigh: Passfield Avenue to Chestnut Avenue and Monks Way	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	M
237	Monks Way/Cheriton Road to South Street Development, Eastleigh	Cycle Strategy 3.1.2 - South Central Eastleigh: Monks Way/Cheriton Road to South Street Development	20	Feasibility Complete		20	1,2,3,4	A, C, E, G, (H)	M
256	Twyford Road (Romsey Road to Allbrook Hill), Eastleigh	Multi modal accessibility and environmental improvements	300	Prefeasibility	HCC S106 DC	0	1,2,3,4	A, C, E, G, (H)	M
259	Leigh Road, South side (Oakmount Road to Bournemouth Road), Eastleigh	Cycle Strategy 3.10 - Leigh Road, South side (Oakmount Road to Bournemouth Road)	200	Prefeasibility		200	1,2,3,4	A, C, E, G, (H)	M
260	Leigh Road (Oakmount Road to Woodside Avenue)	Cycle Strategy 3.11- Shared use cycle route on the north and south side of Leigh road.	50	Feasibility Complete		50	1,2,3,4	A, C, E, G, (H)	S
261	Leigh Road, Eastleigh	Cycle Strategy 3.12.1 Leigh Road, north side (Woodside Avenue to proposed crossing point west of Brookwood Avenue). Linked to 262, 263 and 326.	150	Feasibility Complete	HCC S106 DC	0	1,2,3,4	A, C, E, G, (H)	S
262	Dew Lane, Eastleigh	Cycle Strategy 3.12.2. Dew Lane to connect Leigh road to Passfield ave.	150	Prefeasibility		150	1,2,3,4	A, C, E, G, (H)	S
263	Leigh Road (South) Dew Lane to The Point Theatre, Eastleigh	Cycle Strategy 3.12.3 - Leigh Road, South (Dew Lane to The Point Theatre). Linked to 261, 262 and 326.	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	S
264	Eastleigh to Bishopstoke Road, Eastleigh	Cycle Strategy 3.13 - Eastleigh to Bishopstoke Road Cycle link	150	Feasibility Complete	s106 DC	0	1,2,3,4	A, C, E, G, (H)	S
307	Stoneham Lane, Eastleigh	Completion of cycle route Old Stoneham Lane (Eastleigh to Southampton) (LAC 24/11/98 - ELAC 2.4). Linked to scheme 411.	500	Prefeasibility		500	1,2,3,4	A, C, E, G, (H)	M
308	Parkway Station to Spitfire Way Rbt (Wide Lane), Eastleigh	Cycle route (LAC 24/11/98 - ELAC 2.5)	500	Prefeasibility		500	1,2,3,4	A, C, E, G, (H)	M
326	A335 Leigh Road/Passfield Road/Woodside Avenue junction, Eastleigh	Junction improvement for walking and cycling. Linked to scheme 260, 261and 326.	1000	Feasibility Complete		1000	1,2,3,4	A, C, E, G, H, L	S
331	A335 Southampton Road / Campbell Road junction, Eastleigh	Junction improvements signal updates and possible pedestrian crossing improvements	50	Feasibility underway	HCC S106 DC	0	1,2,3,4	E, G, H	M
333	A335 Leigh Road & M3 slip road (southbound), Eastleigh	Junction improvements, signal updates and pedestrian crossing improvements	50	Prefeasibility		50	1,2,3,4	E, G, H	M
352	Newtown Road, Eastleigh	Traffic Management and accessibility improvements	50	Prefeasibility		50	1,2,3,4	G, H	L
354	Pirelli Estate	20 mph zone	20	Prefeasibility		20	1,2,3,4	E, G, H, M	M

356	Mitchell Road	Poor Accessibility and need for Public Realm improvements. Improve footways and pedestrian crossing points where appropriate and better links to the Mitchell Road Multi Storey Car Cark. To include environmental enhancements (surface treatments, lighting etc).	200	Prefeasibility		200	1,2,3,4	E, G, (H)	S
405	Leigh Road	Pedestrian crossing improvements between juncitons of Dew Lane and Brookwood Avenue	80	Feasibility Complete		80	1,2,3,4	E, G, (H)	S
406	Bishopstoke Rd	Footway on north side of Bishopstoke rd between Collins House and the recreation ground. Linked to CLLR.	30	Feasibility Complete		30	1,2,3,4	E, G, (H)	M
410	Passfield Ave / Chestnut Avenue	Improved pedestrian crossings to aid east / west linkages particularly to the colleges.	100	Prefeasibility	HCC S106 DC	0	1,2,3,4	E, G, (H)	M
411	Old Stoneham Lane	Footway required from Junction with Stoneham Lane around the bend to link to St Nicholas Church. Additional route through the ground of Eastleigh Football Club could be investigated. Currently safety issues to access the church and other facilities on Stoneham Lane. Currently low pedestrian flows. Linked to scheme 307.	50	Prefeasibility		50	1,2,3,4	E, G, (H)	L
412	Leigh Rd service Rd	The existing service road needs extending to provide an alternative pedestrian and cycle route to Leigh Road connecting Causton Gardens to Brookwood Avenue. Long term aspiration. Requires land.	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
423	Derby Road, jnc with Nutbeem Rd	New bus shelters east and westbound	20	Prefeasibility		20	1,2,3,4	A, C, E, I	S
432	A335 Leigh Road & M3 slip road (northbound), Eastleigh	Pedestrian crossing improvements	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
433	Mitchell Way	Cycleway along Mitchell Way to Parkway Station (southbound platform) to connect to new footbridge.	80	Feasibility Complete	HCC S106 DC	0	1,2,3,4	A, C, E, G, (H)	S
434	Lakeside Country Park	Link through Lakeside (around lake) from Doncaster Drove to the South Street development	75	Prefeasibility		75	1,2,3,4	A, C, E, G, (H)	L
440	Chestnut Avenue, Fronting B&Q site	New bus shelter - subject to bus servce review	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
465	Twyford Road, Eastleigh	Provision of signalised pedestrian crossing and additional pedestrian build-outs between 68-96 Twyford Road and Rail line over bridge (agreement states improvement between site and town centre)	150	Feasibility Complete	HCC S106 DC	0	1,2,3,4	E, G, (H)	S
470	Chestnut Avenue, Eastleigh (adjacent to Barton Peveril)	Crossing required outside of Barton Pevril college on Chestnut Avenue. High priority for the college.	80	Prefeasibility		80	1,2,3,4	E, G, H	S
477	Eastleigh Rail Station - Southampton Road	Improve the desire lines and pedestrian capacity at the signalised crossing point on Southampton Road adjacent to the railway station. This includes measures to: - Remove obstructive planter and BT phone box; and - Widen the crossing island to enable more pedestrian to assemble more safely.	200	Prefeasibility		200	1,2,3,4	E, G, (H)	S
478	Romsey Road / Market Street Pedestrian Phase	Investigate pedestrian crossing improvements including upgrades to existing subway.	200	Prefeasibility		200	1,2,3,4	E, G, (H)	S
479	Eastleigh Rail Station - cycle parking	Provide additional cycle parking at the Eastleigh rail station as existing appears to have reached capacity. New parking to be located on either/both platform 1 or forecourt area of the station.	50	HCC Capital Programme 11/12	HCC/ EBC S106 & SWT	0	1,2,3,4	A, C, E, G, (H)	S
480	Swan Centre - Journey planning kiosk	RTI & dual screen kiosk to provide a journey planning touch screen interface for multi modal journey planning and a broadcast display screen to show live Train departure information from Eastleigh Train Station and bus departure information from Eastleigh Bus Station.	30	Feasibility Complete	HCC S106 DC	0	1,2,3,4	A, C, E, I	S

