

Eastleigh Town Access Plan 2011

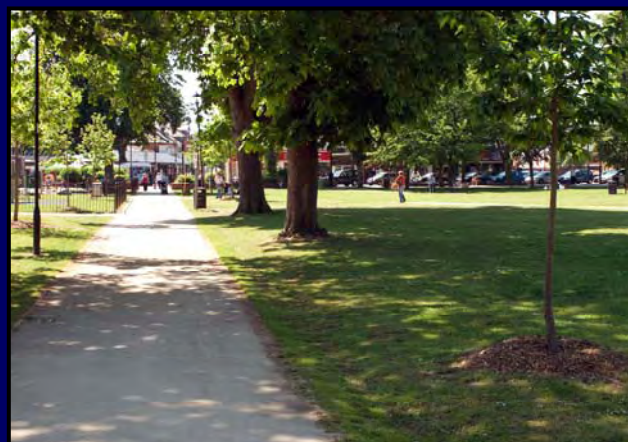


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Eastleigh Town Access Plan (ETAP) Executive Summary

The production of the ETAP is a Hampshire County Council initiative that has been undertaken through partnership working with Eastleigh Borough Council.

This document was approved by both authorities in 2011 and engenders joint working on local transport and access issues and projects in the Central Eastleigh area. The key aims of the document are to deliver projects that will contribute positively towards:

- a more accessible town centre for all users;
- enhanced facilities for walking and cycling;
- support for public and community transport;
- improved traffic management and parking;
- reduced levels of congestion and pollution; and
- environmental improvements and an enhanced street scene.

In addition, the document has a key role to play in the allocation of funding to projects. It will also assist in the negotiation of developers' contributions to deliver those projects necessary to ameliorate the impacts of development.

Local community consultation has played a major role in identifying and prioritising the potential projects within the ETAP. This has been achieved through staffed exhibitions, online questionnaires, and meetings with key stakeholders including the Eastleigh Disabled Access Group and Town Centre Partnership.

The broader context of the ETAP is provided by a number of Hampshire County Council and Eastleigh Borough Council strategy documents which include; the Local Transport Plan (2006-2011), the Eastleigh Town Centre Vision (2010), and the emerging Eastleigh Borough Core Strategy.

The Action Plan in section 12 of the document sets out potential projects, together with estimated timescales and indicative costs, which have been identified and prioritised with input from the public consultation.

The ETAP will be reviewed on an annual basis to take account of changing circumstances and if members of the local community wish to input to this ongoing process they are welcome to give their views via the contacts below.

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I Introduction

The Eastleigh Town Access Plan (ETAP) has been developed by Hampshire County Council (HCC) in partnership with Eastleigh Borough Council (EBC) and aims to positively contribute to improving access to facilities and services within central Eastleigh.

The main focus of the ETAP is project delivery as set out in the ETAP Action Plan (see chapter 12) which identifies a number of key projects that support walking and cycling, the quality of the street environment, traffic management and public transport.

I.1 Purpose of the Eastleigh Town Access Plan

This document sets out to;

- identify projects and physical works that will enhance accessibility for all groups and reduce the impact of new development;
- co-ordinate project delivery;
- provide a basis for negotiations with developers when securing Section 106 financial contributions for transport infrastructure;
- promote consultation, and input from key stakeholders and the local community;
- strengthen the town centre's linkage with its local catchment area;
- provide a local context to current and emerging strategic transport policy, including the HCC Local Transport Plan 2, the emerging Local Transport Plan 3 and future transport strategy development both locally and sub-regionally, associated with the emerging Sub-Regional Transport Model Evidence Base; and
- support, inform, and provide evidence for the "Town Centre Vision" the emerging EBC core strategy, and the regeneration of Eastleigh town centre.

I.2 Key Objectives

The ETAP will provide a link between national, regional, and local transport, and spatial strategy, providing a context for the delivery of local accessibility improvements. Periodic

reviews will be required during this period to take account of changing circumstances and policy developments, in particular the emerging Eastleigh Borough Council Core Strategy and the emerging transport strategy for Eastleigh and the wider sub-region.

Specific objectives for the ETAP:

- support Eastleigh town Centre as a destination with a distinctive sense of place;
- make it easier to use sustainable transport modes and improve access to key locations;
- manage car parks, their pedestrian connections and on-street parking effectively for residents, businesses and visitors;
- implement measures to mitigate the impact of transport related air pollution with a focus on the two Air Quality Management Areas (AQMAs) within the ETAP study area where air quality action plans are in place;
- enhance Eastleigh bus station with good links to other transport nodes especially Eastleigh train station;
- promote safer and more convenient walking & cycling routes;
- further promote workplace, station and business travel plans.
- reduce street clutter and promote a well designed and managed street scene;
- support opportunities for economic development to promote vitality; and
- the production of a list of schemes (the ETAP Action Plan), which includes schemes programmed for delivery in the short, medium and long term. All ETAP schemes will be incorporated into the EBC Transport Scheme Inventory and the HCC Transport Contributions Policy to facilitate the negotiation and allocation of Section 106 developer contributions.

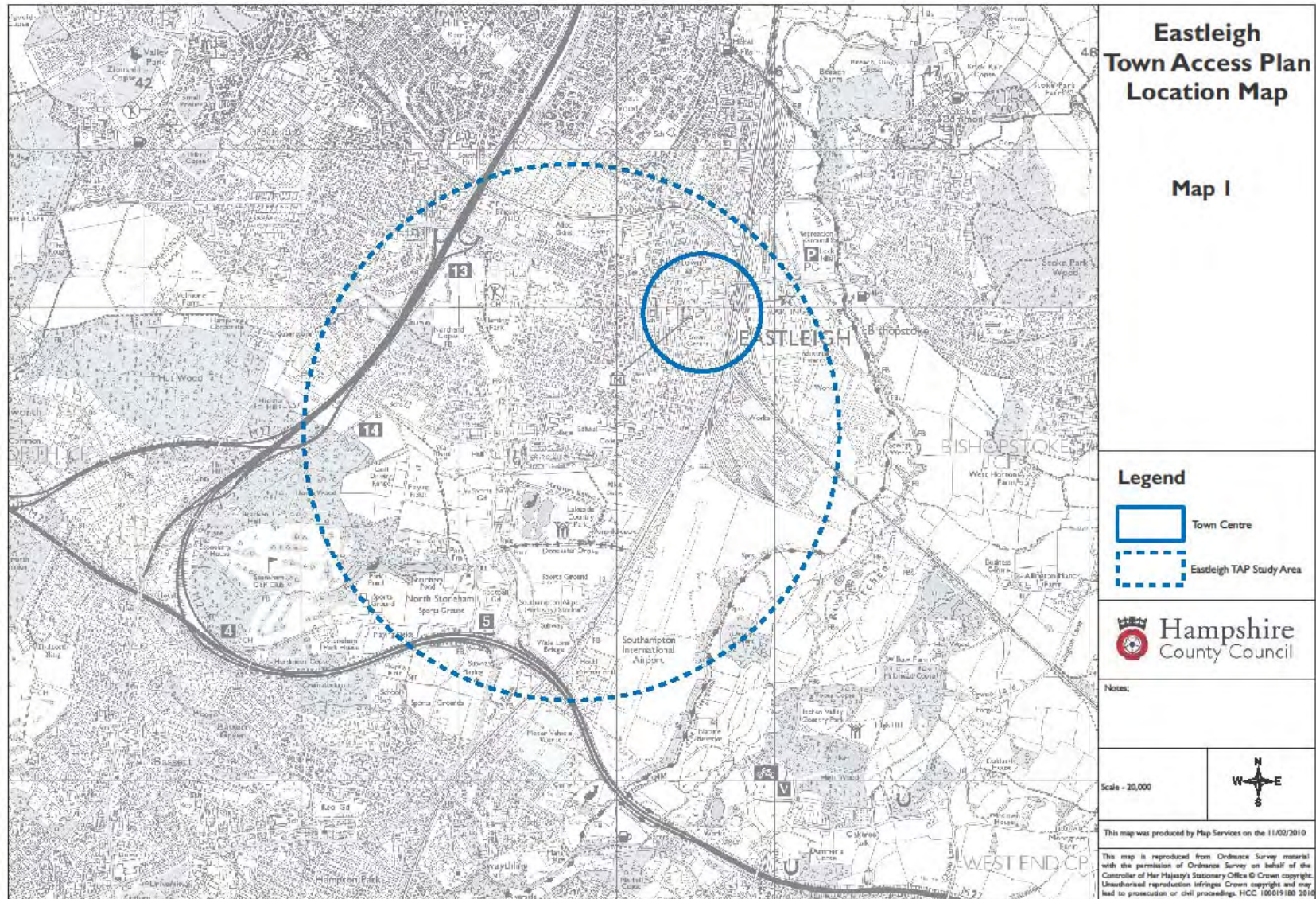
1.3 ETAP Study Area

The ETAP study area is focused on the area shown in map 1, which shows where the majority of the accessibility improvements will be focused particularly for non car modes of transport. The study area is defined by the informal geographical limits of the town

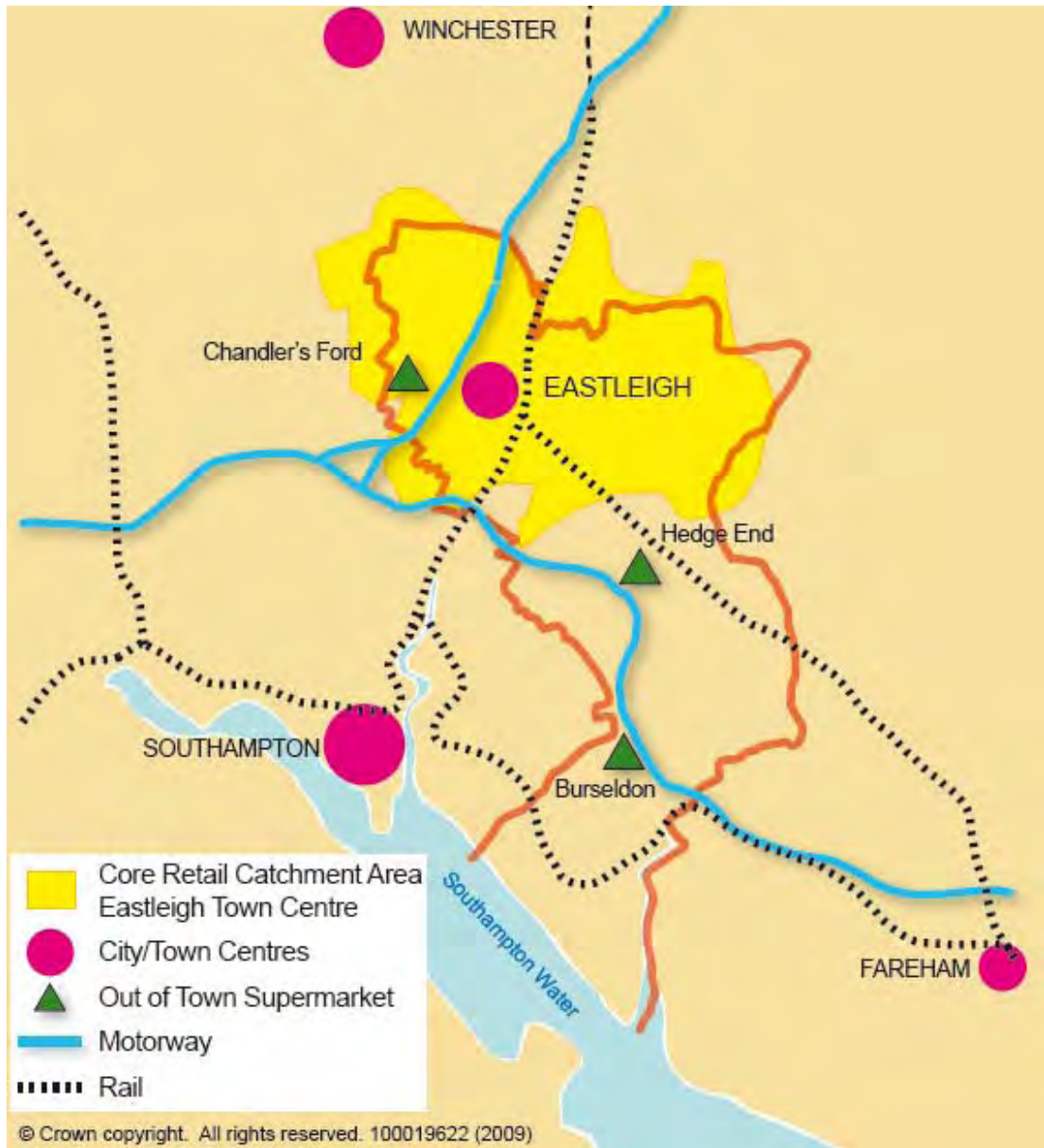
and any associated physical boundaries. This includes the railway line to the north and east and the airport and motorways to the south and west. As a result, the ETAP study area encompasses the key transport links and severance issues that affect the key gateways into the town from the neighbouring settlements, which fall within the towns retail catchment area.

The retail catchment of Eastleigh town centre is shown in map 1a indicating the wider area to which enhanced multi-modal transport connections would improve access to the town centre such as links to Chandler's Ford, Hiltingbury, Allbrook, Bishopstoke, Fair Oak and Southampton.

Map I: ETAP Location Plan



Map 1a: Eastleigh Town Centre Core Retail Catchment Area.



1.4 The ETAP and the Planning Framework

Whilst Eastleigh Borough Council has commenced the preparation of its Core Strategy, until this has a greater level of endorsement, adopted local policy is provided by the saved policies within the Eastleigh Local Plan Review 2001-2011. This document contains a suite of policies that promotes the regeneration and redevelopment of Eastleigh town centre through block redevelopment and promoting mixed use developments.

As the Core Strategy emerges, the Eastleigh Town Access Plan will contribute to the evidence base for the town centre chapter alongside other documents, including the town centre “vision”, which whilst having no formal planning status provides context and promotes the regeneration of the town centre

For Eastleigh town centre, medium-long term strategic options are likely to focus on alternative approaches to achieve regeneration. This will be based on identifying capacity for significant retail growth, together with the accommodation of a range of other complementary uses, all of which will be influenced by transport and access issues.

More detail in support of the Core Strategy proposals for the town centre are likely to be set out in a Supplementary Planning Document (SPD), prepared in tandem with a similar SPD for the River Side development east of the railway.

1.5 The ETAP in Relation to Existing and Emerging Transport Strategy

The ETAP will provide a link between national, regional and local transport strategy, providing a focus and local context for the delivery of local accessibility improvements.

Planning Policy Guidance 13: Transport (2001)

The Department for Communities and Local Government, Planning Policy Guidance 13: Transport (2001) sets out the importance of integrating planning and transport at national, regional and local level, with the objectives being to promote more sustainable transport choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and reduce the need to travel, especially by car.

Manual for Streets (DfT, 2007)

National guidance, in the form of Manual for Streets (DfT, 2007) has provided a new set of design principles to utilise when designing new streets and enhancing existing, with the aim of meeting the needs of all users, improving connectivity, being safe, attractive, cost effective and providing a sense of place. In April 2010, the County Council adopted a Companion document to Manual for Streets. The aim of this document, covering streets with speed limits of 30 mph or less, is to provide guidance to developers in how to design attractive streetscapes. The outputs from the ETAP, in the form of new infrastructure and street enhancements must therefore embrace the Manual for Streets principles through the HCC companion document to ensure Eastleigh's streets are attractive and meet the needs of all users.

Climate Change Act 2008

The Climate Change Act 2008 has set a target to reduce UK greenhouse gas emissions by at least 80 per cent by 2050. Under the Act, the Government has also set five-yearly carbon budgets for the UK economy up to 2022. With greenhouse gas emissions from transport representing 21 per cent of total UK domestic emissions, the DfT Carbon Reduction Strategy (2009) recognises that decarbonising transport must be part of the solution. One of the ETAP's objectives is to implement measures to mitigate the impacts of transport related air pollution to improve local air quality.

Smarter Choices

The guiding principle of 'smarter travel choices' is that given the right conditions there will always be a proportion of the population who are willing to consider an alternative to their current means of transport. The primary objectives of smarter choices measures are to achieve greater use of alternative modes of travel to the single occupancy car by expanding travel choice or to reduce the need to travel at all.

The ETAP will work towards the principles of Smarter Choices by providing a range of good quality travel alternatives ensuring that individuals are able to make an informed travel choice, which could include deciding not to travel at all.

Hampshire County Council Local Transport Plan 2 (2006-2011)

Hampshire County Council published its Local Transport Plan 2 in 2006, which is based on the underlying principles of Reduce-Manage-Invest. The main objectives were to support the local and national economy whilst maintaining a high quality of life for the people of Hampshire by minimising the adverse effects of transport including congestion, air quality and the effects of climate change.

The concept of Town Access Plans was outlined in the LTP2 with the aim being to develop them for key settlements in Hampshire in order to identify and tackle issues of access to and within key urban areas. Collectively, Town Access Plans form a component to the County Council's Accessibility Strategy, which is committed to improving accessibility to a wide range of destinations and services. This is vital to encourage people to use local facilities and forms a major part of the short-term transport strategy for Hampshire.

The ETAP will encompass the Local Transport Plan (LTP2) objectives of 'Reduce-Manage-Invest', incorporating 'Smarter Choices', management of the existing network and investing in new infrastructure and facilities where necessary.

In April 2011 the HCC LTP2 will be replaced with LTP3. The ETAP is an important link between the strategic transport priorities set out in the LTP and the development of local transport schemes specific to the needs of the local area. The ETAP will be reviewed annually in light of changes to local, regional and national transport policy.

South Hampshire Sub-Regional Transport Model

The South Hampshire Sub-Regional Transport Model is due to go live in 2011 and will provide an evidence base that will be used to review and develop sub-regional and local transport strategy as well as guide strategic development planning. The evidence base will provide an opportunity to assess Eastleigh's local transport network in more detail to develop a comprehensive transport strategy. This element of work is beyond the scope of the ETAP, however, when developed the ETAP will be updated and reviewed to ensure it delivers local accessibility improvements that are aligned with local transport strategy.

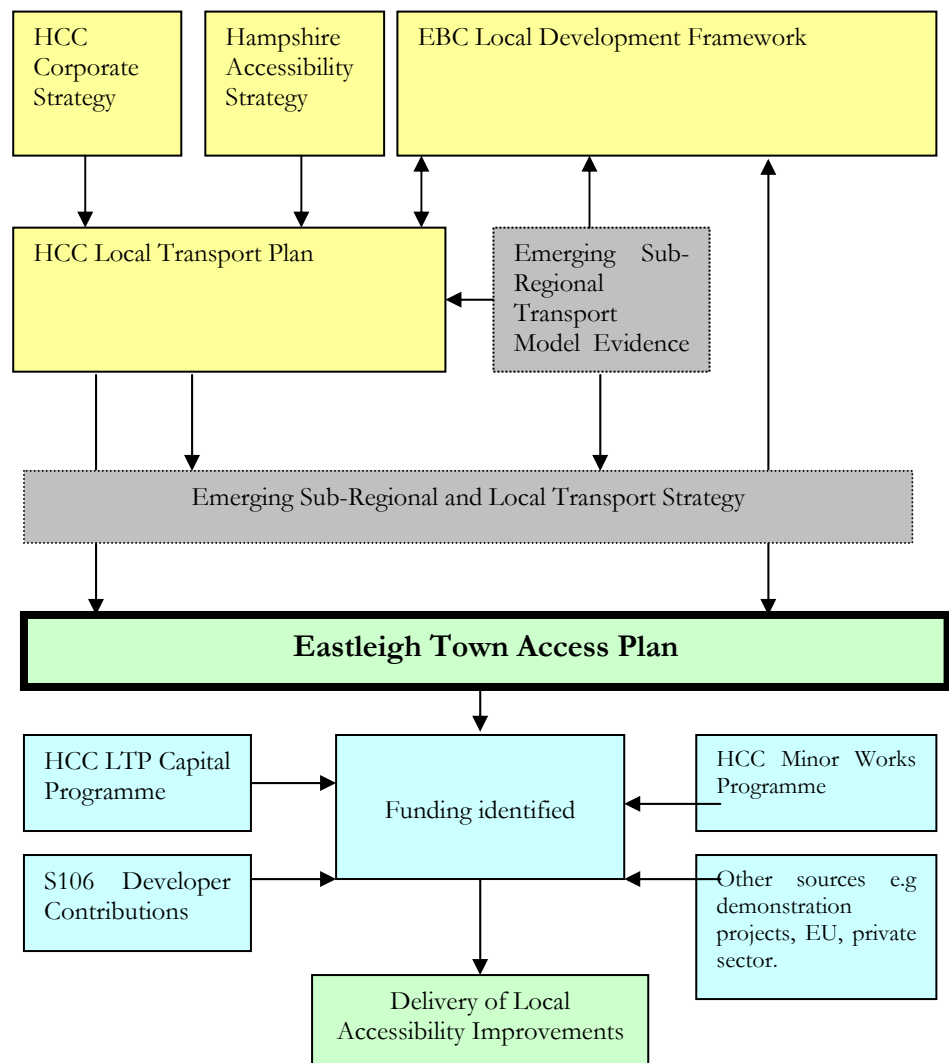
The Eastleigh Town Centre Vision (Discussion Document January 2010)

The Eastleigh Town Centre Vision (Discussion Document January 2010) maps out Eastleigh Borough Council's vision for Eastleigh Town Centre. One element of the vision is improved green connections and welcoming public spaces, which is in line with the ETAP objectives.

The Eastleigh Town Centre Vision highlights gateways and arrival points as influencing first impressions and having potential to create distinctive sense of character for the town centre. They can be defined by the treatment of individual buildings, street design and the treatment of public space.

Figure 1 shows how the ETAP relates to existing strategies and policies aforementioned.

Figure 1: ETAP in relation to existing strategies and policies



2 Eastleigh Town Centre

2.1 Historical development of Eastleigh Town Centre

Eastleigh town centre forms the core of the industrial town of Eastleigh that came into being at the turn of the 19th-20th centuries to serve the London and South Western Railway Works. The original town developed over a short period of time, creating an urban environment that is essentially a product of the late Victorian/ early Edwardian period built to serve the railway and its works. Typical of the period are geometric grid street pattern, offering long views, and the recreation ground which provides a park-like setting for the town centre.

The ETAP will promote and take advantage of Eastleigh's distinctive identity in a number of ways including enhancing key transport corridors and arrival points in the town and making improvements to the public realm and public spaces. This will help to develop the individual character of the town centre.

2.2 Town Centre Function and Facilities

Retail

Eastleigh is an important centre in the sub-region, of similar size and function to nearby Fareham. Eastleigh town centre faces competition from other centres including the retail centre at Southampton (with its West Quay development), large out of town superstores and the major retail park at Hedge End in particular.

The ETAP will play an important role in ensuring Eastleigh town centre's economic success as a secondary regional centre by making Eastleigh a more attractive place to visit and ensure that visitors who come from within the town's retail catchment area, as shown in map 1a, and further afield can access the town easily with the ability to choose from a range of transport modes.

Sport, Leisure and Arts

The town has a variety of diverse facilities including The Point arts centre, public art in a number of locations, a range of commercial leisure activities including pubs, restaurants and a modern leisure complex including a multi screen cinema and ten pin bowling alley.

Eastleigh town is well served by recreation areas which include The Recreation Ground in the centre of the town; Grantham Green directly to the south and Fleming Park leisure complex to the west, which has a range of sporting, leisure and health facilities. Further south is the Lakeside County Park and to the east there is also Bishopstoke recreation ground and The HUB sporting and leisure facility.

The ETAP will play an important role in ensuring that the sport, leisure and arts facilities located within the town centre are easily accessible by all who wish to use them. A focus will be on promoting the use of sustainable transport modes such as walking, cycling and public transport to access such facilities, ensuring that there are legible, direct and convenient routes to use which people can use safely at all times.

Furthermore the ETAP will ensure that access to sports leisure and arts facilities by car is managed effectively through measures such as appropriate signing and improved pedestrian links from existing car parks within the town centre.

Housing and Employment

The local population in and around the town has increased in recent years, with the prospect of further growth in the future.

The retention of business office use in parts of the town centre is considered to be complementary to retail trade, by extending the potential customer base during the working day. Opportunities for the future intensification of predominantly mixed use employment exist east of the railway (Eastleigh River Side), which will be complementary to economic regeneration in the town centre.

The ETAP identifies a range of multi-modal transport improvements within the town centre and the surrounding residential and employment areas aimed at addressing existing transport issues based on the current levels of development. The ETAP will also assist in guiding the measures necessary to make new development accessible by sustainable

transport modes as well as ensuring the impacts associated with increases in road traffic are minimized and managed accordingly.

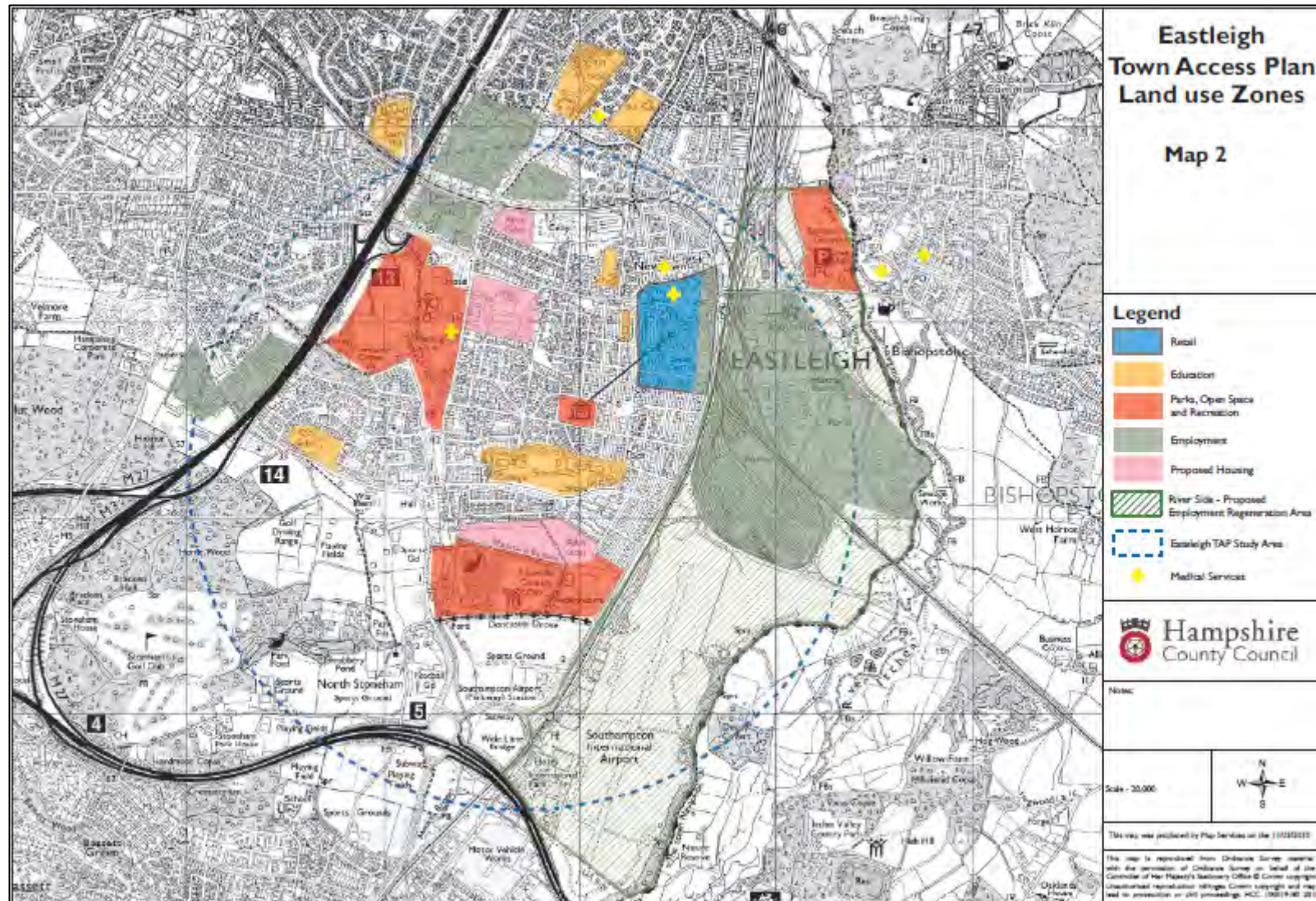
Education

There are two colleges, one secondary school and four primary schools within the ETAP boundary.

Eastleigh Borough Council, in partnership with Hampshire County Council has been working with Borough schools to produce School Travel Plans (STPs). Each STP encourages walking, cycling and public transport by identifying a range of improvements aimed at making routes to school safer, which therefore corresponds directly with the objectives of the ETAP. Schemes identified in each STP, which are relevant to the ETAP will be incorporated into the ETAP Action Plan to improve accessibility to local schools, for pupils, teachers and the wider community. All state schools within Eastleigh Borough now have an adopted School Travel Plan.

[Map 2](#) outlines the key land use zones where the main functions and facilities of the town outlined above are located and [Map 3](#) (chapter 4) highlights the key walking routes to the schools within the ETAP study area.

Map 2: Town Access Plan Land Use Zones



2.3 Major Development Proposals

Eastleigh River Side (Strategic Employment Zone)

The proposed Eastleigh River Side development area is allocated primarily for employment purposes in the Eastleigh Borough Local Plan Review. It is potentially the largest employment site in the South East Region, however, it will require major transport infrastructure investment to realise its full potential. The full quota of employment land, earmarked at Eastleigh River Side, is dependent on the delivery of the Chickenhall Lane Link Road and could provide up to 202,000m² of the overall allocated employment land, providing up to 9,000 jobs. This figure could be as low as 36,000m² if the link road is not delivered.

Eastleigh Borough Council and The Partnership for Urban South Hampshire (PUSH) commissioned a River Side Strategic Employment Site Access Study in July 2010. The study looked at a number of strategic access options associated with the proposed development as alternatives to the Chickenhall Lane Link Road and the associated impacts these options would have on the local and strategic transport network. ETAP will inform any proceeding stages of the study in light of local accessibility improvements and how they can be incorporated into any major strategic access options associated with the River Side development. The ETAP will be reviewed in light of the findings from the study.

Chickenhall Lane Link Road (CLLR)

The primary purpose of the proposed Chickenhall Lane Link Road (CLLR) is to provide road access to significant areas of currently under-used employment land east of the railway between Barton Park and the Airport. The road will also provide a link between the M27 junction 5 northwards to join the existing Chickenhall Lane and joins Bishopstoke Road close to Eastleigh Town Centre.

It is envisaged that when built, significant areas of employment land will become accessible whilst also removing a significant proportion of through traffic (including HGVs) from the highway network in the vicinity of Eastleigh town centre.

Because this is a long-term aspiration and is dependent on the delivery of significant infrastructure (the route will potentially bridge four rail tracks and skirt the Southampton

Airport runway). Implementation is unlikely to occur in the near future therefore it is important to consider options for Eastleigh Town centre without the benefits of the Chickenhall Lane Link Road in the short and medium term.

3 ETAP Evidence Base

3.1 Existing Strategies

A review of the Central Eastleigh Transport Strategy (CETS, 2003) and other relevant strategies has provided a strategic context and identified a number of previously identified schemes ranging in scale and relevance to the ETAP study area. It is essential to review these outstanding schemes to identify those still relevant to the ETAP for inclusion in the ETAP Action Plan.