500	Derby Road, adjacent to Elm Grove	Upgrade bus stop to a bus shelter	10	Scheme Complete		0	1,2,3,4	A, C, E, I	S
518	Eastleigh Town Centre	Ongoing funding required for an extension of the EBC Car Club into Eastleigh Town centre. Vehicles would be available to residents of the town, and would alleviate issues including lack of residents parking with new development. As such, there would be a direct benefit to buyers of new development units, and the club could also be used by the developers to promote units with minimal parking options.	15	Prefeasibility		15	1,2,3,4	A, F, I, L	S
519	Leigh Road (Station Hill to Market Street)	Physical Measures (kerb stones?) to stop vehicles being able to park on the cycle lane adjacent to Lloyds bank, etc.	30	Feasibility Complete		30	1,2,3,4	A, C, E, G, (H)	S
537	The Point, Eastleigh	Put a car club vehicle in this location	30	HCC Capital Programme 11/12	HCC S106 DC/ EBC	0	1,2,3,4	A, F, I, L	S
555	Leigh Road/ Toynbee Rd junction	Concerns over pedestrians esp pupils from Crescent Primary sch getting too close to traffic on Leigh rd. Look into physical measures to improve pedestrian safety at this point.	5	Prefeasibility		5	1,2,3,4	E, G, H	S
556	Rear of Swan Centre building backing onto Blenheim Rd	Dangerous crossing for pedestrians travelling east and west across car park exit. Look to improve crossing arrangements	5	Feasibility underway		5	1,2,3,4	G, H	S
558	Eastleigh Town Centre	Pedestrian accessibility improvements required including improving links to “Shopmobility” from public car parks, public transport interchanges and taxi ranks	10	Prefeasibility		10	1,2,3,4	E, G, (H)	S
559	Eastleigh Town Centre	Inadequate signing of routes and key destinations for pedestrians and cyclists. Introduce "legible Eastleigh" strategy and deliver signage improvements	30	Prefeasibility		30	1,2,3,4	A, E, H, M	S
560	Eastleigh Town Centre	Need for additional cycle parking within the town centre, especially in the vicinity of key locations such as the Swan Centre Leisure Complex, Eastleigh bus and rail station, The Point Theatre and Fleming Park Leisure Centre.	15	Prefeasibility		15	1,2,3,4	A, C, E, G, (H)	S
561	Wells Place adjacent to the Wells Place Centre	Need for dropped kerb in the vicinity of the disabled parking bays to improve the access onto the footway.	2	Feasibility Complete		2	1,2,3,4	E, G, (H)	S
562	Barton Road at junction with Bishopstoke Road	The existing dropped kerbs do not line up.	TSI 264	Feasibility Complete		TSI 264	1,2,3,4	E, G, (H)	S
563	Wells Place opposite the Wells Place Centre	Tactile paving missing at the junction on the south side.	1	Feasibility Complete		1	1,2,3,4	E, G, (H)	S
565	Chestnut Avenue at the junction with Arnold Road	Difficulty in crossing the road to access Eastleigh College, local schools and shops	30	Feasibility underway	HCC S106 DC	0	1,2,3,4	E, G, (H)	S
566	Derby Road - between High Street and Desborough Road	Difficulty crossing Derby Road	30	Prefeasibility		30	1,2,3,4	E, G, (H)	S
567	Derby Road between Hardy Road and Goldsmith Road opposite Grantham Green	Pedestrians have difficulty crossing Derby Road in vicinity of Grantham Green	30	Prefeasibility		30	1,2,3,4	E, G, (H)	S
568	Romsey Road/ Twyford Road/ Station Hill Roundabout	Difficult pedestrian / cycle crossing at the roundabout. Existing railings on the Romsey Road approach cause severance issues.	TSI 587	Prefeasibility		TSI 587	1,2,3,4	E, G, (H)	L
569	Southampton Road/ Leigh Road Junction	Crossing enhancements to cater for demand and upgrade to TOUCAN crossing for cyclists to link Eastleigh Station with Leigh Road and town centre. Linked with scheme A.14 & D.13. Feasibility required.	TSI 477	Prefeasibility		TSI 477	1,2,3,4	E, G, (H)	M
571	Rear of Lidl Supermarket	Poor pedestrian links to Eastleigh train station from the north. A pedestrian/ cycle link passing under Bishopstoke bridge to the station forecourt to provide a cycle/ pedestrian route between Twyford Road and Eastleigh Station. Feasibility required.	50	Feasibility underway	HCC S106 DC	30	1,2,3,4	E, G, (H)	S

573	Eastleigh Bus Station	Eastleigh bus station improvements to passenger waiting areas, access to taxi ranks and connections to Eastleigh rail station.	500	Prefeasibility		500	1,2,3,4	A, C, E, I	S
574	Eastleigh Town Centre	Poor signing to taxi rank facilities and a need to improve accessibility to town centre taxi ranks	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
575	Chestnut Avenue near to ASDA roundabout	Buses no longer stop at the store forecourt. There is a need to improve the bus stop facilities in the vicinity of ASDA store.	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
580	Swan Centre – car park exit onto Blenheim Road	Cars exiting the Swan Centre turning right onto Blenheim Road need to be discouraged to reduce traffic along Blenheim Road and surrounding residential areas.	5	Feasibility underway		0	1,2,3,4	C, G	S
582	Southampton Road/ Chestnut Avenue	Need for junction improvements	75	Feasibility Complete		75	1,2,3,4	C, E, G	L
583	Derby Road at junction with Desborough Road	HCC Safety Engineering has identified this junction as an accident cluster where road safety improvements could be considered.	25	Feasibility underway		25	1,2,3,4	G, H	S
584	Residential Area to the south of Factory Road, west of Southampton Road, north of Cherbourg Road and east of Nutbeem Road	Accident data indicates this residential has a high concentration of accidents over the three year period, 2006-2009. Consider traffic management measures to address safety issues	50	Feasibility underway		50	1,2,3,4	E, G, H, M	S
586	Chickenhall Lane Roundabout - Junction with Bishopstoke Road	Congestion on Bishopstoke Road due to HGV movements	TSI 42	Prefeasibility		TSI 42	1,2,3,4	A, C, E, G, H, L	L
587	Twyford Road/ Romsey Road/ Station Hill Roundabout	Congestion at the roundabout and identified by HCC Safety Engineering as an accident cluster where road safety measures could be considered	1000	Prefeasibility		1000	1,2,3,4	A, C, E, G, H, L	L
589	Blenheim Road	A need for environmental improvements similar to Factory Road.	500	Prefeasibility		500	1,2,3,4	A, D, E, G, H, L, M	M
590	The Recreation Ground	A need to improve the quality of place and pedestrian and cycle accessibility	5	Prefeasibility		5	1,2,3,4	A, D, E, G, H, L, M	S
592	Bishopstoke Road approaches to the town centre	A need to improve the Bishopstoke Road corridor to enhance it environmentally as a gateway into Eastleigh town centre.	100	Prefeasibility		100	1,2,3,4	A, D, E, G, H, L, M	M
593	Regal Walk - Multi Storey car park to the town centre	Current pedestrian link is in need of environmental enhancements to make the route more attractive and appealing to use	50	Feasibility underway	HCC S106 DC	0	1,2,3,4	A, D, E, G, H, L, M	S
594	Wells Place	A need to improve the main E-W pedestrian link from residential areas to the Swan Centre and Leisure facilities.	100	Prefeasibility		100	1,2,3,4	A, D, E, G, H, L, M	M
595	Pedestrian link between Wells Place and Blenheim Road	Current pedestrian link is in need of environmental enhancements to make the route more attractive and appealing to use.	50	Prefeasibility		50	1,2,3,4	A, D, E, G, H, L, M	S
596	Archers Road Footbridge	Existing footbridge and surrounding area was highlighted as dirty and littered. The area attracts anti-social behaviour. Important North-South link to the town centre and a Safe Routes to School.	25	HCC Maintenance Programme	HCC Maintenance	0	1,2,3,4	A, D, E, G, H, L, M	S
597	Twyford Road approaches to the town centre	A need to improve the Twyford Road corridor to enhance it environmentally as a gateway into Eastleigh town centre.	TSI_256	Feasibility Complete		TSI 256	1,2,3,4	A, D, E, G, H, L, M	S
598	Eastleigh town centre car parks	Lack of infrastructure to support the growth of low carbon transport technologies such as electric vehicles	50	Prefeasibility		50	1,2,3,4	E, F	S
599	High Street	A need for improved pedestrian links between the north and south of the town centre.	200	Prefeasibility		200	1,2,3,4	A, D, E, G, H, L, M	M