3.2 Eastleigh Borough Council Transport Scheme Inventory & Hampshire County Council Transport Contributions Policy List

The EBC Transport Scheme Inventory (TSI) and the HCC Transport Contributions Policy List (TCP) are identical lists of “live” local transport schemes for the Eastleigh Borough area. The TSI & TCP lists have been developed in partnership by HCC and EBC. Schemes listed have been prioritised and adopted by the Borough’s Local Area Committees and ratified by the Hampshire County Council (Eastleigh) Highways Action Team. Schemes listed originate from development related issues, strategy documents, committee resolutions and local stakeholder input. The TSI & TCP lists guide the expenditure of Developer Contributions and steers the forward programme of scheme delivery.

Outstanding schemes within the Eastleigh TSI & TCP that are relevant to ETAP will be included as part of the ETAP Action Plan. Conversely, new schemes identified by the ETAP will also be fed directly into the TSI & TCP.

3.3 Data Collection

Chapters 4 to 8 provide a detailed review of accessibility within the study area focussing on cycling & walking; public & community transport; road safety, traffic management & parking; and environment, street scene & community. The review included plotting existing and proposed pedestrian, cycle and public transport networks, accident statistics, cycle flow counts and parking provision.

3.4 Public Consultation

The first phase of consultation with the local community took place between the 16th and 18th of April 2009 at the Swan Centre to identify local issues, barriers and opportunities to improve accessibility in the town centre, (see chapter 9 for summary of results). This consultation gave visitors to the town an opportunity speak with HCC and EBC staff where they provided valuable information that traditional survey techniques would not reveal. Consultation also took place through a web based online survey as well as consulting directly with the Eastleigh Disabled Access Group and the Eastleigh Town Centre Partnership.

The second phase of the consultation, during summer 2010, presented stakeholders and Eastleigh residents with the draft ETAP, which encompassed the access issues they had identified in phase one of the consultation and the same consultation methodology was applied. Feedback from this phase of the consultation is detailed in the ETAP Summer 2010 Consultation Response Document and appropriate changes were made to develop the final draft of the ETAP.

3.5 Demographic Profile

In 2009, the population in the Eastleigh South and Eastleigh Central ward was estimated at 10,778 (Hampshire County Council Small Area Population Forecast 2009). By 2015, the population is expected to increase by a further 931 (from the 2009 estimate).

No information is available for the number of people unemployed in Eastleigh Central and Eastleigh South wards; however in 2008, an average of 6.1% of the wards population were Job Seekers Allowance claimants. The Borough average was 1.3%.

Table 1 shows the distance residents within the ETAP study area travel to get to work. It shows that, based on 2001 data, 37% of people travel less than 2km to work, which is a realistic distance to commute by walking and cycling and 52% of people travel less than 5km. This is relatively high containment compared to Hedge End where 26% of residents live within 5km of their workplace. Eastleigh also compares favourably with other urban areas such as Winchester, 57% and Salisbury 61%.

Table I: Distance travelled to work, 2001 Census

Distance Travelled to Work of Eastleigh Central & Eastleigh South Residents	% of Ward Population
Work at home	6.2%
Less than 2km	31%
2km to less than 5km	14.7%
5km to less than 10km	19.8%
10km to less than 20km	13.3%
20km to less than 30km	2.4%
30km to less than 40km	1.7%
40km to less than 60km	1.5%
60km and over	3
No fixed place of work	5.2%

3.6 Equalities

In developing the ETAP, characteristics of the population were assessed and the potential effects the outcome the ETAP will have on the community were considered. Eastleigh residents vary in their needs in terms of accessing the town centre and to understand these needs it is important to know the characteristics of those accessing the town. The ETAP has a duty to consider the impacts of its recommendations on faith, gender, age, socio-economic status, physical and sensory disabilities, and ethnic minority groups.

4 Walking and Cycling

4.1 Walking

Eastleigh Borough Council's adopted Walking Strategy, *Promoting Walking in Eastleigh Borough (2008)*, aims to encourage walking by making it safer and easier for people to walk from place to place and for all purposes.

For Eastleigh town, the development of the Walking Strategy involved consulting with the Eastleigh Local Area Committee and wider public, including key stakeholders. This identified a number of proposed walking improvement schemes, which were seen as a priority to implement in order to enhance the existing pedestrian network and overcome existing barriers to walking. These schemes fed directly into the EBC Transport Scheme Inventory and the HCC Transport Contribution Policy List and subsequently reviewed and considered as part of the ETAP.

Eastleigh has one pedestrianised area, which is the section of Leigh Road between High Street and Market Street. Additionally, Leigh Road between Cranbury Road and High Street as well as Factory Road has had considerable investment to provide environmental street scene enhancements, incorporating "shared space" concepts aimed at reducing the conflict between pedestrians and other road users.

The town centre does have a comprehensive footway network, however there are a number of specific problem areas that restrict pedestrian access, which include:

- Twyford Road Bridge – No footway on the east side to connect to the town centre.
- Bishopstoke Road – Poor footway access and crossing facilities to connect Bishopstoke with the town centre.
- Leigh Road/ Romsey Road and Lidl Roundabout – Poor pedestrian crossing facilities on all arms, which act as a barrier to accessing the town centre.
- Campbell Road – No pedestrian access from the north and limited footways.
- Archers Road Footbridge – Poor accessibility with no ramped access for mobility scooters, wheel chairs and push chairs.

- Leigh Road/ Woodside Avenue Junction – Poor crossing facilities therefore acting as a barrier to accessing the town centre from the west.

More general barriers to increased levels of walking within Eastleigh town centre and the Borough as a whole include factors such as increasing levels of road traffic; overgrown vegetation; poor natural surveillance; road safety concerns; personal security; lack of information (signing) and a lack of infrastructure to cater for specific mobility issues. The Town Access Plan will endeavour to overcome as many of these barriers as possible when looking at ways to improve accessibility for pedestrians. [Map 3](#) highlights the key walking routes to the local schools within the ETAP study area as well as the existing network of signal controlled crossing points.

4.2 Cycling

Eastleigh Borough Council's adopted Cycle Strategy (2006-2011) aims to promote cycling as a viable transport choice by continually improving cycle infrastructure and increase the safety and security of cyclists and their cycles. The EBC Cycle Strategy (2006-2011) can be viewed in full at: http://www.eastleigh.gov.uk/pdf/TE_CycleStrategy.pdf.

The nature of the main roads connecting to Eastleigh town centre, such as Southampton Road, Bishopstoke Road, Twyford Road and Leigh Road restrict the numbers cycling to the town. These routes can make cycling an unattractive option due mainly to their limited road width and high volumes of traffic (including heavy goods vehicles). Other barriers include severance caused by the motorway and rail network; watercourses; safety concerns; and inadequate signing of cycle routes and the promotion of them as a viable alternative to the car.

The development of the cycle route network is focussed on improving links along the key roads leading into and through the town in order to make cycling more accessible to a wider range of ability and purpose. Off road cycle routes along Southampton Road, Bishopstoke Road, Leigh Road, Passfield Avenue and Chestnut Avenue are being developed as part of the EBC Cycling Strategy.

Enhancements to the cycle route network, as part of the EBC Cycle Strategy (2006-2011) have been reviewed and considered as part of the ETAP and form part of a package of measures to improve the cycling infrastructure within the town. [Map 3](#) highlights the

existing cycle routes as well as the proposed missing links required to complete the network.

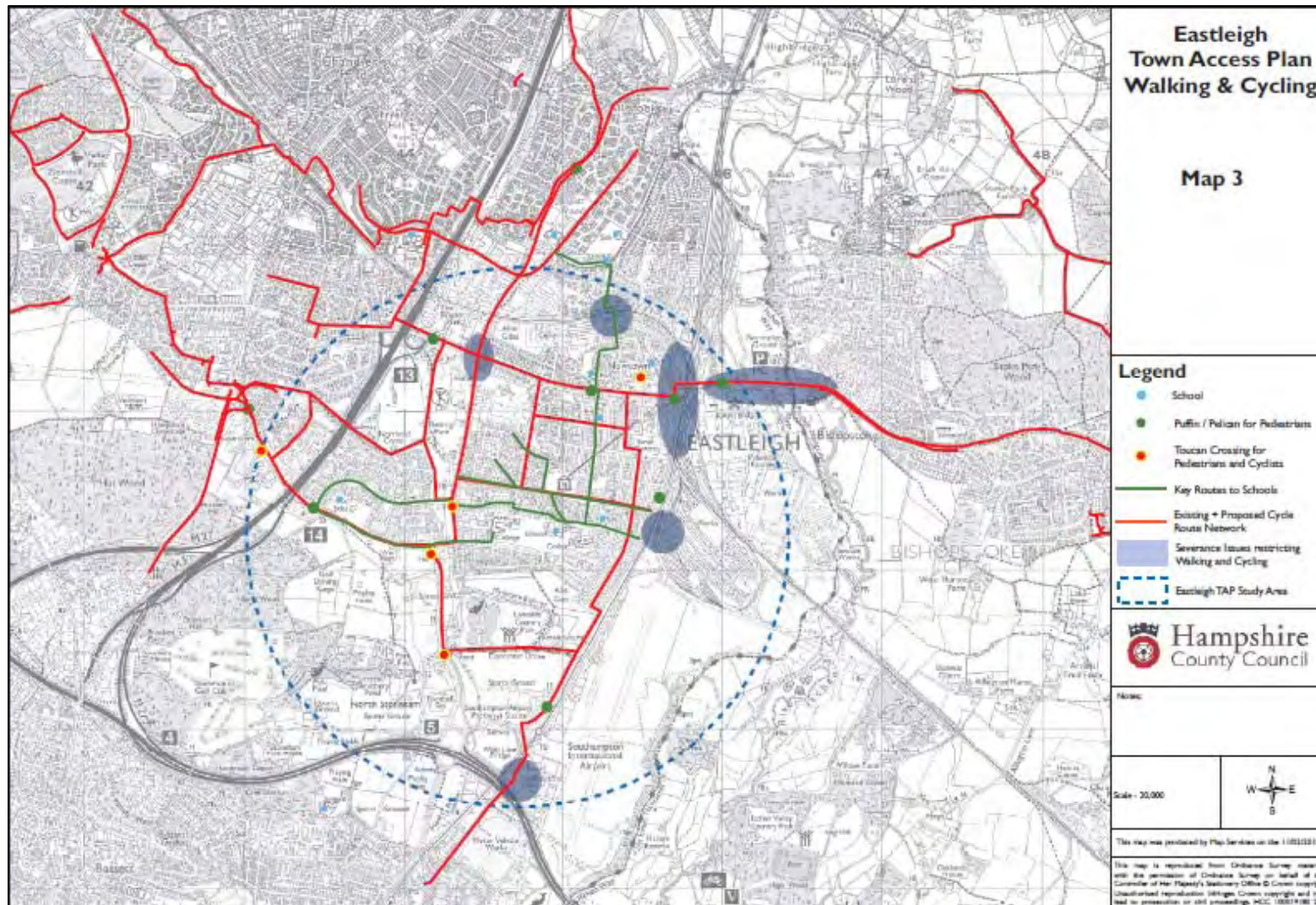
Along with key utility cycling routes, within the town centre there is a network of minor residential roads that have been identified as quiet on road advisory routes for cyclists and it is important that these routes are promoted and signed appropriately to connect to the main cycle route corridors.

There are five permanent cycle counter sites within or in the vicinity of the ETAP study area. The total number of cyclists passing in each calendar year is shown in table 2 and has been split into two way flows where applicable. Overall the results suggest cycling levels within Eastleigh are on the increase; however there is some variation in with a slight decline in cycling apparent along elements of the Woodside Avenue cycle route corridor and significant growth of cycling along Wide Lane. This data highlights existing routes which are successfully increasing in cycle flows and others which need to be reviewed and improved where necessary.

Table 2: Cycle Count Data 2004 to 2007. Source: HCC (2007)

Site Name	Total Annual No Of Cyclist Journeys				
	2006	2007	2008	2009	% Change 2006 to 2009
Woodside Avenue Eastside (Off road shared use cycleway) Northbound	18250	19710	20805	20075	10
Woodside Avenue Eastside (Off road shared use cycleway) Southbound	10950	12410	12775	12410	13
Woodside Avenue (On road cycle lane) Southbound	30660	30295	31025	29200	-5
Woodside Avenue Westside (Off road shared use cycleway) Northbound	22265	21170	24090	22995	3
Woodside Avenue Westside (Off road shared use cycleway) Southbound	18250	17520	17885	17520	-4
Wide Lane (Off road shared use cycleway) Northbound	22630	24820	27740	31755	40
Wide Lane (Off road shared use cycleway) Southbound	18615	20075	22630	27010	45
Stoneham Lane (Off road shared use cycleway) Northbound	17885	17520	19345	18980	6
Stoneham Lane Off Rd Southbound	15695	16060	16425	16425	5
Total for Eastleigh count sites	175200	179580	192720	196370	

Map 3: Eastleigh Town Access Plan Walking and Cycling



5 Public and Community Transport

5.1 Bus Network

The majority of bus services in the Borough are operated by Bluestar, part of the Go-Ahead group and most of these are operated commercially without subsidy from local authorities. Other operators within the Borough that serve Eastleigh Town Centre are Brijan Tours, Wilts & Dorset Bus, First Bus and Black Velvet Travel. A list of all the bus operators and details on their services can be found on the Eastleigh Borough Council webpage at <http://www.eastleigh.gov.uk/parking-travel--roads/public-transport.aspx>.

The ETAP will work towards making improvements at bus stops and interchanges to ensure Eastleigh has an accessible public transport system for all users. This is in line with the Disability Discrimination Act 1995 (DDA 1995) that allows regulations to be made, which requires all new land-based public transport vehicles - trains, buses, coaches and taxis to be accessible to disabled people, including wheelchair users. [Map 4](#) shows the existing bus stop locations and the public transport network within the study area. The ETAP will work towards enhancing the existing bus stop facilities to ensure they are compatible with the upgraded low-floor bus fleets that serve Eastleigh.

Bluestar Service 1 and 2 are Quality Bus Partnership (QBP) routes on which the local authorities work with the service operators to provide high quality services and vehicles. This also includes enhanced on-street infrastructure (bus stops, shelters, access kerbs etc) as well as information both at bus stops and through electronic means including text messaging and real time information.

The Eastleigh Passenger Transport Area Review was undertaken in early 2007 by Hampshire County Council to help ensure that the range of transport services Hampshire County Council (HCC) supports keeps pace with changing travel needs, provides residents with a sustainable and affordable service and gives good access to essential services.

The Eastleigh bus station is the Borough's key public transport interchange, therefore the town centre is the best served of all the urban areas within the Borough for public transport. Eastleigh bus station is located in a central location accessible to shops and

services within the town and is approximately 300m from Eastleigh rail station. The ETAP will work with key stakeholders to enhance the bus and rail interchanges and the connections between them to include improved pedestrian and cycle links and local signage.

5.2 Rail Network

Both Eastleigh and Southampton Airport Parkway railway stations are served by South West Trains operating company. The South West Trains rail corridor operates from London Waterloo via Woking, Basingstoke and Winchester then onto Southampton, Bournemouth, Poole and Weymouth. The fastest train times from London Waterloo are just over 70 minutes. South West Trains also operate a service that runs from London Waterloo to Basingstoke, Fareham and Portsmouth via Eastleigh, calling at Hedge End and Botley Stations.

Southampton Airport Parkway is also served by Cross Country Trains who operate the second major rail corridor from the South Coast to the Midlands and the North. These long distance services operate from Bournemouth to Birmingham New Street and the North via Basingstoke and Reading. These services call at Southampton Central and Southampton Airport Parkway but not Eastleigh.

Generally Eastleigh is well served by rail services, with frequent services to London, Southampton and Portsmouth. London services are either semi-fast or stopping, calling at principal stations within Hampshire. However, fast services between Southampton Airport Parkway and London Waterloo are available but do not call at Eastleigh.

The draft Eastleigh Rail Station Travel Plan has identified a number of improvements aimed at enhancing the appearance and accessibility of the station and its integration with local bus services and the town centre. The travel plan is due to be completed in 2010 and issues that have been identified in the travel plan have been incorporated into the ETAP action plan.

5.3 Taxis

There are four principal taxi ranks in Eastleigh town centre, which are located at the Bus Station, Eastleigh Rail Station, the High Street and Mitchell Road. There is also a taxi rank located at Southampton Airport Parkway. The ETAP recognises the importance of

the provision of private hire taxis, which for some provide the only viable form of transport, especially for the mobility impaired when travelling by public transport or a private car is not feasible. As a result it is important that the ETAP ensures taxi ranks are located in accessible locations within the town, are clearly signed and there is a sufficient number of accessible taxis.

Taxis also play an important role in the town's evening economy and for some will provide the only alternative to the car when travelling to and from the town centre in the evening. It is vital therefore that taxi ranks are located in areas, which are accessible to the main hub of the town's evening economy and can be carefully managed in order to provide a safe interchange for people to use. The current taxi rank provision is discussed in more detail below and their locations are shown in [Map 4](#):

Bus station taxi rank

Taxis serve the bus station (and the supermarket) along Upper Market Street. Customers access the rank by walking via a marked crossing point adjacent to Stop A at the bus station. The current layout is not ideal with access issues the ETAP can investigate.

Eastleigh and Southampton Parkway Railway Station taxi rank

There is a small taxi rank at both stations, located outside the main entrances. The Eastleigh Station rank is in an ideal location, and as such there are no proposals to re-locate or modify this rank at present. The Southampton Parkway station rank is widely used.

High Street taxi rank

The High Street rank replaced the old Leigh Road rank adjacent to The Park. It is a small taxi rank, serving local shoppers and does not appear to be heavily used. There are no proposals to re-locate or modify this rank however ETAP will consider options to enhance its location and information to the public.

Mitchell Road taxi rank

This rank is relatively new and related to the new Swan Centre development. Its location does have issues with safe access from the new development as well as poor natural surveillance. Alterations have been looked into, however no solutions have been

identified to date. The ETAP will review the taxi rank location and possible enhancements to improve its accessibility and usage.

5.4 Community Transport

Eastleigh Shopmobility

Eastleigh Shopmobility loans out powered or manual wheelchairs and scooters to people with mobility impairments to enable them to do their shopping independently or to use other facilities within the town centre. The current location of Eastleigh Shopmobility and access to it has been identified as an area for improvement looking at better links to public car parks, taxi ranks and public transport interchanges. Key stakeholders will be consulted to consider options to improve access.

Eastleigh Dial-A-Ride & One Community Transport

Eastleigh Dial-A-Ride is a door-to-door, seven days a week, transport service for people living in the Borough of Eastleigh who find it difficult or impossible to use ordinary bus services. On average, Eastleigh Dial-A-Ride carries out 14,000 passenger trips a year. Registered users can travel anywhere in the Borough of Eastleigh and on three days a week to West Quay Shopping Centre in Southampton.

One Community Transport provides group transport for community and charitable organisations who are registered members of One Community. Volunteer drivers regularly transport passengers to a variety of destinations using a modern fleet of accessible minibuses. The vehicles are available 24 hours a day, seven days a week.

As part of the ETAP there are no proposals that will be directly effecting the Dial-A-Ride service or One Community Transport, however improvements within the town such as disabled access improvements and general pedestrian enhancements will ensure all visitors, whatever their level of mobility, can access the town easily.

5.5 Air Travel

The airport consists of a single terminal building and one runway that in 2007 carried 1.96 million passengers. Southampton Airport is marketed as the premier business airport for Central Southern England. Although its passenger numbers are considerably less than

Heathrow or Gatwick airports, Southampton Airport has gained itself a niche market for providing flights for business purposes and also flying to short haul destinations and long haul hubs across Europe.

Fifteen airlines and tour operators operate from Southampton Airport to 46 destinations, domestic destinations include: Edinburgh, Manchester, Glasgow, Jersey and Guernsey. Popular international destinations include: Paris, Dublin, Amsterdam, Alicante, Majorca, Malaga, Dusseldorf, Bergerac and Hanover. The airport boasts its own railway station, Southampton Airport Parkway, with four trains travelling to London Waterloo every hour. The station also has direct rail connections to Southampton Central, Bournemouth, Reading, the Midlands and the North.

Map 4: ETAP Public & Community Transport



6 Road Safety, Traffic Management and Parking

6.1 Road Safety

It is important that Eastleigh town centre is a safe place to travel to, from and within for all modes of transport. This is especially important with regards to sustainable transport modes if these are to be encouraged. As well as road safety issues there is also a need to improve people's sense of personal security as they travel. Safety concerns impact on how people choose to travel and these can be characterised by actual and perceived concerns relating to all transport modes. Both of which have a major impact on the amount people travel, how they travel and when they choose to do so.

In 2010 there were 72 road accidents within the three Eastleigh Wards covered by the ETAP study area. This included 11 accidents defined as serious and 61 defined as slight. [Map 6](#) plots the key accident clusters within the study area where personal injury accidents have taken place over the last three years. Areas where there are clusters of accidents and intervention measures could be investigated as part of the ETAP, include:

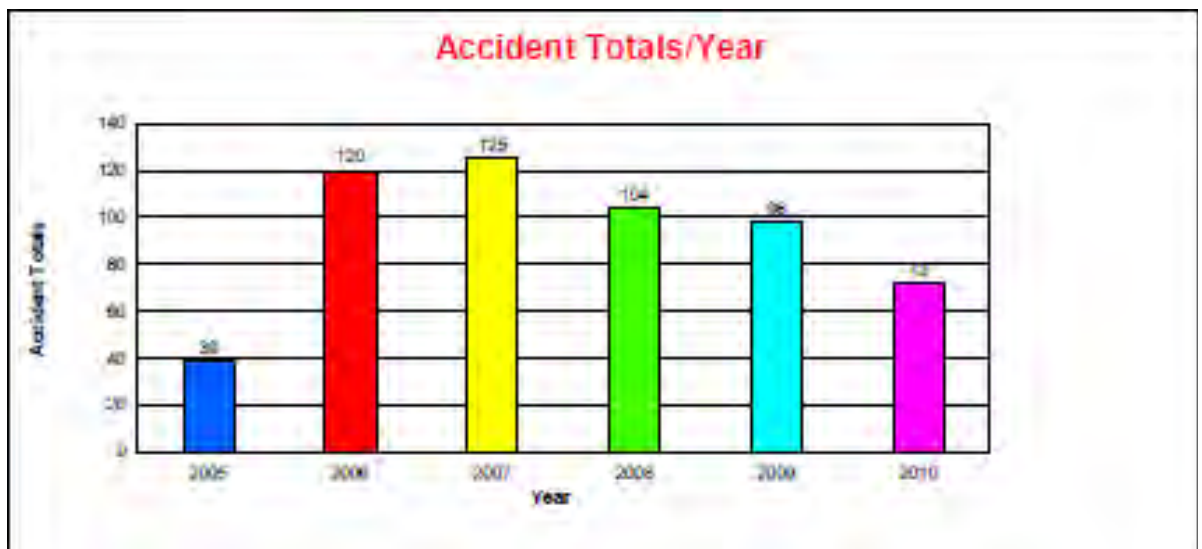
- Twyford Road/ Romsey Road Junction
- Leigh Road/ Passfield Avenue Junction
- Derby Road/ Desborough Road Junction
- M27 Junction 5 and approaches
- Residential area south of Eastleigh town centre

Within the study area, physical traffic calming has been introduced over the years in the form of road closures within the residential grid area south of the town centre to reduce local rat-running. Additional street scene enhancements along factory road and Leigh Road (east) have also had a traffic calming effect and local schools have taken part in the HCC "20 is Plenty" scheme. Through the street categorisation (table 3) adopted from the Central Eastleigh Transport Strategy (2003), the ETAP will consider additional traffic

calming in a range of forms to address the accident clusters identified in [Map 6](#) and improve the overall accident record for Eastleigh Town.

Figure 2: Eastleigh North, Central and South Wards KSI (Killed and Seriously Injured) Information 2005-2010

Acc	2005	2006	2007	2008	2009	2010	Total
Fatal	0	1	0	2	1	0	4
Serious	4	11	13	8	11	11	58
Slight	35	108	112	94	86	61	496
Dam	0	0	0	0	0	0	0
Total	39	120	125	104	98	72	558



6.2 Road Network and Street Categorisation

The ETAP study area is bounded to the west and south by the strategic road network (M3 and M27). The main through traffic routes and the local distributor roads within the ETAP study area are:

- A335 Leigh Road/ Romsey Road
- A335 Wide Lane/ Southampton Road / Station Hill/ Twyford Road
- B3037 Bishopstoke Road
- Chestnut Avenue
- Passfield Avenue
- Derby Road
- Woodside Avenue
- Stoneham Lane

The remaining road network within the study area is made up of predominantly local access streets. The Central Eastleigh Transport Strategy (2003) categorised the road network based on key features as set out in table 3 and map 5. These categories bear some resemblance to those traditionally used for highway classification in planning terms and the highway numbering system, but they are not intended to replace or mirror those classifications. The ETAP has adopted this street categorisation and will utilise it when identifying appropriate traffic management, road safety measures, highway improvements and street scene enhancements.

Hampshire County Council is able to monitor congestion on the road network using the Strat-e-gis computer package developed by Mott MacDonald. Trafficmaster journey time and speed data, supplied by the DfT, are assigned to the road network to build a detailed database of traffic conditions across the county. It is therefore possible to directly measure average vehicle delay on main roads at different times of the day, week or year across Hampshire. Congested sections of the road network can be identified and the extent of delay/congestion can be calculated and compared between routes.

Tables 3 and 4 highlight the road links within the ETAP study area, which have been identified in Strat-e-gis as having the greatest average journey time delay during the AM and PM peak periods. In the morning peak period the approaches to the Passfield Avenue junction, Bishopstoke Road and access to the M3 at junction 13 have the greatest delay, as well as several sections of the motorway network. Between 1600-1800 hours the greatest average delay is observed on the approaches to Passfield Avenue junction, Lidl roundabout and the M27 J5. These include the main Leigh Road, Southampton Road, Passfield Avenue and Stoneham Lane corridors. The ETAP identifies these corridors as key areas to focus on multi modal accessibility improvements with a range of accessibility improvements identified in the action plan, that collectively will work towards mitigating the impacts of congestion and improving journey time reliability.

**Table 3: Average Delay on Most Delayed Road Links in ETAP Study Area
0700-0900 hours (September 2008- August 2009: Monday-Friday term
time only)**

Road Number	Link Name and Location	Direction	Link Time (Seconds)	Average Speed MPH*	Delay (Seconds)
A335	Leigh Road (Market St-Passfield Ave jnc)	WB	226.47	16.92	126.51
A335	Southampton Road (Derby Rd-Bishopstoke Rd)	NB	110.96	16.96	36.28
B3037	Bishopstoke Road (Riverside jnc to A335 jnc)	WB	209.92	12.86	124.69
A335	Stoneham Way (N of Greenlea Rd-M27 J5)	NB	175.40	10.24	130.76
A335	Leigh Road (B3043 Bournemouth Rd-M3 Slip Road)	EB	138.93	15.64	72.97

**Table 4: Average Delay on Most Delayed Road Links in ETAP Study Area
1600-1800 hours (September 2008- August 2009: Monday-Friday term
time only)**

Road Number	Link Name and Location	Direction	Link Time (Seconds)	Average Speed MPH*	Delay (Seconds)
A335	Leigh Road (Market St-Passfield Ave jnc)	WB	288.18	14.04	188.24
A335	Southampton Road (Derby Rd-Bishopstoke Rd)	NB	211.64	10.26	136.93
A335	Wide Lane (Wide La Rbt - Chestnut Ave jnc)	SW	198.86	14.06	112.00
A335	Link Wide Lane Rbt-M27 J5	WB	228.60	3.40	197.69
B3037	Bishopstoke Road (Riverside jnc to A335 jnc)	WB	129.94	15.15	45.4
A335	Stoneham Way (N of Greenlea Rd-M27 J5)	NB	166.22	10.80	121.59
A335	Southampton Road (Bishopstoke Rd-Derby Rd)	SB	114.96	17.01	38.58
A335	Leigh Road (Passfield Ave jnc-Market St)	EB	245.51	11.98	139.93
B3037	Bishopstoke Road (A335 jnc to Riverside jnc)	EB	149.46	14.49	63.35

* Speed has been averaged from the average for each link

Table 3: Street Categorisation, (CETS 2003)

Category	Shown as	Key features
Motorway and Primary Route	Blue	Motorway, main national traffic route. High capacity and probably high speed. Roads include M27 and M3.
Main through traffic route	Red	Links from town to the motorway and to adjacent towns. Designed, primarily, to accommodate vehicular traffic but also to provide safe and direct routes for buses, cyclists and pedestrians. Cycle routes generally off carriageway and formally controlled pedestrian crossing facilities. Roads include Leigh Road, Bishopstoke Road, Southampton Road and Twyford Road.
Local distributor street	Yellow	Links within the town centre to provide, but also control, vehicular penetration from the main through routes. Will generally be 30 mph but may be suitable for 20 mph zones in places. Cycle routes on or off carriageway, pedestrian crossings generally uncontrolled or zebras. Roads include Chestnut Avenue, Passfield Avenue, Woodside Avenue, Derby Road, Stoneham Lane and Shakespeare Road.
Green street	Green	Routes designed principally for pedestrians and cyclists but with buses if on appropriate routes. Cars will be permitted in the green streets for access and servicing, but through traffic will be discouraged. As there is a presumption that there will be movement along the street, a traditional home zone treatment will not be appropriate. Roads include Cherbourg Road, Factory Road, Blenheim Road, Doncaster Road and Leigh Road (East).
Local access street	White	Streets designed for pedestrians and cyclists. The main difference between a green street and a local access street will be that cars will be allowed access to houses, to park, and deliveries will be permitted. Local access streets may be suitable for 20 mph and/or home zone treatment. The presumption will be for vehicles to be “in the street” rather than travelling along them.
Non vehicle route/street	Purple	Traditional pedestrian areas, footpaths and cycle links. No vehicles will be allowed in with the possible exception of disabled and deliveries possibly for part of the day only. These can be movement links, such as the routes through Fleming Park to Chandler’s Ford.

6.3 Car Parking

Off Street Pay and Display Facilities

Eastleigh has off street “pay and display” parking facilities provided by the Council, as well as customer parking provided by private operators. The majority of these facilities are situated within the main retail area. Price increases for Eastleigh Borough Council pay and display facilities have been implemented since the previous survey of parking facilities was carried out and are generally increased annually in line with inflation. The location of the public pay and display parking facilities are shown in [Map 6](#) and details on the parking at each location can be found at the EBC webpage at <http://www.eastleigh.gov.uk/parking-travel--roads/parking/parking-locations-and-charges.aspx>.

As well as the Council run facilities there are three private areas for parking around Eastleigh’s retail centre. Sainsbury’s supermarket, LIDL supermarket and Eastleigh railway station all operate off street car parking. There are also private parking facilities at Southampton Airport Parkway railway station and Southampton Airport.

Sainsbury’s supermarket provides a multi story car park with approximately 150 spaces and 7 disabled spaces. There is no charge for customers of Sainsbury’s for the first hour. LIDL (north east of the retail centre) provides a car park outside their supermarket which has no restrictions.

Eastleigh railway station operates a pay and display facility with approximately 116 spaces and four disabled spaces. Tariffs are £4 per day at peak times. Off peak daily charge and Saturdays are £1.50 per day.

Southampton Airport Parkway railway station operates a pay and display facility with approximately 540 spaces. Tariffs are £9 per day during peak times but are free at weekends.