634	Junction of Derby Road, Scott Road and Tennyson Road, Eastleigh	Junction improvement scheme to address the unusual jucniton configuration which currently impedes visibility due to its inverted layout.	75	Prefeasibility		75	1,2,3,4	A, C, E, G, H, L	S
648	Passfield Avenue (near Locksley Road), Eastleigh	Existing pedestrian/cycle crossing is dated and inefficient in regard to traffic holding lengths. Update to a Toucan crossing required.	75	Prefeasibility		75	1,2,3,4	A, C, E, G, H, L	S
652	Romsey Road, Eastleigh	Footway to the side of Eastleigh House is below standard width. Should be widened to bring it up to current standards.	50	Prefeasibility		50	1,2,3,4	A, C, E, G, H, L	S
655	Newtown Road junction with Romsey Road, Eastleigh	Possible junction improvements such as bell mouth narrowing to reduce the crossing distance and/or enhacning the pedestrian crossing point or relocating.	50	Prefeasibility		50	1,2,3,4	A, C, E, G, H, L	S
656	Romsey Road subway	Subway cycleway need upgrading and safety/ accessibility improvements required.	10	Prefeasibility		10	1,2,3,4	A, C, E, G, H, L	S
657	High Street, Eastleigh	Improve formalised pedestrian crossing by removing clutter	5	Prefeasibility		5	1,2,3,4	A, C, E, G, H, L	S
658	Wells Place, Eastleigh	Missing tactile paving at key crossing points	1	Prefeasibility		1	1,2,3,4	A, C, E, G, H, L	S
660	Junction of Desborough Road and Factory Road, Eastleigh	Enhance crossing and provide additional tactile paving	2	Prefeasibility		2	1,2,3,4	A, C, E, G, H, L	S
661	The Point, Leigh Road, Eastleigh	Enhance crossing and provide additional tactile paving	2	Prefeasibility		2	1,2,3,4	A, C, E, G, H, L	S
662	Romsey Road Toucan Crossing, Eastleigh	Relocate bollard and liaise with ITS	1	Prefeasibility		1	1,2,3,4	A, C, E, G, H, L	S
664	Blenheim Road by St Andrews Church, Eastleigh	Enhance crossing, a raised table could be an option to create a crossing or additional dropped kerbs	50	Prefeasibility		50	1,2,3,4	A, C, E, G, H, L	S
665	Junction of Cranbury Road and Factory Road, Eastleigh	Create new standard crossing with tactiles	5	Prefeasibility		5	1,2,3,4	A, C, E, G, H, L	S

3: Local Access Schemes - Boroughwide

Reference (Transport Scheme Inventory Number)	**Location**	**Scheme Proposal**	**Estimated Cost £'000 (note 1)**	**Scheme Status (note 2)**	**Expected Funding Source (note 3)**	**Funding Shortfall (note 4)**	**Priority (EBTS 4 x objectives) note 4**	**Priority (against TFSH LTP3 14x policiesobjectives) note 5**	**Timescale (note 6)**
1	Kanes Hill Roundabout to Thornhill Park Road	Links to bus stop, crossing point/central reserve	16	HCC Capital Programme 12/13	LTP	0	1,2,3,4	E, G, (H)	S
4	Netley Firs Road j/w Firs Drive	New footway	25	Prefeasibility		25	1,2,3,4	E, G, (H)	M
5	Upper Northam Close	New footway	25	Prefeasibility		25	1,2,3,4	E, G, (H)	M
6	Kings Copse Avenue	Speed reduction measures & crossings/splitter islands at roundabouts (LAC ref: B.24) Some work completed £17000 spent. Focus on Duke Rd / Precosa Rd roundabout. Linked to TSI 422	20	Feasibility Complete		20	1,2,3,4	G, H	S
7	Granada Road	New Footway	25	Prefeasibility		25	1,2,3,4	E, G, (H)	M
17	Merdon Ave / Kingsway, Chandler's Ford	Junction improvement scheme (roundabout)	46	Feasibility Complete		46	1,2,3,4	C, E, G, H,	M
18	Between Shakespeare Road and St Catherine's Road, Eastleigh	Footpath lighting	20	Prefeasibility		20	1,2,3,4	E, G, H	M
25	Maypole, Lower Northam Road, Hedge End	Provision of bus shelter	5	HCC Capital Programme 12/13	HCC S106 DC	0	1,2,3,4	A, C, E, I	S
31	Winchester Road, Chandler's Ford	Traffic calming (Ped Refuges)	45	Feasibility Complete		45	1,2,3,4	E, G, H	S

33	Knowle Lane, Fair Oak	Traffic Management measures esp at junction with Mortimers Lane to reduce vehicle speeds southbound on Mortimers Lane.	25	Prefeasibility		25	1,2,3,4	E, G, H	M
34	Hedge End Village Centre	Public Realm/ Environmental enhancements to the village centre	500	Prefeasibility		500	1,2,3,4	E, G, (H)	L
41	The Grove, Bursledon	Footpath upgrade/ lighting - SRTS	10	Prefeasibility		10	1,2,3,4	E, G, H	M
52	Hamble lane/Portsmouth Road, Bursledon	Hamble Lane Corridor & junction improvements	200	Prefeasibility		200	1,2,3,4	A, B, C, E, F, H, I, L, N	M
54	Grange Road/Woolston Road	Junction improvements & footway	100	Prefeasibility		100	1,2,3,4	C, G, H	L
55	A335 Portsmouth Road / Grange Road junction, Old Netley	Junction improvements	100	Prefeasibility		100	1,2,3,4	C, G, H	L
57	Freegrounds Road / Sherborne Way, Hedge End	Junction improvements & traffic calming. Suggestion of Mini-Roundabout. CPO required.	65	Feasibility Complete		65	1,2,3,4	E, G, H	M
58	Church Rd, Bishopstoke	Traffic Management and accessibility improvements (esp footway improvements on east side).	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
60	Allbrook Hill	Traffic management/ environmental improvements	200	Prefeasibility		200	1,2,3,4	E, G, H, M	L
70	Southern Road, West End	New Footway - desirable to have a continuous path	25	Prefeasibility		25	1,2,3,4	E, G, (H)	M
71	High Street jw Holmesland Lane, Botley	Junction improvements and Pedestrian crossing improvements. Linked to 193, 194 and 379.	100	Prefeasibility		100	1,2,3,4	E, G, (H)	S
73	West End Road near jw Beauworth Avenue, West End	Pedestrian/cycle crossing	25	Prefeasibility		25	1,2,3,4	E, G, (H)	M
75	Real Time Passenger Information for Eastleigh QBP - BUSES	Bus Routes:Bluestar 1 - Southampton to Winchester, Bluestar 2 - Southampton to Eastleigh & Fair Oak, Bluestar 3 - Southampton to Hedge End and services E1,2,3.	100	Prefeasibility		100	1,2,3,4	A, C, E, I	S
75	Real Time Passenger Information for Eastleigh QBP - SIGNS	Bus Routes:Bluestar 1 - Southampton to Winchester, Bluestar 2 - Southampton to Eastleigh & Fair Oak, Bluestar 3 - Southampton to Hedge End and services E1,2,3.	4	Prefeasibility		4	1,2,3,4	A, C, E, I	S
76	Winchester Road, Fair Oak	Footway north of Mortimer's Lane junction on east side from junction to The Barn	25	Prefeasibility		25	1,2,3,4	E, G, (H)	S
79	Boundary Road, Bursledon	Extension to existing grass crete	10	Prefeasibility		10	1,2,3,4	G	M
93	Boundary Road, Bursledon	Link path to Hamble lane at south end	10	Prefeasibility		10	1,2,3,4	E, G, (H)	M
96	Hamble Lane, Hamble-le-Rice	Hamble Lane - footway connections by Police HQ access on the west side.	20	HCC MIP 12/13	LTP	0	1,2,3,4	E, G, (H)	S
97	Portsmouth Road, Old Netley	Footway on the south side of Portsmouth Road between Pound Road and Pickwell Farm entrance	20	Prefeasibility		20	1,2,3,4	E, G, (H)	M
98	Grange Road, Bursledon	Footway between Portsmouth Road and Woolston Road	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
99	Grange Road, Bursledon	Footway from Woolston road south to opposite The Mill House	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
101	Victoria Road, Netley Abbey	On road advisory cycle route from Grange Rd junction to RVCP	5	Feasibility underway	HCC S106 DC	0	1,2,3,4	A, C, E, G, (H)	S
103	Woolston Road, Netley Abbey	Footway at the western end at the junction with Ingleside and Stenbury Way	20	Prefeasibility		20	1,2,3,4	E, G, (H)	M
104	Woolston Road, Netley Abbey	Footway on south side from Stenbury Way to the Roll Call PH	20	Prefeasibility		20	1,2,3,4	E, G, (H)	M
105	Ingleside, Netley Abbey	New Footway	30	Prefeasibility		30	1,2,3,4	E, G, (H)	M

107	Satchell Lane, Hamble-le-Rice	Footway extension on the east side from Mercury Gardens to Mercury Marina	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
115	Kingsway, Chandler's Ford	Public realm/ accessibility improvements inc cycle parking	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
119	Shamblehurst Lane South, Hedge End	Bus shelter near entrance to Grange Park Mobile Homes site	8	Feasibility Complete	HCC S106 DC	0	1,2,3,4	A, C, E, I	S
120	Shamblehurst Lane South, Hedge End	Pedestrian accessibility improvements (lack of footways on east side)	120	Feasibility Complete	HCC S106 DC	100	1,2,3,4	E, G, H	M
122	Botley Road/Tollbar Way roundabout junction Hedge End.	Modifications to the roundabout junction to relieve congestion and improve safety. (Signalisation not feasible due to need to cater for u-turning traffic for Hedge End Trade Park.)	200	Prefeasibility		200	1,2,3,4	C, G, H	M
124	Leigh Road/ Falkland Road, Chandler's Ford	Pedestrian refuge at junction to cross Leigh Road - Access to shops/ SRTS.	50	Feasibility underway	HCC S106 DC	30	1,2,3,4	E, G, (H)	S
125	Winchester Road opposite Peverells Wood Avenue (west side)	New/ upgrade bus shelter	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
126	Winchester Road, nr Hiltingbury Rd junction (west side)	New/ upgrade bus shelter	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
128	Winchester Road nr Hursley Road junction (east side)	New/ upgrade bus shelter	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
130	Winchester Road nr Hursley Road junction (west side)	New/ upgrade bus shelter	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
150, 151, 152	A 27 Providence Hill (Windhover Rbt to A27 Borough Boundary)	Cycle link (EBC CS 3.2, 3.3.1, 3.3.2)	150	Feasibility underway	HCC S106 DC	100	1,2,3,4	A, C, E, G, (H)	S
153	Abbey Hill, Netley Abbey	Cycle link along from the Sustrans/ SCC NCN2 link along Abbey Hill (Southside to Grange Road Junction (CS 3.4)	130	HCC Capital Programme 11/12	S106, PUSH, SCC	0	1,2,3,4	A, C, E, G, (H)	S
155	Royal Victoria Country Park, Netley Abbey	Cycle route from RVCP to Hamble Lane via Lovers Lane (footpath 13) part of NCN2 (CS 3.8)	80	HCC Capital Programme 12/13	HCC S106 DC	0	1,2,3,4	A, C, E, G, (H)	S
156, 157	Royal Victoria Country Park, Netley Abbey	Leisure cycle route (Cycle Strategy 3.9, 3.10) to connect RVCP with Hound Road	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
158	Station Road, Netley Abbey	Cycle links to Hamble and Netley schools (CS 3.11.1)	50	Prefeasibility		50	1,2,3,4	A, C, E, G, (H)	M
160	Police Training Centre, Hamble Lane, Hamble-le-Rice	Leisure cycle route (Cycle Strategy 3.12)	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
161	Hamble Lane from Hamble Primary School to Hamble Village	Completion of the Hamble Peninsula cycle route missing links and signing strategy to include NCN2 signing,	30	Prefeasibility		30	1,2,3,4	A, C, E, G, (H)	S
162	Beaulieu Road to Baron Road, Hamble-le-Rice	Cycle link (Cycle Strategy 3.15)	5	Prefeasibility		5	1,2,3,4	A, C, E, G, (H)	S
163	Baron Road to Hamble Lane, Hamble-le-Rice	Cycle link (Cycle Strategy 3.16). To include directional/NCN2 signing to village centre/Hamble Point Marina/Hamble Common/etc via off-road cycle network.	10	Prefeasibility		10	1,2,3,4	A, C, E, G, (H)	S
164	N of Spitfire Way, Hamble-le-Rice	Cycle link (Cycle Strategy 3.17) Urban link following the "rail trail". Signage require and conversion of existing route	10	Prefeasibility		10	1,2,3,4	A, C, E, G, (H)	S
166	Butlocks Heath	Cycle links (CS 3.19): Conversion of existing footpaths and associated signage	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
167	Moorhill Road, West End	Cycle link (CS 3.20): Conversion of existing footway required. Aim to segregate cyclists on the uphill side of the road.	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
168	Kanes Hill, West End	Cycle link (CS 3.21)	50	Prefeasibility		50	1,2,3,4	A, C, E, G, (H)	M

169	Wykeham Road, Netley Abbey	Cycle link (CS 3.22): Local link path	5	Prefeasibility		5	1,2,3,4	A, C, E, G, (H)	S
182	Lower Northam Road, Hedge End	Pedestrian refuge. Linked to 191.	20	HCC Capital Programme 12/13	HCC S106 DC	0	1,2,3,4	E, G, (H)	S
185	Allington Lane, West End	A Package of minor measures / signage improvements (repeaters). Refurbish the 40mph Gateway either side of the railway bridge. (LAC ref: WE.31)	20	Prefeasibility		20	1,2,3,4	G, H	S
186	Moorhill Road, West End	Scheme to include: - Crossing point/ ped refuge opposite existing bus shelter, utilising a pre-fabricated refuge as part of an EBC trial; - LED spec bollards to be utilised; - Enlarged & widened footway on the eastern side; - New bus shelter and provision of Kassel kerbs.	15	Prefeasibility		15	1,2,3,4	E, G, (H)	M
188	West End Road, West End	Dropped kerbs and junction narrowing (LAC ref: WE.35).	20	Prefeasibility		20	1,2,3,4	E, G, (H)	M
189	St Johns Road, Hedge End	Cycle Strategy Scheme 3.1 - St Johns Road (West End Road to Foord Road) Proposed cycle link	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	M
190	St Johns Road, Hedge End	Cycle Strategy Scheme 3.2 - St Johns Road (Foord Road to Upper Northam Road)	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	M
191, 193, 194, 379	Maypole Roundabout to Botely Village	Proposed off road cycle route on north side of highway to include accessibility improvements at Maypole roundabout	200	feasibility underway	HCC S106 DC	0	1,2,3,4	A, C, E, G, (H)	S
192	Upper Northam Road, Hedge End	Cycle Strategy 3.5 - Upper Northam Road Cycle Link	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	M
196	Woodside Way, Hedge End	3.9 Woodside Way to Firs Drive proposed Cycle Link	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	S
197	St Johns Road, Hedge End	Cycle Strategy 3.10 - St Johns Road to Woodside Way Proposed Shared Cycle Link. Linked to potential lighting on St Johns Rd up to the 30mph Gateway.	50	Prefeasibility		50	1,2,3,4	A, C, E, G, (H)	M
199	Swaythling Road to High St, West End	Cycle Strategy 3.12 - Swaythling Road Barnsland jnc to High Street) Cycle Link.	100	Prefeasibility	HCC S106 DC	0	1,2,3,4	A, C, E, G, (H)	S
201	High Street, West End	Cycle Strategy 3.14 West End High Street Proposed Cycle Link.	50	Prefeasibility		50	1,2,3,4	A, C, E, G, (H)	S
202, 203,	Townhill Way, West End	Cycle Strategy 3.15, 3.16 - Townhill Way (EBC Boundary to Allington lane roundabout). Policy Plan.	80	Prefeasibility		80	1,2,3,4	A, C, E, G, (H)	M
204	Townhill Way, West End	Cycle Strategy 3.17 - Townhill Way to Ullswater Avenue via Old Ivy Lane. Policy Plan.	50	Feasibility Complete		50	1,2,3,4	A, C, E, G, (H)	M
205	Havendale, Botley	3.18 Havendale to Ambleside via Kings Copse Avenue Subway	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
206	Turnpike Way, Hedge End	Cycle Strategy 3.19 - Links off Turnpike Way (Pudbrook Gardens, Jasmine Road, Fowlers Road, Dowd's Close and Tamarisk Road).	50	Feasibility Complete		50	1,2,3,4	A, C, E, G, (H)	M
207	Turnpike Way, Hedge End	Cycle Strategy 3.20 - Links off Turnpike Way (Downscroft Gardens and Gullycroft Mead). Upgrade existing to dual use.	80	Feasibility Complete		80	1,2,3,4	A, C, E, G, (H)	M
208	Wildern Lane, Hedge End	Cycle Strategy 3.21 - Wildern Lane to Tamarisk Road and Merlin Gardens	20	Feasibility Complete		20	1,2,3,4	A, C, E, G, (H)	M
209	Kings Copse Road Bridleway, Botley	Cycle Strategy 3.22 - Kings Copse Road Bridleway to Kings Copse Avenue with links to Woodstock Close and Ferndale	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
210	Sherwood Avenue, Hedge End	Cycle Strategy 3.23 - Sherwood Avenue linking to Cranbourne Park, Kings Copse Primary School & Kings Copse Avenue	50	Prefeasibility		50	1,2,3,4	A, C, E, G, (H)	M
212	Beechwood Rise, West End	Cycle Strategy 3.25 - Link from Beechwood Rise to Wilderness Heights	10	Prefeasibility		10	1,2,3,4	A, C, E, G, (H)	M