Car Parking: On-street parking in Eastleigh Town Centre

Many streets within the town’s retail area provide on street, short stay parking. The following streets provide some on street parking:

- Leigh Road,

- Market Street,
- High Street,
- Blenheim Road.

Parking is short stay only and restrictions range from one to two hours and are subject to pay and display charges. On street parking is enforced by Eastleigh Borough Council Parking Enforcement Officers.

Car Parking Enforcement

Parking enforcement is undertaken between 8am to 8pm, 7 days a week. Enforcement can be undertaken outside these hours for a specific parking problem.

The Council does not set targets on the issuing of Penalty Charge Notices. The primary aim of parking enforcement is traffic management and within that overall aim the service seeks to focus on the following key objectives:

- Reduce traffic congestion resulting from illegally parked vehicles;
- Contribute towards road safety;
- Reduce congestion, to contribute towards improvements in air quality;
- Assist the timely operation of public transport;
- Facilitate access and response times for emergency services;
- Manage kerb space and access to parking in support of residents, businesses, leisure and visitors parking; and
- Ensure improved quality of residents' area, by enforcement of residents' parking schemes.

Resident Parking

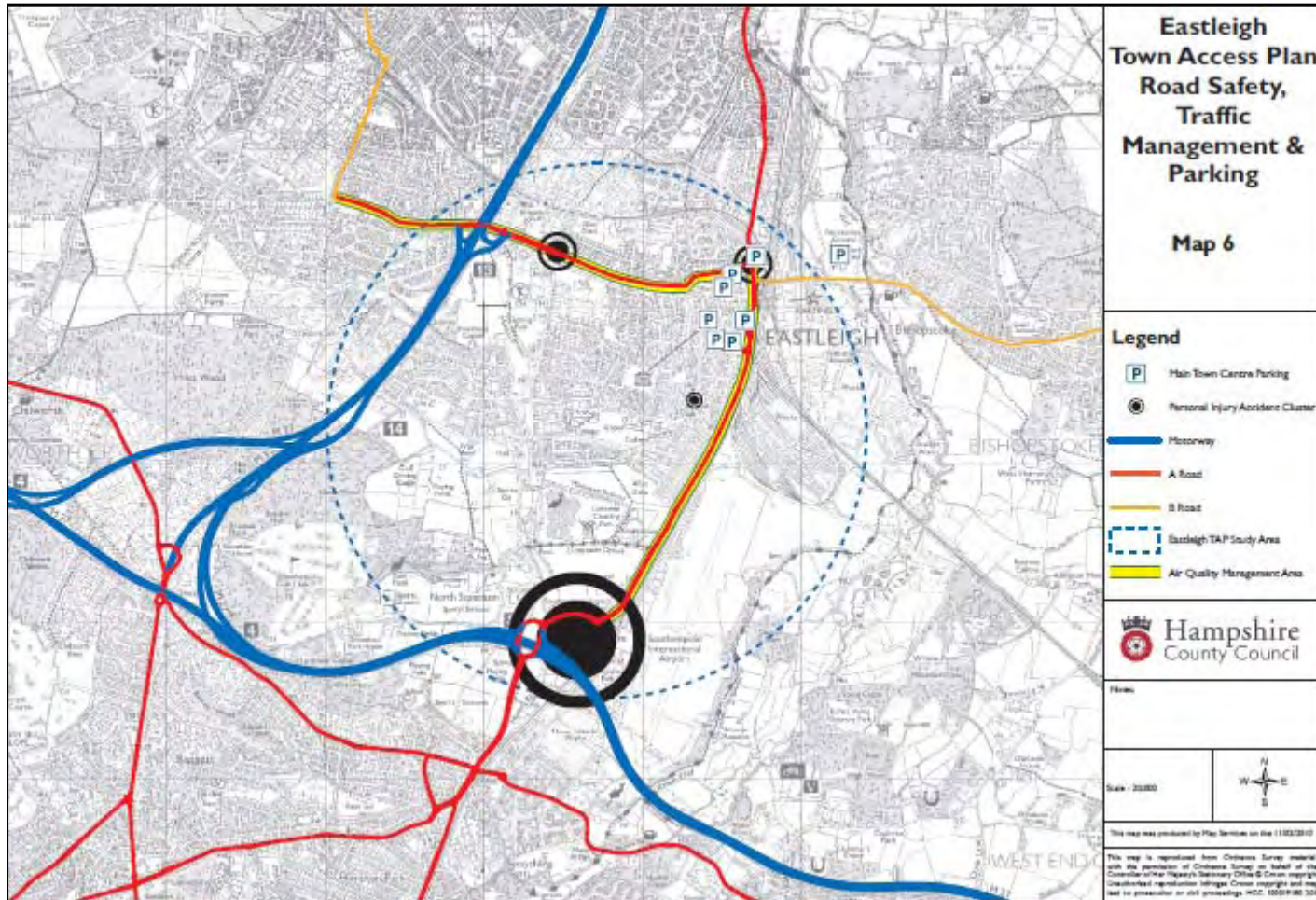
The Controlled Parking Zone outlined in CE'TS (2003) was initially bounded by The Crescent, the Pirelli site, Cherbourg Road, Chestnut Avenue and Southampton Road. This zone has now broadened out to also include Passfield Avenue and South Street.

Additionally there are also roads to the east of Southampton Road in the scheme including parts of Campbell Road and Dutton Lane. Appendix A shows the locations of the residents parking zones within the ETAP study area.

Eastleigh Borough Council is currently drafting a Parking Strategy for the Borough as well as reviewing the current parking supply specifically within Eastleigh's town centre in relation to the current land uses and quantum of existing and future development.

Although it is beyond the scope of the ETAP to implement additional parking supply, the ETAP has a role to play in improving the access to public parking spaces within the town centre and ensure it is operating efficiently and not detrimental to the local road network and the promotion of sustainable transport modes. This includes improving the signing of local car parks and the links to connect people to the town centre as well as improving the information to drivers with regard to which car parks have spaces available to minimise circulatory traffic.

Map 6: Eastleigh Town Access Plan Road Safety, Traffic Management and Parking



7 Environment, Street Scene & Community

7.1 Air Quality

The ETAP will contribute to a lower carbon transport system by working towards its primary objectives, which include promoting sustainable transport modes, reducing congestion and improving journey time reliability, improving integration of transport modes, especially at key interchanges and improved travel information with regard to promoting sustainable transport modes. The ETAP will consider interventions to facilitate the use of low carbon technologies such as the installation of electric vehicle charging points to encourage the uptake of electric vehicle use.

The main issue leading to the poor air quality within the ETAP study area is road traffic emissions of nitrogen dioxide. The levels of nitrogen dioxide approaching and within parts of Eastleigh town centre have been identified as being above the recommended safe levels set by DEFRA. As a result, the main approaches of Southampton Road, Leigh Road and Romsey Road have been included in a declared Air Quality Management Area (AQMA) and are shown in [Map 7](#). Current levels of air quality vary along these roads but table 4 shows measured values at certain points for 2008 with the target level being 40 ug/m³.

Table 4: Air Quality Measurements: Eastleigh Air Quality Action Plan (2008)

Measuring Point	Mean Level for 2008 (ug/m ³)
Southampton Road / Missenden Place	47
Southampton Road / Chestnut Avenue	56
The Point / Romsey Road	39
Leigh Road / Pluto Road	49
Leigh Road / M3 J13	60

A five year Air Quality Action Plan has been formalised by Eastleigh Borough Council with an aim to improve the air quality in the designated AQMAs. As part of this action plan a list of measures have been identified to help meet the DEFRA target, many of which have a good synergy with the objectives of this Town Access Plan and the HCC Local Transport Plan. Each measure will not have a major impact in its own right, but

will contribute towards an overall improvement. These measures were considered on the grounds of cost effectiveness and feasibility with the main aim being to reduce localised congestion and can be summarised as follows:

- Chickenhall Lane link road bypass for the town centre for HGVs.
- Increase use of public transport, and of walking and cycling
- HGV restrictions on Leigh Road, Romsey Road and Southampton Road
- Route signage for a designated HGV/LGV route
- Town centre commercial business deliveries strategy
- Freight and Bus/Train Quality Partnerships
- Variable message / signage for car parking
- Improve cycle network
- Low vehicle housing developments
- Workplace and school travel plans

7.2 Noise

Noise is a recognised nuisance and can adversely affect the amenity of an area. Whether it is from large volumes of traffic, heavy vehicles or other vehicle movements, all have the potential to cause a disturbance to local residential dwellings.

DEFRA have recognised this issue and have started to produce noise maps to meet the requirements of the Environmental Noise Directive. The map that covers Eastleigh town centre identifies the major trunk roads as having, understandably, the worst noise environments. Although DEFRA have not stipulated what they require of a local authority with respect to areas exceeding any set parameters, it is likely that identified areas will be the subject of a noise action plan. This would seek to manage noise issues and, if required, effect a noise reduction.

7.3 Community Safety

Anti-social behaviour, especially that which is linked to the abuse of alcohol and low level, but persistent, criminal damage, are factors that impact on people's feelings of well being and their quality of life. Eastleigh town and the Borough as a whole is a safe place to live, work and visit. However, there is a perception amongst some people that the Borough is not as safe as it actually is. One impact of this is that it is likely to restrict people's travel choice especially when encouraging alternatives to the private car.

Eastleigh Community Safety Partnership (ECSP) includes representatives from Eastleigh Borough Council, Hampshire Constabulary, Hampshire Police Authority, Hampshire County Council, Hampshire Primary Care Trust, Hampshire Fire Authority, Hampshire Fire and Rescue Service, Eastleigh One Community, The National Probation Service, Wessex Youth Offending Team, and the Hampshire Drugs and Alcohol Team.

The Partnership acknowledges that work has to be done to reassure people in a realistic way and provide them with an accurate picture of the actual state of crime, disorder and anti-social behaviour in the borough. ECSP has produced a rolling three-year Community Safety Partnership Plan. The most recent assessment has identified the following five key priorities that the ECSP will endeavour to address:

- Anti-social behaviour
- Violent crime – particularly that related to the misuse of alcohol
- Criminal damage – including arson
- Vehicle crime – focussing on theft from vehicles
- Public reassurance.

The ETAP aims to improve the accessibility of Eastleigh town, especially by non car modes, such as walking, cycling and public transport. Promoting the town as an accessible location will be affected by people's perceived and actual issues associated with community safety, which the ECSP is trying to address. The ETAP will also work towards and complement the ECSP goals by planning and implementing measures that will improve accessibility and enhance community safety, such as street scene enhancements, improved local linkages, street lighting and natural surveillance, following principles as set out in *Safer Places*, (ODPM, 2004).

In April 2010 HCC began a unique partnership contract with West Sussex County Council and Southampton City Council. The contract involves work to replace and maintain 250,000 streetlights across Hampshire, West Sussex and Southampton in a £225 million 25-year private finance initiative (PFI).

The benefits of the PFI project include:

- investment in the most up to date lighting technology
- more efficient use of energy – with a potential reduction in energy use
- improved visibility and reduced light pollution at night
- safer streets and reduced crime through improved lighting
- fewer burning hours and dimming lights by 25% to reduce carbon emissions, with the ability to dim further

Research shows that better street lighting helps improve road safety, as well as reducing crime and the fear of crime. The terms of the contract address environmental issues and carbon reduction or energy savings, and although the lighting will be greatly improved there will be no increase in energy use.

The PFI contract to upgrade street lighting will assist with the ETAP objectives such as encouraging the use of sustainable transport modes, enhancing the town as a distinctive place and enhancing the overall street scene. The ETAP has identified additional street lighting improvements beyond the scope of the PFI contract and will work closely with the PFI coordinators to ensure ETAP schemes can be implemented alongside the programmed street lighting upgrades.

7.4 Street Scene

The ETAP has identified the location of important and potential street scene enhancements, which are in line with the Eastleigh Town Centre Vision 2010 document. The focus is on improving the quality, safety and attractiveness of links from car parks to town centre facilities and pedestrian and cycle links alongside the major traffic routes. There are also aspirations to extend and enhance the north / south pedestrian and cycle connections through the town centre as well as longer term aspirations to enhance and extend the east / west connections linking the town centre to Barton Park.

The street scene and public space enhancements are shown in [Map 7](#) and include:

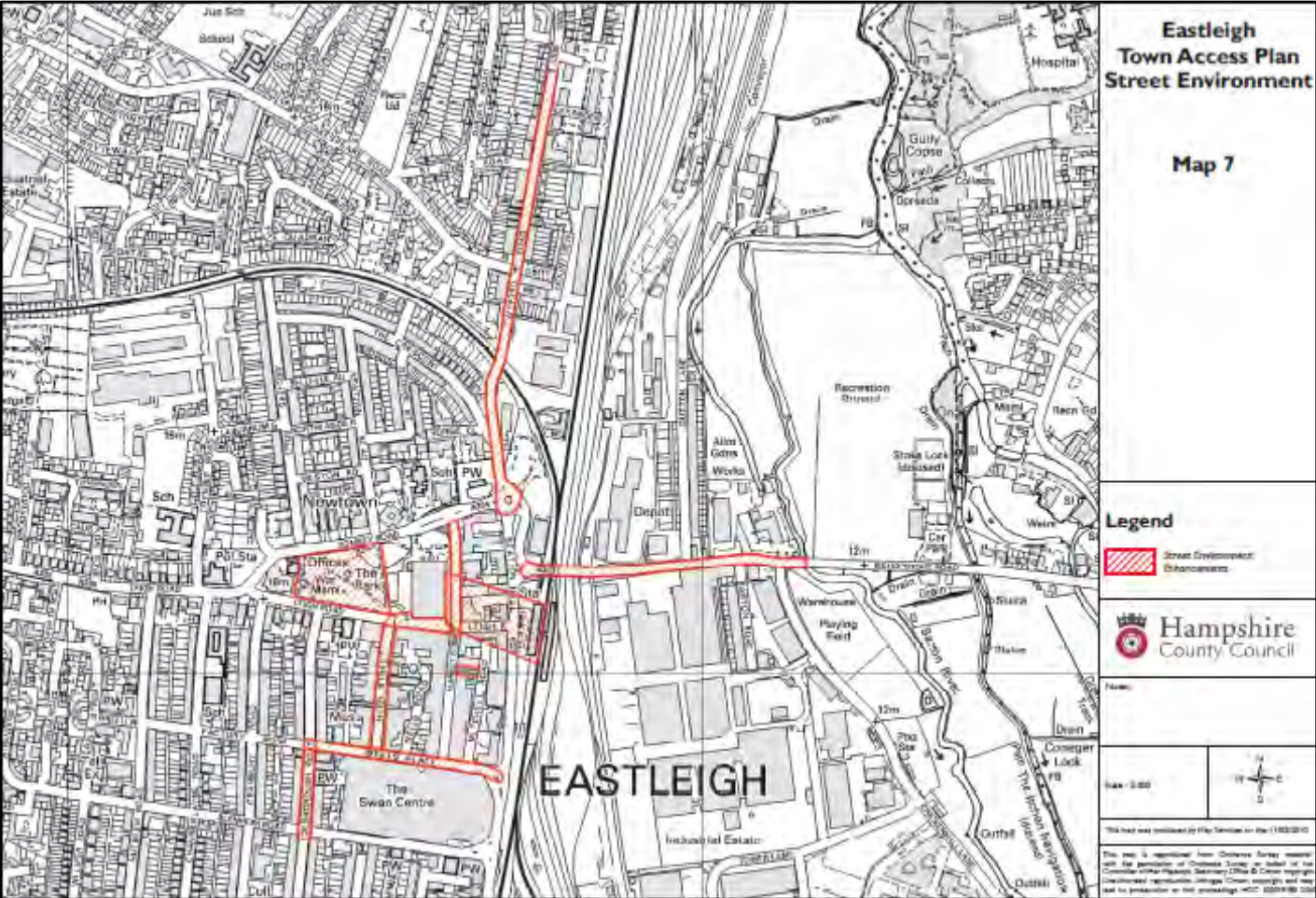
1. A gateway at the junction of Romsey Road and Leigh Road and improvements to the quality of space for pedestrians.