213	Windermere Road, West End	Cycle Strategy 3.26 - Windermere Road to Swincombe Rise. Ensure no route between Swincombe and Wheatcroft.	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
214	Hiltingbury Road, Chandler's Ford	Cycle Strategy 3.1 Cycleway on north side of Hiltingbury Road	150	Feasibility Complete		150	1,2,3,4	A, C, E, G, (H)	S
215	Winchester Road/Hiltingbury Road, Chandler's Ford	Cycle Strategy 3.2 - Crossing facility (Winchester Road/Hiltingbury Road) (done in part as scheme ID. 31)	100	Feasibility Complete		100	1,2,3,4	A, C, E, G, (H)	S
217	Bournemouth Road (Leigh Road to Hursley Road), Chandler's Ford	Cycle Strategy 3.4 - Bournemouth Road (Leigh Road to Hursley Road)	250	Prefeasibility		250	1,2,3,4	A, C, E, G, (H)	M
218	Winchester Road (Chandler's Ford Station to Oakmount Road), Chandler's Ford	Cycle Strategy 3.5 - Winchester Road (Chandler's Ford Station to Oakmount Road)	150	Prefeasibility		150	1,2,3,4	A, C, E, G, (H)	M
219	Winchester Road (Oakmount Road to Peverells Wood Avenue), Chandler's Ford	Cycle Strategy 3.6 - Winchester Road (Oakmount Road to Peverells Wood Avenue)	75	Feasibility Complete		75	1,2,3,4	A, C, E, G, (H)	M
220	Winchester Road (Peverells Wood Avenue to Thornden School), Chandler's Ford	Cycle Strategy 3.7 - Winchester Road (Peverells Wood Avenue to Thornden School)	75	Feasibility Complete		75	1,2,3,4	A, C, E, G, (H)	M
222	Oakmount Road (Ridgeway Close to Winchester Road), Chandler's Ford	Cycle Strategy 3.9 - Oakmount Road (Ridgeway Close to Winchester Road)	75	Prefeasibility		75	1,2,3,4	A, C, E, G, (H)	M
224	Leigh Road (Oakmount Road to Bournemouth Road), Chandler's Ford	Cycle Strategy 3.11- Leigh Road (Oakmount Road to Bournemouth Road)	150	Prefeasibility		150	1,2,3,4	A, C, E, G, (H)	M
225	Craven Road, Fryern Close, Highfield Road and Oakmount Road to Chandler's Ford Shopping Centre.	Cycle Strategy 3.12 - Utilising existing footpaths to link Craven Road, Fryern Close, Highfield Road and Oakmount Road with the Chandler's Ford Shopping Centre.	50	Prefeasibility		50	1,2,3,4	A, C, E, G, (H)	M
226	Claudius Gardens to Birch Grove, Chandler's Ford	Cycle Strategy 3.13 - Claudius gardens to Birch Grove Proposed Cycle Link	10	Prefeasibility		10	1,2,3,4	A, C, E, G, (H)	S
227	Treloyan Close to Chalvington Road, Chandler's Ford Proposed Cycle link	Cycle Strategy 3.14 - Treloyan Close to Chalvington Road Proposed Cycle link	5	Prefeasibility		5	1,2,3,4	A, C, E, G, (H)	S
228	Templars Way, Chandler's Ford	Cycle Strategy 3.15.1 - Templars Way Proposed Cycle Link	150	Prefeasibility		150	1,2,3,4	A, C, E, G, (H)	M
229	Bournemouth Road (Hutt Hill), Chandler's Ford	Cycle Strategy 3.15.2 - Templars Way Proposed Cycle Link	200	Prefeasibility		200	1,2,3,4	A, C, E, G, (H)	M
230	School Lane, Chandler's Ford	Cycle Strategy 3.16 - School Lane Proposed Cycle link	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	S
231	Brickfield Lane, Chandler's Ford	Cycle Strategy 3.17 - Brickfield Lane Proposed Cycle Link	60	Feasibility Complete	HCC S106 DC	10	1,2,3,4	A, C, E, G, (H)	S
232	Baddesley Road (SW to EBC Boundary), Chandler's Ford	Cycle Strategy 3.18 - Baddesley Road SW to EBC Boundary	100	Feasibility Complete		100	1,2,3,4	A, C, E, G, (H)	S
233	Baddesley Road to North Millers Dale, Chandler's Ford	Cycle Strategy 3.19 - Baddesley Road to North Millers Dale	100	Feasibility Complete	HCC S106 DC	20	1,2,3,4	A, C, E, G, (H)	S
234	Baddesley Road to North Millers Dale, Chandler's Ford	Cycle Strategy 3.20 - Baddesley Road to North Millers Dale Proposed leisure Cycle Link	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	L
235	Baddesley Road to North Millers Dale, Chandler's Ford	Cycle Strategy 3.21 Baddesley Road to North millers Dale Proposed leisure Cycle Link	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	L

249, 250, 251, 252, 253, 254, 255	Woodside Avenue to Bosville and Allbrook Knoll	Cycle Strategy 3.5.1 - Woodside Avenue to Bosville; Cycle Strategy 3.5.2 - Woodside Avenue to Allbrook Knoll; Cycle Strategy 3.5.3 - Woodside Avenue to Allbrook Roundabout; Cycle Strategy 3.5.4 - Around Allbrook Roundabout; Cycling Strategy 3.6.1 - Woodside Avenue to Highcliffe Drive; Cycle Strategy 3.6.2 - Highcliffe Drive to Boyatt Lane; 3.6.3 Boyatt Lane to Bosville	150	Feasibility Complete	HCC S106 DC	100	1,2,3,4	A, C, E, G, (H)	S
258	Boyatt Wood Leisure route, Eastleigh	Cycle Strategy 3.9 - Boyatt Wood Leisure route	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	L
267	Bishopstoke Road, Bishopstoke	Cycle Strategy 3.1 - Bishopstoke Road, Bishopstoke Cycleway: From Itchen Navigation eastwards (Includes footbridge/cycle bridge over the Itchen navigation. (4th Priority)	400	Feasibility underway	HCC S106 DC	250	1,2,3,4	A, C, E, G, (H)	S
272	Botley Road, Fair Oak to Horton Heath	multi modal accessibility improvements	100	Feasibility Complete		100	1,2,3,4	A, C, E, G, (H)	S
305	Falkland Road, Eastleigh	Leigh Rd to Tolgate, Cycle route Local Plan 84.T (ELAC 1.1)	150	Prefeasibility		150	1,2,3,4	A, C, E, G, (H)	L
309	Bournemouth Road (Borough Boundary to Leigh Road)	North - South cycle route (LAC 24/11/98 - ELAC 2.7)	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	M
316	Portsmouth Road/Lowford Hill/Bridge Road, Bursledon	multi modal accessibility improvements	150	Prefeasibility		150	1,2,3,4	A, C, E, G, (H)	L
323	Boroughwide	Improvements to passenger facilities at rail stations e.g. cycle parking, CCTV, information provision, bus stop improvements	500	Prefeasibility		500	1,2,3,4	A, C, E, I	S
325	Boroughwide	Bring all bus stops up to DDA accessibility standards, through provision of raised boarding kerbs, new bus stop poles, information provision, bus stops clearways, lighting and new shelters	200	Prefeasibility		200	1,2,3,4	A, C, E, I	S
327	Boroughwide	Journey planning & information kiosks at, for example, Swan Centre, Hamble and Hedge End	20	Feasibility underway		20	1,2,3,4	A, C, E, I	S
330	Romsey Road/ Upper Market St junction, Eastleigh	Junction improvements inc pedestrian crossign enhancements and signal updates	150	Prefeasibility		150	1,2,3,4		
332	B3354 Botley Road / B3037 Eastleigh Road junction, Fair Oak	Junction improvements signal updates	50	Prefeasibility	HCC S106 DC	32	1,2,3,4	C, E, G	S
336	B3037 Bishopstoke Road / Riverside junction, Bishopstoke	Junction improvements & possible signalisation	100	Prefeasibility		100	1,2,3,4	C, G, H	S
337	A334 Charles Watts Way/Tollbar Way junction area, Hedge End	Possible signalisation to reduce traffic speeds, provide pedestrian priority and reduce severance.	250	Prefeasibility		250	1,2,3,4	C, G, H	S
340	B3354 Botley Road/Winchester Road	Enhanced signing is likely to be the only option. Situation may alter if / when the Botley Bypass goes ahead.	5	Prefeasibility		5	1,2,3,4	G	M
341	B3342 Bubb Lane / Tollbar Way, Hedge End	Gateway / Speed limit reminder / ped refuges	15	Feasibility Complete	HCC S106 DC	0	1,2,3,4	E, G, H	S
342	Tanhouse Lane (Kings Copse Ave to Havendale)	Bridleway upgrades	10	Prefeasibility		10	1,2,3,4	E, G, H, I	M
343	Bridleway (Marls Road to Brook Lane, Botley	Upgrade and signage, including link upgrade to Little Hats Rec.	10	Prefeasibility		10	1,2,3,4	E, G, (H)	M
345	Drummond Road, Hedge End	New bus shelter on north side, nr Maunsell Way	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
347	Woodside Avenue, Boyatt Wood	Crossing point for assist elderly or infirm across the road to access bus stop.	30	Feasibility underway		30	1,2,3,4	E, G, H, I	S

348	Hamble Community Sports College	Ped & cyclist protection measures - form of rumble strip to keep pupils away from carriageway edge.	10	Prefeasibility		10	1,2,3,4	E, G, H	S
349	B3037 Fair Oak Road jw Sandy Lane, Fair Oak	Ped phase on signals for Sandy Lane arm	100	HCC Capital Programme 11/12	HCC S106 DC	0	1,2,3,4	E, G, (H)	S
353	Lawn Road	Traffic Management and accessibility improvements	10	Prefeasibility		10	1,2,3,4	G, H	L
360	Bursledon Station via Manor Farm Country Park to Botley	Extend the Green Network - Proposed cycle / ped links	10	Prefeasibility		10	1,2,3,4	E, G, (H)	L
361	Hamble via Badnam Copse and Mallards Moor to Bursledon Station	Extend green Network - Proposed ped / cycle links	10	Prefeasibility		10	1,2,3,4	E, G, (H)	L
362	Stoke Common Road, Bishopstoke, via Stoke Park Woods to Fair Oak	Extend Green Network: Cycle Ped links	10	Prefeasibility		10	1,2,3,4	E, G, (H)	L
363	Locke Road to Pavilion Rd	Footpath enhancements required as part of new Botleigh Grange Office development and links to Deer Park Farm. Scheme subject to DC Enforcement.	10	Prefeasibility		10	1,2,3,4	E, G, (H)	S
367	Woodhouse Lane	New Foot / Cycleway	75	Prefeasibility		75	1,2,3,4	A, C, E, G, (H)	M
368	Pudbrook - Brook Lane to Cheping Gardens	New footpath and enhance existing	10	Prefeasibility		10	1,2,3,4	E, G, (H)	L
369	Experimental lane (marls rd to Brook Ln)	Need to enhance existing footpath to make more pedestrian friendly. Certain sections are through private land, the extent to which needs to be determined. Need to take caution not to make the route desirable for motor vehicles. May need to accompany upgrades with physical restriction measures.	10	Prefeasibility		10	1,2,3,4	E, G, (H)	L
370	Holmesland Lane	New Footway	75	Prefeasibility		75	1,2,3,4	E, G, (H)	M
373	Grange Park to Hedge End Station	Footpath upgrade to link to Hedge End Station. Refurbish gravel top to tarmac.	10	Prefeasibility		10	1,2,3,4	E, G, (H)	S
374	Grange Park East	Footpath upgrade - gravel sections owned by EBC. Footpath upgrade to link to Hedge End Station. Refurbish gravel top to tarmac.	10	Prefeasibility		10	1,2,3,4	E, G, (H)	M
375	Link to Hedge End Library	Footpath upgrade - Charles Watts Way to Hedge End library via turnpike way, Goodalls Lane and Greta Park	25	Prefeasibility		25	1,2,3,4	E, G, (H)	M
380	Foord Road	New Footway	25	Prefeasibility		25	1,2,3,4	E, G, (H)	M
381	Grange Road, Hedge End	New footway linking Botley Grange, Grange Road	25	Prefeasibility		25	1,2,3,4	E, G, (H)	L
382	Charterhouse way, Hedge End	Ped, cycle link from Dowd's Farm to Charterhouse Way. Focus on Pedestrian and Cycle link. No private vehicle access.	25	HCC Capital Programme 12/13	HCC S106 DC	0	1,2,3,4	E, G, H, L	S
384	Botley to Bishops Waltham	Improve links between settlements for multi-use trips - pedestrian / cycle / horse.	100	Prefeasibility		100	1,2,3,4	E, G, (H)	M
386	Allington lane / Quob lane	Useful rural link in Strategic Gap. Desirable link but land acquisition issues.	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
387	Moorgreen rd to Botley rd via Moorlands Farm	Link path from Botley Road to Moorgreen Road via Moorlands Farm. Possible impact on Strategic Gap. Local Plan.	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
388	Tollbar Way / Moorgreen Rd	Footpath link from Moorgreen Rd to Tollbar Way. Improved lighting needed - may impact on strategic gap. May be delivered as part of future major development	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
389	Winchester Rd to Hedge End Station	Winchester Rd to Hedge End Station footpath link alongside railway line	15	Prefeasibility		15	1,2,3,4	E, G, (H)	S