2. A gateway and improved access for pedestrians and cyclists at the junction of Romsey Road and Twyford Road as well as improved quality of space for pedestrians and cyclists along Twyford Road, approaching the town centre.
3. Recreation Ground – Improved quality of space for a range of activities including improved pedestrian and cycle links.
4. Leigh Road Precinct – Improved quality of space for activities including market and a café sitting area.
5. Upper Market Street – Creation of a more pedestrian friendly space whilst still accommodating the needs of buses and other vehicles.
6. Railway Station Forecourt – Improved appearance and function of the forecourt including improved pedestrian and cycle access and facilities.
7. Integration of Eastleigh Rail Station with Eastleigh bus station and taxi rank to ensure efficient and accessible facilities, integrated into the town centre and future development proposals.
8. Bishopstoke Bridge Gateway – Improved appearance and access to the town centre for pedestrians and cyclists, including accessibility to the town centre at the junction of Station Hill.
9. Regal Walk – Improved pedestrian link from the multi storey car park to the town centre.
10. Wells Place – Improved main east - west pedestrian link from residential areas to the Swan Centre and Leisure facilities.
11. Environmental enhancements to improve the pedestrian link between Wells Place and Blenheim Road.
12. High Street – Environmental enhancements and possible pedestrianisation to improve accessibility and links between the north and south of the town centre.

The implementation of any schemes in these areas will follow the Manual for Streets approach, which for HCC is set out specifically in the Hampshire County Council Manual for Streets Companion document. This takes local context into consideration and

provides an appropriate balance between quality of place and movement issues. For more information, the Hampshire County Council Manual for Streets Companion document can be accessed online at: <http://www3.hants.gov.uk/hampshire-manual-for-streets.htm>.

Map 7: Eastleigh Town Access Plan Street Environment



8 Accessibility in Eastleigh

8.1 Accession Modeling

The Accession Model provides a strategic overview of how accessible Eastleigh town centre is for borough residents to reach essential facilities, services, schools and employment. Appendix B (i) shows contours representing time taken to travel to Eastleigh town centre using all transport modes including car, rail, public transport, walking and cycling. This takes account of the main transport modes and the existing infrastructure that has been discussed in chapters 4 to 8.

Table 5 shows that 99% of Borough residents can access Eastleigh town centre within 20 minutes and 90% of Borough residents can access the town centre in less than ten minutes.

Table 5: Accession Output. Population of Eastleigh Borough and time taken to travel to Eastleigh Town Centre by all transport modes.

Accessibility to Eastleigh town Centre: All transport modes					
Time Band	Population				
	All	Male	Female	All %	All cum %
< 5 mins	42801	20957	21734	36.78%	36.78%
5 - 10 mins	62243	30374	31197	53.49%	90.27%
10 - 15 mins	11153	5385	5660	9.58%	99.85%
15 - 20 mins	93	46	43	0.08%	99.93%
20 - 30 mins	81	40	41	0.07%	100.00%
> 30 mins	0	0	0	0.00%	100.00%
Total	116371	56801	58675	100.00%	

Appendix B (ii) shows a similar Accession output, with contours representing time taken to travel to Eastleigh Town Centre using all non-car transport modes (walk, cycle, public transport and rail). In terms of promoting low carbon, realistic, sustainable, transport choices as alternatives to the private car, the second output gives an indication of how likely it may be for borough residents to use non-car modes to access the town.

Table 6 shows that 56% of Borough residents can access Eastleigh town centre by non car transport modes within 20 minutes, which is a fall of 43% compared to when access to the car is available.

Table 6: Accession Output. Population of Eastleigh Borough and time taken to travel to Eastleigh Town Centre by all non-car modes.

Accessibility to Eastleigh Town Centre: All non-car modes					
Time Band	Population				
	All	Male	Female	All %	All cum %
< 5 mins	5200	2563	2637	4.47%	4.47%
5 - 10 mins	16447	8017	8407	14.13%	18.60%
10 - 15 mins	21847	10728	11043	18.77%	37.37%
15 - 20 mins	22433	10931	11252	19.28%	56.65%
20 - 30 mins	33030	16175	16437	28.38%	85.04%
> 30 mins	17415	8387	8898	14.96%	100.00%
Total	116371	56801	58675	100.00%	

The Accession modelling data highlights that borough residents who have access to a car are highly accessible to Eastleigh town centre based on journey times, benefiting from a comprehensive Strategic Road Network, including the M27 and M3.

A priority of the ETAP will be to improve accessibility to Eastleigh town centre by non-car modes to ensure sustainable alternatives to the private car are a realistic alternative and also to cater for borough residents who do not have access to a car. The data in table 6 will provide a baseline whereby improvements identified as part of the ETAP will be measured in terms of improving accessibility within and to the town centre.

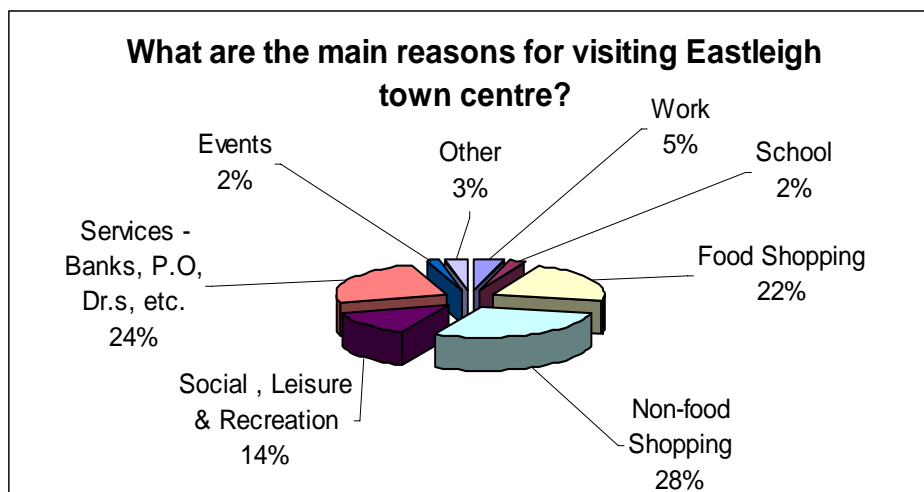
9 Public Consultation

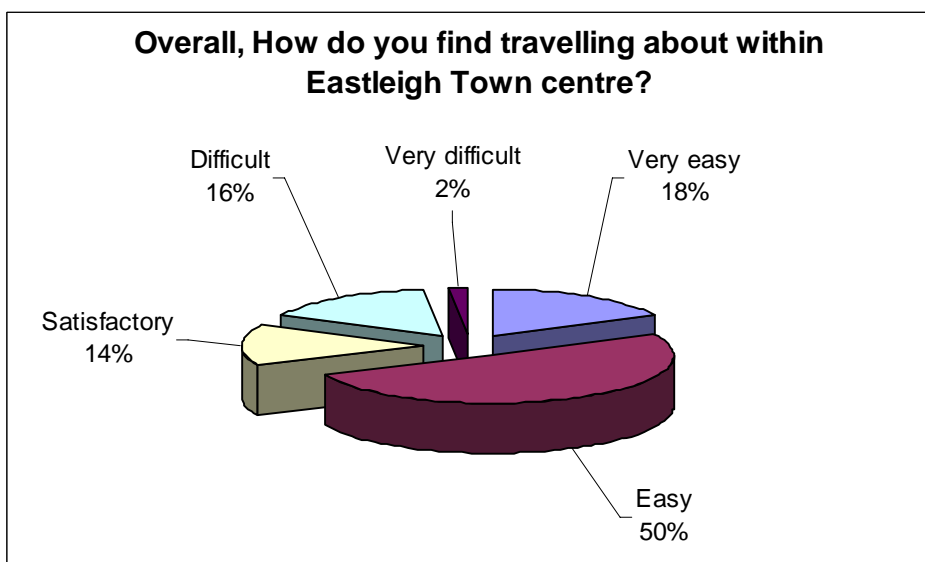
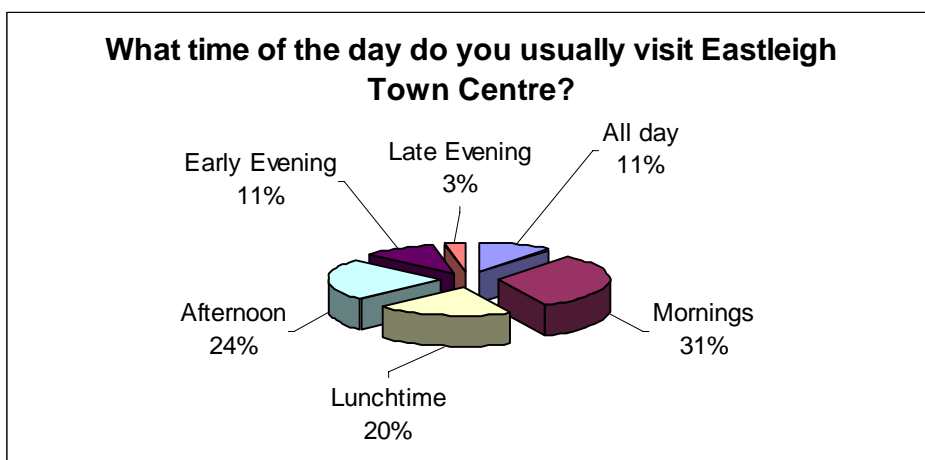
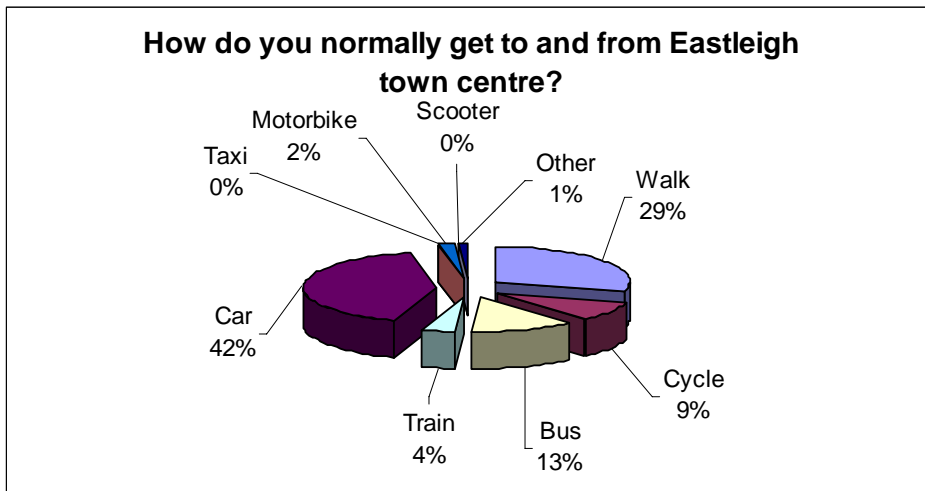
9.1 Results

ETAP Survey

The ETAP Survey was available online via the Eastleigh Borough Council web pages and also in paper form during the public consultation event held in April 2009. Although the response rate was not enough to provide a fully robust statistical evidence it does provide a valuable insight into the travel characteristics of visitors to Eastleigh town centre. The main findings were:

- The majority of respondents accessed the town for non food retail and to access key services;
- 42% of respondents accessed the town by car with 29% walking;
- 31% of visits recorded occurred in the mornings and 24% in the afternoons; and
- Half the respondents thought travelling around Eastleigh town was easy and 18% found it either difficult or very difficult.



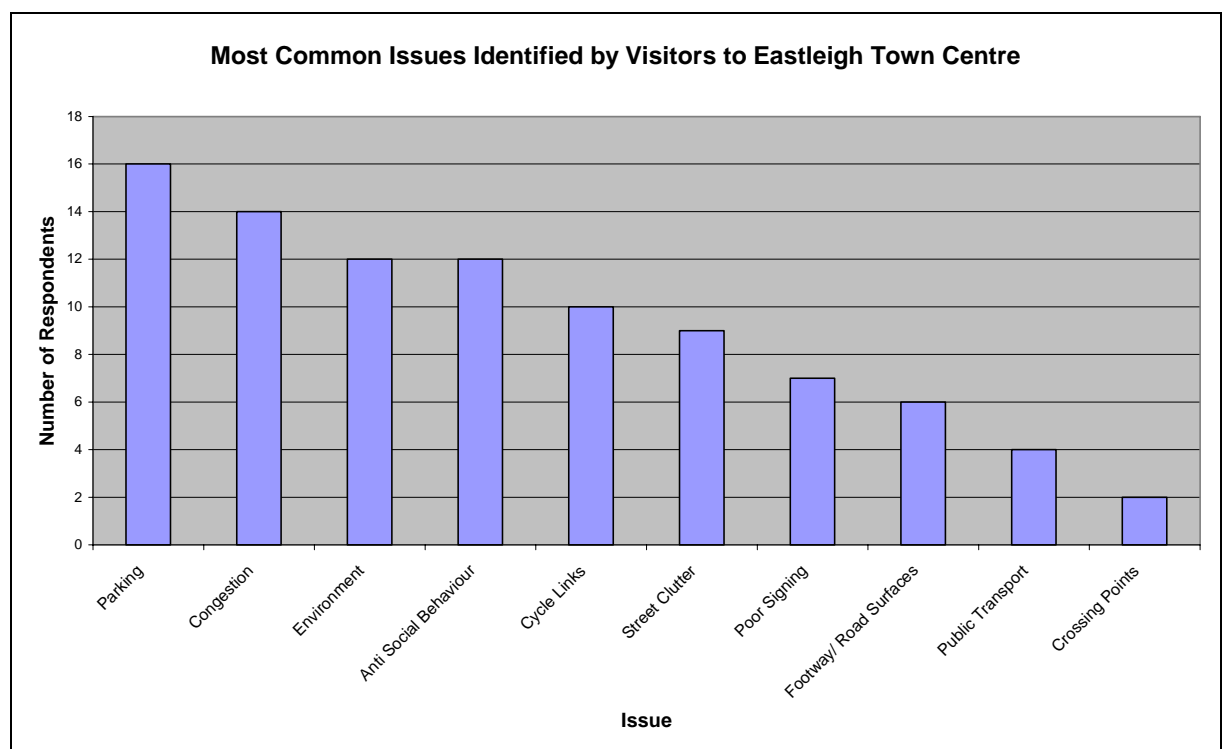


Respondents to the online survey identified a number of key issues regarding travelling to, from and within the town centre. The most common concerns were related to access to the town by car with respect to congestion and inadequate and expensive car parking,

which deterred visitors from shopping in Eastleigh with some indicating they shopped elsewhere.

Other concerns included issues with the general environment such as litter, untidy shop frontages and graffiti as well as anti-social behaviour. Residents felt that this had a detrimental effect on the atmosphere within the town and also put people off visiting in the evenings especially after dark. A greater level of surveillance, police presence and enforcement was suggested by visitors to overcome some of these issues. Street clutter was also identified as a major issue especially relating to shop bill boards and advertisements as well as the canopy colonnades, although the canopies themselves were seen as a benefit.

Existing cycle links connecting to the town centre were seen as a positive but issues were raised about the lack of cycle routes within the town centre and the incomplete network. Linked to this were concerns about poor signage for pedestrians and cyclists.



Swan Centre Consultation

The three day consultation event gave visitors to Eastleigh an opportunity to discuss access issues directly with Eastleigh Borough and Hampshire County Council officers. Concerns relevant to the ETAP were documented and other issues were passed onto

relevant organisations to deal with especially those relating to highway maintenance issues. All ETAP related issues were then considered by officers and then formed part of the ETAP Action Plan, which can be found in Chapter 12.



Visitors to Eastleigh highlighting issues they have travelling to, from and within the town.