390	Woodhouse Lane / Grange Park	Link footpath form Woodhouse Lane to Grange Park Estate	10	Prefeasibility		10	1,2,3,4	E, G, (H)	M
393	Winchester Rd (Denham's Corner to Botley)	Pedestrian and Cycle route - Likely land acquisition issues and drainage issues.	100	Prefeasibility		100	1,2,3,4	A, C, E, G, (H)	L
394	Denham's Corner to Bubb Lane	Extend speed limit to reduce current Unrestricted limit. Likely to be looked into through the HCC speed limit review.	15	Prefeasibility		15	1,2,3,4	G	L
395	Denham's Corner to Botley Park Hotel	Extend speed limit to reduce current Unrestricted limit. Likely to be looked into through the HCC speed limit review.	15	Prefeasibility		15	1,2,3,4	G	L
396	Kings Copse Avenue to Tanhouse Way	Existing track needs surface upgrade to make more pedestrian friendly. Runs alongside the Norman Roddaway Playing Fields.	15	Prefeasibility		15	1,2,3,4	E, G, (H)	M
397	Boorley Green to Hedge End Station	Enhance the Green Network - Link to Shamblehurst Lane for pedestrians and cyclists	15	Prefeasibility		15	1,2,3,4	E, G, (H)	M
401	Maunsell Way	Enhanced speed limit signs/gateway feature	15	Prefeasibility		15	1,2,3,4	G, H	S
402	Turnpike Way	Enhanced speed limit signs/gateway feature and hatching. Speed awareness/speed reduction a local priority. Potential funding from possible Wildern Mill Development.	15	Prefeasibility		15	1,2,3,4	G, H	S
403	Ratcliffe Road	Extension of 20mph limit along Ratcliffe Road	10	Prefeasibility		10	1,2,3,4	G, H	S
409	Link Path to Somerset crescent	Link path to connect the North End Copse Foot/ Cycle path to Somerset Crescent. Useful link to connect the Velmore Estate to ped / cycle links through the old Golf Course site and to Fleming Park.	20	Prefeasibility		20	1,2,3,4	E, G, (H)	M
414	M27 jnc 5	Utilise existing footpaths and existing underpasses to enhance links to Wide lane and Stoneham lane. Leisure link. Interest shown by Environment Agency.	200	Prefeasibility		200	1,2,3,4	E, G, (H)	L
415	Stoneham Way, between jnc of Chestnut Ave and Doncaster Drove	New pedestrian link to access Lakeside Country Park	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
417	Woodside Avenue allotments	New pedestrian link to be constructed and funded as part of the proposed new residential development. Development related – Need to think carefully of the route taken giving consideration to existing residential areas. Not keen on using Drinkwater Close or the Cemetery.	20	Prefeasibility		20	1,2,3,4	E, G, (H)	S
418	Woodside Ave jnc with Shakespeare rd	Pedestrian refuge needed on Woodside Avenue and footway connections in Woodside Ave and Shakespeare rd needed to address the desire lines of pedestrians who choose not to use the bridge. Especially to link to Crestwood College and the shops.	30	Prefeasibility		30	1,2,3,4	E, G, (H)	S
419	Woodside Avenue	Cycle / Pedestrian controlled crossing needed south of Parham drive. Only required if Woodside Ave development does not proceed	75	Prefeasibility		75	1,2,3,4	E, G, (H)	S
420	Woodside Avenue	New pedestrian crossing needed. Achieve as part of Woodside Avenue allotment development.	50	Prefeasibility		50	1,2,3,4	E, G, (H)	S
422	Kings Copse Avenue	Footway - Utilise existing verge	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
425	Allington Lane to Hedge End	Allington Lane to the back of Hedge End a rural link between the two country parks	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
426	Grange Rd Jnc with Barton Drive	Alleviation of the difficulties with egress from Barton Drive into Grange Road	15	Prefeasibility		15	1,2,3,4	C, G, H	S
427	Hamble Lane, opp Car Boot Sale Site, Bursledon	Pedestrian crossing	50	Prefeasibility		50	1,2,3,4		
431	Hamble Lane, Hamble Station	Set back fence line and widen footway / cycleway	75	Prefeasibility		75	1,2,3,4	A, C, E, G, (H)	M

438	Botley Rd Junction with Mortimer's Lane	Junction widening and safety improvements	25	Prefeasibility		25	1,2,3,4	C, G, H	S
444	Mortimer's lane, east of Glebe Court	New footway on the north side of Mortimer's Lane	25	Prefeasibility		25	1,2,3,4	E, G, (H)	S
447	Boundary Road, Bursledon	Issue with refuse vehicles and the limited turning circle available. Need to investigate the junction alignment.	10	Prefeasibility		10	1,2,3,4	G	M
455	King's Road (near to new flats)	New crossing point on King's Road near to new residential development. Need for physical measures to ensure people are directed to the desired crossing point.	25	Prefeasibility		25	1,2,3,4	E, G, (H)	S
456	Bournemouth Road / Chalvington Road junction	New crossing point at the traffic signals.	150	HCC Capital Programme 12/13	LSTF	0	1,2,3,4	E, G, (H)	S
458	West End Road, Church Hill to High St, West End	Improvement scheme for Pedestrians /widened footpaths to HCC standards for shared footpath/cycleway. See also scheme 460	75	Prefeasibility		75	1,2,3,4	A, C, E, G, (H)	S
460	West End Road, Chalk Hill to Church Hill, West End	Improvement scheme for Pedestrians /widened footpaths to HCC standards for shared footpath/cycleway, including improvements to crossing on A27. See also TSI 458. See also scheme 458	80	Prefeasibility		80	1,2,3,4	A, C, E, G, (H)	S
462	East of Locke Road/Grange Road Rbt	Signalised crossing at existing ped refuge to the south east of Locke Road.	80	Prefeasibility		80	1,2,3,4	E, G, H	S
466	Shakespeare Road, Eastleigh	Opposite Shakespeare School, replace raised table with zebra crossing	50	Prefeasibility		50	1,2,3,4	E, G, H	S
467	Hound Way, Netley	Off road cycle route on north side of Hound Way from railwaybridge, south westwards.	100	Prefeasibility		100	1,2,3,4	A, C, E, G, H	S
468	A334 junction with Brook Lane to community centre	Footway widening to form a foot/cycleway along south side of A334 from entrance to Community centre to Brook Lane. Improves safe access to Manor Farm via Brook Lane	25	Prefeasibility		25	1,2,3,4	A, C, E, G, (H)	M
473	Wildern Lane, Hedge End (Budgens Car Park)	As part a the Wildern School development, a Park & Stride is planned. Budgens retail outlet at Hedge End centre has agreed to their car park being utilised, on the proviso that all enabling works are completed for them, including:□ - Signage;□ - Lining;□ - Disabled Bay marking;□ - Lighting improvements; and□ - Kerbs and bollards to formulise layout.	25	Prefeasibility		25	1,2,3,4	E, G, H	S
475	Winchester Road to Otterbourne Hill Cycles	Cycle route from Thornden School, Winchester Road to Otterbourne Hill. Final stage of near completed scheme undertaken prior to the setup of the TSI database - no prioritisation required.	20	Feasibility underway		20	1,2,3,4	A, C, E, G, (H)	S
482	Chandlers Ford Rail station and local vicinity	Provide additional pedestrian / cycle signage to highlight: - Routes from the School Lane Industrial Estate to the railway station; - Routes from Meon Crescent to the railway station; and - Routes from the station to local bus stops.	25	Prefeasibility		25	1,2,3,4	E, G, (H)	S
483	Chandlers Ford Railway Station - Hursley Road	Improve pedestrian crossing facilities (enlarged ped refuge) on Hursley Road from the station access bridge to Winchester Road bus stops.	10	Feasibility underway		10	1,2,3,4	E, G, (H)	S
485	Chandlers Ford Rail Station	Extend the existing station rain canopy to cover existing cycle parking hoops.	5	Prefeasibility		5	1,2,3,4	A, C, E, G, (H)	S
486	Chandlers Ford Railway Station	Provide Real Time Information (RTI) at the railway station to show local bus timings on Hursley Road and Winchester Road.	10	Prefeasibility		10	1,2,3,4	A, C, E, I, K	S
491	Telegraph Road/ Moorhill Rd junction	Implementation of a short stretch of footway on the southern side of Telegraph rd/ eastern side of Moorhill rd	15	Prefeasibility		15	1,2,3,4	E, G, (H)	S

492	Hiltingbury Road, Chandler's Ford	Bus infrastructure works. New bus stop poles, hard standings, raised kerbs along the 46-46a-46b route.	20	Prefeasibility		20	1,2,3,4	A, C, E, I	S
493	Valley Park, Chandler's Ford	Bus infrastructure works. New bus stop poles, hard standings, raised kerbs along the C1-C2-C3 route.	20	Prefeasibility		20	1,2,3,4	A, C, E, I	S
494	Velmore Estate (Falkland Road, Nightingale Ave and Passfield Ave	Bus infrastructure improvements along the route of the 34-65-C1-C2-C3 bus route. Works include new bus poles/ raised kerbs.	20	Prefeasibility		20	1,2,3,4	A, C, E, I	S
495	Rose Bowl, West End	Real-Time passenger transport information (bus & train) via online screens within the Rose Bowl	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
496	St Mary's Road, Bishopstoke	Installation of dragons teeth to stop verge parking that is occurring at the entrance to St Mary's Rd	10	HCC Capital Programme 12/13		10	1,2,3,4	G	S
497	Along the 8a bus from Townhill Way at jnc with Cerne Close to Hedge End Railway station	Implementation of Truform bus stops	20	Prefeasibility		20	1,2,3,4	A, C, E, I	S
501	Priory Road, Netley	Pedestrian refuge(s) / build outs required in vicinity of junction with St Edward's Rd.	20	Prefeasibility		20	1,2,3,4	E, G, (H)	S
502	A27 Swaythling Road, West End	Missing section of cycle route between Cutbush Lane and Townhill Way (off road).	20	Prefeasibility		20	1,2,3,4	A, C, E, G, (H)	S
504	Hungerford Lane/ Kew Lane	New pedestrian refuge points along the lane to assist walking to local school	30	Prefeasibility		30	1,2,3,4	E, G, (H)	L
506	Woodside Ave between Shakespeare road and B&Q entrance	A short footway link to link to B&Q site	5	Prefeasibility		5	1,2,3,4	E, G, (H)	M
507	Portsmouth Road between Newtown and old Neltey.	New bus access kerbs to be installed adjacent to Birch Dell Farm, Grange Rd and Beverley Gardens. To include new pedestrian crossing point.	20	Prefeasibility		20	1,2,3,4	A, C, E, I	S
508	Bournemouth Road at junction of Castle Lane	New bus shelter and raised access kerbs	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
509	Pennine Way to Cherwell Gardens via Monks Brook	Provide a pedestrian link between Pennine Way and Cherwell Gardens under the rail track (Monks Brook) to provide a more direct access to local schools and facilities.	10	Prefeasibility		10	1,2,3,4	E, G, (H)	M
510	Fair Oak Road/ Haig Road	Bus stop works on northern side of Fair Oak rd, close to Haig Road	5	Prefeasibility		5	1,2,3,4	A, C, E, I	S
512	Bodycoats Road, Chandler's Ford	Speed reduction measures between Cherwell Gardens and Winchester Rd -	25	Prefeasibility		25	1,2,3,4	G	M
513	Tollbar Way (northbound) nr PC World, Hedge End	Bus flag needs replacing with bus shelter	5	HCC Capital Programme 11/12		5	1,2,3,4	A, C, E, I	S
514	Moorgreen Recreation Ground, West End	Widen the entrance to the Moorgreen Rec in West End to allow for 2-way vehicle flow to minimise traffic queuing out onto Moorgreen Rd and Chapel Rd	20	Feasibility underway		20	1,2,3,4	C, G	S
516	Winchester Road / Hursley Rd roundabout	Ped refuge gradient on Winchester Road arm is steep for mobility scooters, and they can skid backwards into the road in the wet. Gradient needs reducing.	5	Prefeasibility		5	1,2,3,4	E, G, (H)	S
517	Templars Way, Chandler's Ford	Missing footway link on Templars Way between Lulworth Close and pedestrian crossing facility. Grass verge available, and required in order for peds to reach the crossing. Length approx 70m.	50	HCC Capital Programme 11/12	HCC S106 DC	0	1,2,3,4	E, G, (H)	S
520	Bournemouth Road (adjacent to Picador Vauxhall), Chandler's Ford.	Bollards to be placed on kerb line to stop vehicles mounting the kerb for onward travel for the Bournemouth road/ Leigh road traffic lights	5	Prefeasibility		5	1,2,3,4	G	S

521	Sedgwick Road (corner with West Drive)	Scheme requested by member of public. Solar panel lighting for a bus shelter on Sedgwick Road with West Drive in Bishopstoke.	2	Prefeasibility		2	1,2,3,4	A, C, E, I	M
522	Hound Road just east of junction with Woolston Road	Passengers waiting at this stop cannot see the buses approaching the stop to hail them to stop. Remove bus bay including raised access kerbs and install new shelter once bay removed.	15	Prefeasibility		15	1,2,3,4	A, C, E, I	M
523	Chestnut Avenue opposite B&Q site east bound carriageway.	Current bus flag inadequate. Links with est bound shelter - TSI 440. New bus shelter required between B&Q and Asda.	5	Prefeasibility		5	1,2,3,4	A, C, E, I	S
524	Boorley Green	Complaints received regarding HGV's using Boorley Green Roads for 'Rat Running'. This is causing inconvenience to residents due to noise and allegedly damage to property (cracks). Localised TRO's banning HGV should be considered.	25	Prefeasibility		25	1,2,3,4	C, L	M
526	St Mary's Road / Station Road, Netley	Request for improvements at the junction of St Mary's Road / Station Road in Netley. There is concern that the all moves triangular junction is confusing to negotiate - a problem that will be increased as more traffic arrives as a result of the adjacent residential development.	25	Prefeasibility		25	1,2,3,4	G, H	M
531	Wildern Lane, Hedge End	Pavement parking outside of Shamblehurst Primary / Wildern School causing complaints to Councillors. It causes pavement congestion pinch points and results in a decreased level of safety.TRO required.	10	Prefeasibility		10	1,2,3,4	F, G, H	S
532	Junction of Bodmin Road and Underwood Road	Reduce junction of Bodmin Road to assist pedestrians crossing including tactile paving	30	Prefeasibility		30	1,2,3,4	E, G, H	S
534	Ashdown Road junction with Hiltingbury Road	Install pedestrian crossing island	30	Prefeasibility		30	1,2,3,4	G, H	M
535	Winchester Road close to Thornden and Lakeside schools	Footway widening of footway on eastern side of carriageway	25	Prefeasibility		25	1,2,3,4	G, H	M
536	Footpath between Wildern Lane and Tamarisk Road	Improve drainage and upgrade footpath to ensure route is accessible throughout the year	10	Prefeasibility		10	1,2,3,4	E, G, H	M
538	Hound Road (east of Woolston Road)	Toucan crossing required primarily to aid school related crossings. HCC survey indicated PV2 of 0.88 which is high enough to implement a crossing under the 'discretionary' category. Survey undertaken in March 2011.	80	Prefeasibility		80	1,2,3,4	E, G, H	M
539	Woodhouse Lane, Hedge End	Provide TRO (yellow lines) to stop nuisance parking along Woodhouse Lane adjacent to the 'Skate Park' up to the junction with Pavilion Road.	15	Prefeasibility		15	1,2,3,4	F, G, H	M
542	Bubb Lane / Burnetts Lane	Foot/cycle link required from Bubb Lane to Burnetts Lane between the crematorium and the railway line	50	Prefeasibility		50	1,2,3,4	E, G, (H)	M
543	Atlantic Park View, West End	Vehicle speeds reportedly high adjacent to the Gregg School (in Southampton City boundary). Request for 20mph speed limit received.	10	Prefeasibility		10	1,2,3,4	G, H	M
544	Templars way, Chandlers Ford	Bus shelter requested at the stop on Templars Way, adjacent to Lulworth Close.	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
549	Woodside Avenue, North Boyatt, Eastleigh	Pedestrian refuge required on Woodside Avenue, North Boyatt, Eastleigh.	30	Feasibility underway		30	1,2,3,4	E, G, (H)	S
550	Rookwood Close to Chartwell Close	Provision of a footpath to run between Rookwood Close to Chartwell Close.	10	feasibility underway		10	1,2,3,4	E, G, (H)	S

551	Winchester Road, outside Asda	Upgrade advertising bus shelter to double bay shelter, including real time bus display. Shelter currently provided by Clear Channel	15	Feasibility underway	HCC S106 DC	0	1,2,3,4	A, C, E, I	S
552	Winchester Road, opposite Asda	Upgrade advertising bus shelter to double bay shelter, including real time bus display. Shelter currently provided by Clear Channel	15	feasibility underway	HCC S106 DC	0	1,2,3,4	A, C, E, I	S
553	Templars Way at junction of entrance to Hampshire Corporate Park	Creation of mini roundabout	100	Prefeasibility		100	1,2,3,4	C, G	M
554	Sandy Lane, Fair Oak	Investigate the feasibility of installing a bus shelter at the stop by the shops and the junction with Victena Road	10	Prefeasibility		10	1,2,3,4	A, C, E, I	S
645	Hedge End area	Signing strategy for Hedge End in vicinity of Dowd's Farm and signage to and from HE Station and to the Rose Bowl.	50	Prefeasibility	S106/ CIL	0	1,2,3,4	E, G, (H)	S