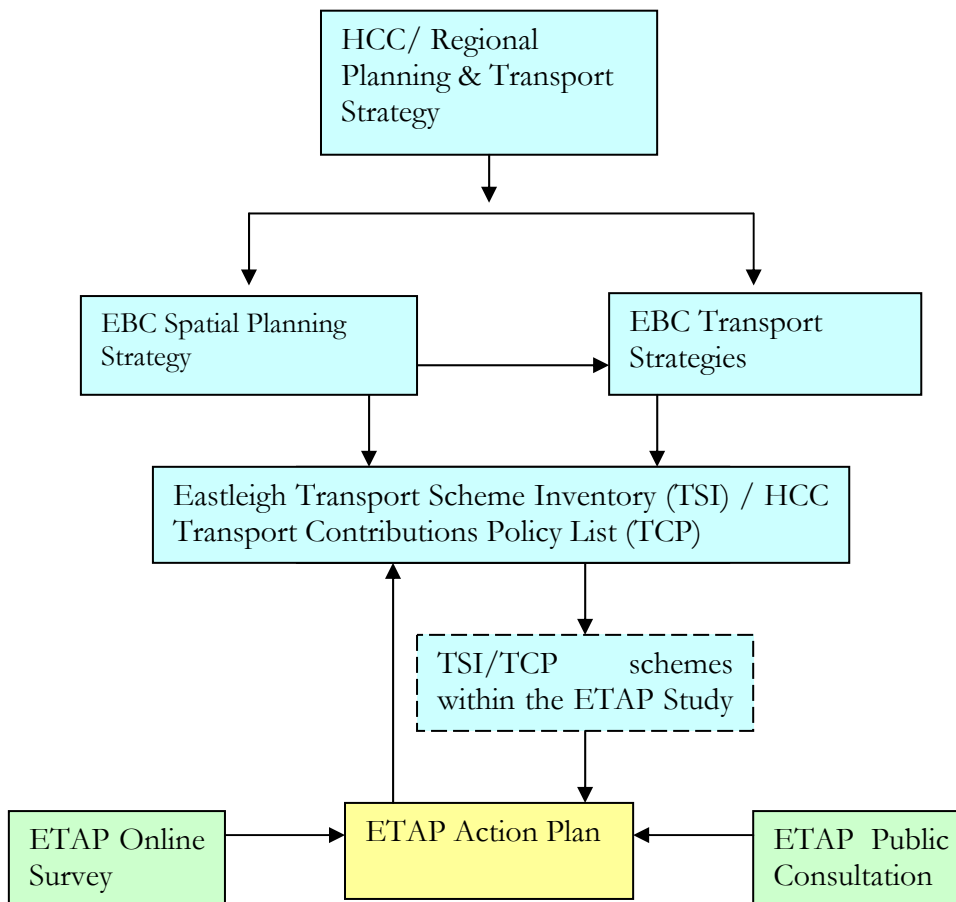
Eastleigh Disabled Access Group Consultation

The disabled access group were consulted to get a detailed insight into specific accessibility issues that impact upon visitors to the town who have a range of mobility issues. Concerns and suggested solutions raised by the group have, where appropriate, fed directly in to the ETAP Action Plan.

10 Scheme Development & Implementation

10.1 Scheme Development

The following flow diagram explains how the ETAP Action Plan has been developed based on identifying pre existing schemes from various sources and new schemes identified from the ETAP consultation exercises.



10.2 Scheme Implementation

The ETAP Action Plan has identified a range of schemes within the ETAP study area that will, when implemented, collectively assist in improving the accessibility to and within the town centre. The delivery of these schemes will be subject to available funding, investigation and feasibility to identify how best to overcome the issues raised and identify if a scheme is justified in relation to the cost and funding available.

ETAP schemes will be prioritised, in light of constrained funding, based on the extent to which they meet the ETAP objectives, complement future development proposals and relate to existing transport strategy documents. Those schemes identified through the ETAP will feed directly into the Eastleigh Transport Scheme Inventory and ensure scheme priorities are approved by both Eastleigh Borough and Hampshire County Councillors.

10.3 Scheme Funding

Hampshire County Council, as a Highway Authority, secures developer contributions from new development as a planning obligation to mitigate against the impact the development has on the local and strategic road network. The level of financial contribution sought and the methodology used to determine this is set out in the HCC Transport Contributions Policy 2007. The current levels of contributions sought, in relation to the scale and type of development, is detailed in Appendix C.

The expenditure of these developer contributions on transport schemes is governed by five tests as listed in the Government ODPM Circular 5/2005 (2005), which states that a planning obligation must be:

- necessary to make the proposed development acceptable in planning terms;
- directly related to the proposed development;
- fairly and reasonably related in scale and kind to the proposed development
- relevant to planning; and
- reasonable in all other respects.

From 6 April 2010, following the introduction of the Community Infrastructure Levy [CIL] Regulations 2010, it will be unlawful for a planning obligation to be taken into account when determining a planning application for a development, or any part of a development, that is capable of being charged CIL, whether there is a local CIL in operation or not, if the obligation does not meet the first three of the above tests.

Developer contributions currently held by HCC will be allocated to ETAP schemes that are recognised as contributing to the mitigation of transport impacts associated with new

development within the town centre. The expenditure of these developer contributions on specific schemes will be governed by the scheme priority, feasibility, cost and ensuring that each scheme meets the tests as stated in Circular 5/2005.

The ETAP will also aid in securing future planning obligations as new development arises by highlighting to developers specific schemes that are required to improve accessibility within the town centre.

11 The ETAP, Monitoring & Review

11.1 The ETAP

The ETAP identifies a comprehensive list of transport improvements for Eastleigh town centre. This represents a joined up collaborative approach to local highway improvements between Hampshire County Council as the Highway Authority and Eastleigh Borough Council as the Local Planning Authority.

The ETAP has identified that the main problems concerning local pedestrian and cycling accessibility, street scene quality and traffic management are associated with the main through routes, where these routes cause severance to local access. This is represented by the fact that the majority of the schemes listed in the Action Plan are about getting people and cycles across or along the main through routes.

The document provides a clear strategy for the allocation of existing developer contributions held by both Eastleigh Borough Council and Hampshire County Council ensuring a coordinated approach to allocations. It will also assist in securing future planning obligations from development as well as helping to inform the planning process in terms of the location, scale and nature of development in light of the overarching objectives of the ETAP and the accessibility issues it has identified.

Following consultation of the draft document the Eastleigh Town Access Plan will be reviewed and updated by the working group. It is intended that approval will be given by the Executive Member for the Environment, Hampshire County Council as well as adopted by Eastleigh Borough Council. Following the approval of the ETAP the document will be available on the respective council websites.

11.2 Monitoring

The ETAP will be monitored by the County Council and Borough Council on a regular basis. The progress of the Plan in terms of meeting its objectives, scheme delivery and the overall effectiveness of measures in encouraging use of sustainable travel modes, will be reported to Council Members through the Eastleigh HAT. This monitoring coupled with a review of outstanding issues will enable new project and scheme priorities to be

added as necessary and appropriate. Table 7 summarises the monitoring associated with each of the ETAP objectives.

Table 7: ETAP Objectives and associated monitoring

ETAP Objectives	Measurable Outcome	Monitoring Method (All monitoring will take place yearly as part of the ETAP annual review)	Responsibility
Support Eastleigh town Centre as a destination with a distinctive sense of place	An increase in town centre footfall	Footfall surveys	EBC
Make it easier to use sustainable transport modes and improve access to key locations	An increase in cycling An increase in bus stop upgrades An increase in bus patronage	Cycle count data from fixed counters on key routes. PTG audit and ETAP review. Bus patronage figures from HCC supported services	HCC
Manage car parks, their pedestrian connections and on-street parking effectively for residents, businesses and visitors	A balancing of car park usage across all the town centre car parks.	Car Park Monitoring data (EBC controlled parking only)	EBC
Implement measures to mitigate the impacts of transport related air pollution with a focus on the two Air Quality Management Areas (AQMA) within the ETAP study area where air quality action plans are in place	An improvement in air quality within the town centres AQMA	Air quality monitoring as part of the AQMA	EBC
Enhance Eastleigh bus station with good links to other transport nodes especially Eastleigh train station	Delivery of ETAP pedestrian and cycle improvements	ETAP annual review and HCC scheme tracking	HCC/ EBC
Promote safer and more convenient walking & cycling routes	An increase in cycling An increase in town centre footfall	Cycle count data from fixed counters on key routes Footfall survey	HCC

ETAP Objectives	Measurable Outcome	Monitoring Method (All monitoring will take place yearly as part of the ETAP annual review)	Responsibility
	A reduction in pedestrian and cyclists Personal Injury Accidents (PIA)	PIA data review	
Further promote workplace, station and business travel plans as well as rolling forward existing full coverage of school travel plans	An increase in Workplace Travel Plans (WPTPs) An increase in School Travel Plan (STP) reviews	Assess number of new WPTPs within the ETAP study area Assess the number of STP reviews within the ETAP study area	HCC/ EBC
Reduce street clutter and promote a well designed and managed street scene	The delivery of ETAP schemes and other town centre projects conform with current design best practice	ETAP annual review and HCC scheme tracking	HCC/ EBC
Support opportunities for economic development to promote vitality	The number of major planning applications received within the ETAP study area	Review of major planning applications by HCC Development Control and the associated integrated transport works required	HCC
The production of a list of schemes, (the ETAP Action Plan), which includes schemes programmed for delivery in the short, medium and long term. All ETAP schemes will be incorporated into the EBC Transport Scheme Inventory and the HCC Transport Contributions Policy List to facilitate the negotiation and allocation of S106 developer contributions.	ETAP Schemes listed in the Action Plan	ETAP annual review and HCC scheme tracking	HCC/ EBC

11.3 Review

The ETAP will be reviewed by the ETAP working group on a yearly basis, focussing on progressing measures outlined in the Action Plan. The ETAP is a dynamic document therefore outstanding issues will be reviewed and new priorities set where appropriate. Factors the ETAP will take account of in terms of its review include:

- Amendments to the Action Plan in light of feasibility of identified proposals;
- Changes to local, regional and national policy;
- New transport and accessibility issues in Eastleigh;
- New development proposals and its associated impact on the local transport system;
and
- Changes to the local transport network.

12 ETAP Action Plan

The ETAP Action Plan will guide the necessary transport improvements required to facilitate and support town centre development proposals up to 2026 although periodic reviews will be required during this period to take account of changing circumstances and policy developments, in particular the emerging Eastleigh Borough Council Core Strategy.

The Action Plan will be incorporated into the EBC Transport Scheme Inventory and the HCC Transport Contributions Policy and will facilitate the allocation of developer contributions to appropriate transport schemes. The ETAP and its Action Plan will also aid in securing future planning obligations as new development arises by highlighting to developers specific schemes that are required to improve accessibility within the town centre where new development arises.

The delivery timescale of the schemes listed in the Action Plan have been identified as short, medium or long term and will be subject to the availability of funding, local highway priorities and feasibility. The delivery timescales and indicative cost estimates are provided as a guide and are subject to change. Schemes identified as being delivered in the short term have funding either already allocated or will be considered for funding utilising available unallocated funds held by HCC and EBC. Funding will predominantly be from Section 106 developer's contributions and will be programmed for implementation by April 2012 subject to feasibility design.

Schemes identified for delivery in the medium term will be reliant predominantly on funding associated with Section 106 developer's contributions from known future development proposals in the town centre and therefore their delivery will be subject to town centre development progressing. Schemes identified as being delivered in the long term have no funding currently available and no future funding sources identified. All aspects of the ETAP Action Plan will be updated on a regular basis to

The ETAP Action Plan is structured around the four ETAP themes of Walking & Cycling; Public & Community Transport; Road Safety, Traffic Management & Parking; and finally Environment, Street Scene & Community. Each scheme listed has

accompanying background information and an ETAP reference, which can be cross referenced with [Map 8](#), which plots all the schemes listed spatially.

12.1 Walking and Cycling

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.3	TSI 406 & 264	Bishopstoke Road (Riverside to Eastleigh Station)	Lack of footway/ cycleway along Bishopstoke Road on north and south side. Footway improvements especially on north side between Collins House and Prince of Wales PH.	New Footway / Cycleway and possible pedestrian crossing improvements. Linked to scheme D.5. Feasibility to be completed 2010/11.	Short Term	£250,000	Part funded from S106 developer contributions and/ or other funding - Scheme being developed
A.5	TSI 404 & 266	Chestnut Avenue, (From Nightingale School Development Access to Stoneham Lane)	Missing link in the cycle route network	New shared use cycle route. Funding Identified and feasibility underway	Short Term	£160,000	Fully funded from S106 developer contributions and/ or other funding - Scheme being implemented
A.8	TSI 405	Leigh Road corridor (in vicinity of Brookwood Avenue)	Pedestrians have difficulty crossing Leigh Road	Pedestrian refuge West of Brookwood Avenue. Feasibility Complete. Issues with tree removal and HGV movements. Other pedestrian crossing points between Dew Lane and Good Companions PH to be considered in relation to future development proposals.	Short Term	£25,000 per crossing	S106 funding earmarked from Committed Development: Implementation subject to development progressing
A.13	ETAP	Leigh Road/ Toynbee Road junction	Concerns over pedestrians (especially pupils from Crescent Primary School) getting close to traffic along Leigh Road	Possible physical measures to improve pedestrian safety and Safe Route to School. Feasibility required.	Short Term	£5,000	Funding from ETAP unallocated funds

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.14	TSI 519	Leigh Road between Upper Market St and Eastleigh Station Forecourt	Existing on road cycle lane gets blocked by parked cars. Enforcement is having limited effect.	Physical measures to prevent vehicles parking in cycle lane. Possibly bring kerb line out to widen the footway and convert to shared use. Linked to scheme D.13. Feasibility required.	Short Term	£25,000	Funding from ETAP unallocated funds
A.15	TSI 356	Mitchell Road	Difficult to access the taxi rank	Improve footways and pedestrian crossing points where appropriate and general environmental enhancements. Feasibility required.	Short Term	£25,000	Funding from ETAP unallocated funds
A.17	TSI 308	Parkway Station to Spitfire Way roundabout (Wide Lane), Eastleigh	Missing cycle link	New cycle link. Feasibility Underway.	Short Term	£200,000	Fully funded from S106 developer contributions and/ or other funding - Scheme being implemented
A.21	ETAP	Rear of Swan Centre building backing onto Blenheim Road	Dangerous crossing for pedestrians travelling east & west across car park entrance	Improve crossing arrangements. Linked to scheme C.11. Feasibility required.	Short Term	£5,000	Funding from ETAP unallocated funds
A.22	ETAP	Swan Centre/ Wells Place / High Street/ Market Street junctions.	Difficulty crossing road due to traffic	Environmental enhancements and improve existing crossing points. Linked to Scheme D.7. Feasibility required.	Short Term	See reference D.7	Funding from ETAP unallocated funds

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.27	CETS (2003)	Eastleigh Town Centre	Pedestrian accessibility improvements required including improving links to “Shopmobility” from public car parks, public transport interchanges and taxi ranks	Audit of disabled access improvements, liaising with Eastleigh Access Group and other key stakeholders to implement improvements where needed, including dropped kerbs, tactile paving and signage.	Short Term	£10,000	Funding from ETAP unallocated funds
A.30	ETAP	Eastleigh Town Centre	Inadequate signing for pedestrians and cyclists within the town centre especially between public transport interchanges, taxi ranks and key attractions, especially Swan Centre Leisure Complex, Fleming Park Leisure Centre (inc “Golf Course Park” and The Point Theatre.	Introduce “Legible Eastleigh” strategy to improve pedestrian and cycle route signage. Linked to scheme B.5. Signing audit required.	Short Term	£10,000	Funding from ETAP unallocated funds
A.31	ETAP	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.	Upgrade and provide additional cycle parking where required. Linked to scheme B.8. Feasibility required.	Short Term	£15,000	Funding from ETAP unallocated funds
A.34	TSI 481	Leigh Road pedestrianised area between High St and Market St	This section of Leigh road has “Cyclist Dismount” signage, preventing cycling through the town.	Investigate the removal of the signs and additional measures to mitigate against and conflicts between pedestrians and cyclists.	Short Term	£5,000	Funding from ETAP unallocated funds

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.36	ETAP (Disabled Access Group)	Wells Place adjacent to the Community Centre	Need for dropped kerb in the vicinity of the disabled parking bays to improve the access onto the footway.	Investigate and implement if feasible the suitability for a dropped kerb to be added.	Short Term	£1,000	Funding from ETAP unallocated funds
A.37	ETAP (Disabled Access Group)	Barton Road at junction with Bishopstoke Road	The existing dropped kerbs do not line up.	Investigate and implement if feasible possible relocation of the dropped kerbs.	Short Term	£1,000	Funding from ETAP unallocated funds
A.38	ETAP (Disabled Access Group)	Wells Place opposite the Wells Place Centre	Tactile paving missing at the junction on the south side.	Investigate and implement if feasible additional tactile paving as appropriate.	Short Term	£500	Funding from ETAP unallocated funds
A.39	ETAP (Disabled Access Group)	Civic Offices car park, Kornwestheim Way	Need for improved pedestrian access in order to cross Kornwestheim Way to access the Civic Offices and Fleming Park.	Investigate and implement if feasible access improvements especially for wheelchair access.	Short Term	£1,000	Funding from ETAP unallocated funds
A.2	ETAP	Chestnut Avenue at the junction with Arnold Road	Difficulty in crossing the road to access Eastleigh College, local schools and shops	Consider implementation of new crossing points. Further investigation required	Medium Term	£25,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.6	ETAP	Derby Road - between High Street and Desborough Road	Difficulty crossing Derby Road	Improve existing crossing points and/ or provide additional crossing point. Further Investigation required.	Medium Term	£25,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing
A.7	ETAP	Derby Road between Hardy Road and Goldsmith Road opposite Grantham Green	Pedestrians have difficulty crossing Derby Road in vicinity of Grantham Green	Improve existing crossing points and/ or provide additional crossing point. Feasibility required.	Medium Term	£25,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing
A.9	TSI 260	Leigh Road (Oakmount Road to Woodside Avenue), Eastleigh	Missing cycle link along Leigh Road corridor (south side)	Shared use cycle route. Feasibility required.	Medium Term	£50,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.11	TSI 261	Leigh Road, north side (Woodside Avenue to proposed crossing point west of	Missing cycle link along Leigh Road corridor	Shared use cycle route. Feasibility completed in 2004 however there were issues raised following consultation	Medium Term	£85,000	S106 funding earmarked from known future development proposals:

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
		Brookwood Avenue).					Implementation subject to planning approval and development progressing
A.12	TSI 326	Leigh Road/ Passfield Avenue junction	Pedestrians and cyclists have difficulty crossing all arms of the junction.	Pedestrian/ cycle signal controlled crossing on all arms to include capacity improvements.	Medium Term	£1,000,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing
A.16	TSI 237	Monks Way/ Cheriton Road to South Street Development, Eastleigh	Missing cycle links to new South Street residential development	New cycle link. Feasibility studies completed in 2004.	Medium Term	£100,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing
A.18	TSI 410	Passfield Ave / Chestnut Avenue	Improved pedestrian/ cycle crossings to aid east / west linkages particularly to the colleges.	Review existing crossing arrangements. Feasibility studies completed in 2004.	Medium Term	£80,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.19	TSI 236	Passfield Avenue to Chestnut Avenue and Monks Way, Eastleigh	Missing cycle link to connect to South Street development	New cycle link. Feasibility studies completed in 2004.	Medium Term	See reference A.18	S106 funding earmarked from Committed Development: Implementation subject to development progressing
A.20	ETAP	Romsey Road/ Twyford Road/ Station Hill Roundabout	Difficult pedestrian / cycle crossing at the roundabout. Existing railings on the Romsey Road approach cause severance issues.	Pedestrian and cycle crossing improvements all on arms and improved link from station could be better signed and maintained. Improve pedestrian links across Romsey Road. Linked to scheme C.9	Medium Term	£1,000,000 +	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.23	TSI 257, TSI 148	Twyford Road	Poor footway and cycleway provision along the Twyford Road Corridor. Especially over the railway bridge (east side). Poor pedestrian crossing facilities to serve the new Barratts residential development, "Seeability" site and at the junction of Shakespeare Road.	Widen footway and possibly provide footbridge adjacent to existing bridge. New cycle link that will incorporate pedestrian improvements. Linked to Scheme D.10. Twyford Road Corridor Study underway Land availability over railway bridge restricting route development.	Medium Term	£1,000,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.24	TSI 413	Wide Lane/ South Street	Difficulty crossing Southampton Road and accessing southbound bus stop	Review the location of the bus stops along Southampton Road and possible relocation of southbound stop further south closer to the South Street junction to provide safer pedestrian crossing. Feasibility required.	Medium Term	£15,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing
A.25	CETS (2003)	Southampton Road/ Leigh Road Junction	Poor cycle links from the station to Eastleigh town centre. Crossing upgrades to also cater for high pedestrian flows.	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.	Medium Term	£50,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.26	CETS (2003)	The Park	No cycle links through The Park	Provide shared use cycle facilities. Feasibility required.	Medium Term	£5,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.28	CETS (2003)	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.	Medium Term	£20,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.32	ETAP	Blenheim Road	Difficulty crossing Blenheim Road at the entrance to the Swan Centre Leisure Complex using existing zebra crossing	Enhance the existing crossing point. Possible controlled crossing. Feasibility required.	Medium Term	£50,000	Funding from ETAP unallocated funds
A.33	TSI 478	Romsey Road near junction with Upper Market St	Difficulty crossing Romsey Road, especially to access Eastleigh rail station.	Investigate possible at-grade signal controlled crossing to replace/ as alternative to subway.	Medium Term	£150,000.00	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.35	TSI 470	Chestnut Avenue near to Eastleigh Colleges	Difficulty crossing Chestnut Avenue near in the vicinity of Eastleigh Colleges	The PV2 measurement has identified that a controlled crossing would be justified at the site. Feasibility Required,	Medium Term	£80,000	S106 funding earmarked from Committed Development: Implementation subject to development

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
							progressing
A.40	TSI 432	A335 Leigh Road & M3 slip road (northbound), Eastleigh	Currently no formal pedestrian crossing at the junction of the M3 northbound.	Controlled or uncontrolled pedestrian crossing to aid east/ west pedestrian movements along the south side of Leigh Road	Medium Term	£TBC	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.41	TSI 412	Leigh Rd service Rd	Lack of alternative cycle routes to the Leigh road corridor	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.	Medium Term	£TBC	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.1	TSI 65	Archers Road footbridge (over railway)	Footbridge has no ramped access so is difficult to use by those reliant on wheel chairs, mobility scooters and parents with pushchairs	Replace footbridge with a ramped access – due to land constraints and large footprint of bridge alternative locations will need to be considered	Long Term	£1,000,000 +	Awaiting S106 funding from future development / other funding sources

Walking & Cycling

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
A.4	TSI 66/331	Campbell Road junction with Southampton Road	Poor connectivity to town centre and severance at junction.	Improve footway links and pedestrian crossing at junction. Feasibility required. linked to the River Side Strategic Employment Site Access Study	Long Term	£ TBC	Awaiting S106 funding from future development / other funding sources
A.10	TSI 263	Leigh Road (Sopwith Road to The Point Theatre, south side).	Missing cycle link along Leigh Road corridor	Shared use cycle route, which is likely to require land acquisition. Feasibility Required. Alternative option to utilise rear backways. Deliverable as part of development of the “Centris” brownfield site	Long Term	£75,000 (Alternative option £TBC)	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
A.29	TSI 411	Old Stoneham Lane	Poor pedestrian links to St Nicholas Church	New footway link to the church from Stoneham Way. Likely to be land issues. Feasibility required.	Long Term	£100,000	Awaiting S106 funding from future development / other funding sources

12.2 Public & Community Transport

Public & Community Transport							
*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.							
ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
B.1	TSI 423	Derby Road, jnc with Nutbeem Road	Bus shelter needs upgrading	Investigate requirement and consider shelter replacement.	Short Term	£8,000	Funding from ETAP unallocated funds
B.2	TSI 20/ TSI 480	Eastleigh Town Centre	Lack of public transport information	Investigate the installation of real-time information at Eastleigh Bus Station and approaches. Provision of a travel kiosk/ real time information screens within the Swan Centre.	Short Term	£TBC	Funding from ETAP unallocated funds
B.4	ETAP	Eastleigh Bus Station	Eastleigh bus station improvements to passenger waiting areas, access to taxi ranks and connections to Eastleigh rail station.	Station refurbishment - improve the waiting environment, links to taxi ranks and links to rail station.	Short Term	£TBC	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
B.5	ETAP	Eastleigh Town Centre	Poor signing to taxi rank facilities and a need to improve accessibility to town centre taxi ranks	Improve signing to taxi ranks and local accessibility improvements. Linked to scheme A.30.	Short Term	See reference A.30	Funding from ETAP unallocated funds

Public & Community Transport

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
B.6	ETAP	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.	Investigate the feasibility of a new bus shelter.	Short Term	£8,000	Funding from ETAP unallocated funds
B.7	TSI 476	Eastleigh Rail Station	Lack of signing to direct cyclists to additional cycle parking	Provide signage to direct cyclists to where there is additional cycle parking.	Short Term	£500	Funding from ETAP unallocated funds
B.8	TSI 479	Eastleigh Rail Station	Lack of cycle parking at Eastleigh Station	Provide additional cycle parking facilities either in forecourt or on platform 1. Consider removing the existing cycle lockers to provide space for standard cycle parking. Linked to scheme A.31	Short Term	See Reference A.31	Funding from ETAP unallocated funds
B.9	ETAP	Eastleigh Town	Poor pedestrian access to bus services	Undertake an audit to identify which bus stops require enhancements to ensure DDA compliant	Short Term	£2,000	Funding from ETAP unallocated funds
B.10	TSI	Derby Road, adjacent to Elm Grove	No bus shelter	Upgrade bus stop to a bus shelter	Short Term	£8,000	Funding from ETAP unallocated funds

Public & Community Transport

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ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
B.3	ETAP	Eastleigh town centre to airport	Poor public transport connections between Eastleigh and Southampton Airport Parkway	Liaise with HCC Passenger Transport Group regarding reroute, extend existing services and/ or provide additional routes.	Medium Term	£TBC	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
B.11	TSI 518	Eastleigh Town	No Car Club provision within the town centre	Extend 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.	Medium Term	£TBA	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing

12.3 Roads, Traffic Management and Parking

Roads, Traffic Management and Parking

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
C.1	ETAP	Blenheim Road corridor	Drivers have difficulty identifying who has right of way at the junctions, especially Cranbury Road and Chamberlayne Road	Investigate additional signing if appropriate and/or other road safety improvement measures/ liaising with HCC Safety Engineering	Short Term	£2,000	Funding from ETAP unallocated funds
C.2	ETAP	Chestnut Avenue - particularly by school/college entrances	Lack of enforcement of 30mph limit particularly in the mornings	Report to Police for enforcement. Investigate other speed reduction measures	Short Term	£5,000	Funding from ETAP unallocated funds
C.7	TSI 13	Eastleigh Town Centre	Cars circulating town centre roads looking for car parking. Also difficulty in identifying where town centre car parks are located and whether there are spaces available.	General signing improvements required including directional signing and Variable Message Signs for car parks and signing to Swan Centre. Also removal of redundant signs and street clutter. Feasibility Underway.	Short Term	£150,000	Fully funded from S106 developer contributions and/ or other funding - Scheme being implemented
C.10	ETAP	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.	Measures to direct traffic left onto Blenheim Road and onto Southampton Road. Signing and possible physical measures. Linked to scheme A.21	Short Term	£5,000	Funding from ETAP unallocated funds

Roads, Traffic Management and Parking

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ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
C.5	TSI 352	Newtown Road, Eastleigh	Traffic speeding	Traffic Calming and/ or enforcement	Medium Term	£TBC	Awaiting S106 funding from future development / other funding sources
C.6	ETAP	Passfield Avenue - opposite Fleming Park Leisure Centre	Traffic speeding	Traffic Calming and/ or enforcement	Medium Term	£TBC	Awaiting S106 funding from future development / other funding sources
C.9	CETS (2003)	Southampton Road/ Chestnut Avenue	Need for junction improvements	Junction re design – possible mini roundabout. Feasibility required.	Medium Term	£75,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing
C.11	ETAP	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.	Investigate road safety improvement measures to reduce accidents at this junction	Medium term	£25,000	S106 funding earmarked from Committed Development: Implementation subject to development progressing
C. 12	ETAP	Residential Area to the south of Factory Road, west of Southampton Road, north of	Accident data indicates this residential has a high concentration of accidents over the three year period, 2006-2009.	Investigate road safety improvement measures in liaison with HCC Safety Engineering Team and EBC Traffic Management	Medium Term	£TBC	S106 funding earmarked from Committed Development: Implementation subject to development

Roads, Traffic Management and Parking

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ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
		Cherbourg Road and east of Nutbeam Road					progressing
C.3	ETAP	Congestion along main routes into Eastleigh including Southampton Road, Bishopstoke Road, Leigh Road	Heavy congestion along key routes into Eastleigh, including Leigh Road, Southampton Road and Bishopstoke Road with high number of HGV movements.	Implement Smarter Choices measures/ Chickenhall Link road	Long Term	£TBC	Awaiting S106 funding from future development / other funding sources
C.4	ETAP	Chickenhall Lane Roundabout - Junction with Bishopstoke Road	Congestion on Bishopstoke Road due to HGV movements	Junction re-design linked with future provision of Chickenhall Lane Link Road	Long Term	£TBC	Awaiting S106 funding from future development / other funding sources
C.8	ETAP	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	Review junction and consider signalisation to improve junction capacity. Consider pedestrian and cycle access improvements and road safety measures. Linked to scheme A.20	Long Term	See reference A.20	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing

12.4 Environment, Street Scene & Community

Environment, Street Scene & Community

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
D.1	ETAP	Town Centre	Concerns about personal safety, and anti-social behaviour in the evenings, graffiti and broken glass in town centre	Liaise with Eastleigh Community Safety Partnership to engage with young people. Investigate additional CCTV and lighting to prevent antisocial behaviour.	Short Term	£10,000	Funding from ETAP unallocated funds
D.4	ETAP	Town centre - Market Street / High Street	Concerns over the general environment including issues of street clutter causing obstructions for pedestrians	Review street displays and other street clutter causing obstructions and measures to make a more pedestrian friendly environment	Short Term	£5,000	Funding from ETAP unallocated funds
D.6	ETAP	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	Investigate suitable environmental enhancements	Short Term	£15,000	Funding from ETAP unallocated funds
D.8	ETAP	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	Investigate suitable environmental enhancements	Short Term	£50,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing

Environment, Street Scene & Community

*Further investigations and feasibility will be necessary for the majority of the schemes listed in order to provide more accurate cost estimates. Therefore all cost estimates are indicative and aim to provide a guide and are subject to change.

ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
D.9	ETAP	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.	Local environmental improvements/ Provide additional CCTV and lighting Liaise with Police neighbourhood team.	Short Term	£15,000	Funding from ETAP unallocated funds
D.10	ETAP	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.	Investigate environmental enhancements, including pedestrian and cycle accessibility improvements. Twyford Road corridor study underway. Linked to scheme A.23	Short Term	See reference A.23	Part funded from S106 developer contributions and/ or other funding - Scheme being developed
D.3	ETAP	The Recreation Ground	A need to improve the quality of place and pedestrian and cycle accessibility	Investigate general environmental enhancements, including additional seating areas.	Medium Term	£5,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
D.5	ETAP	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.	Investigate environmental enhancements. Linked with scheme A.3	Medium Term	£100,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and

Environment, Street Scene & Community

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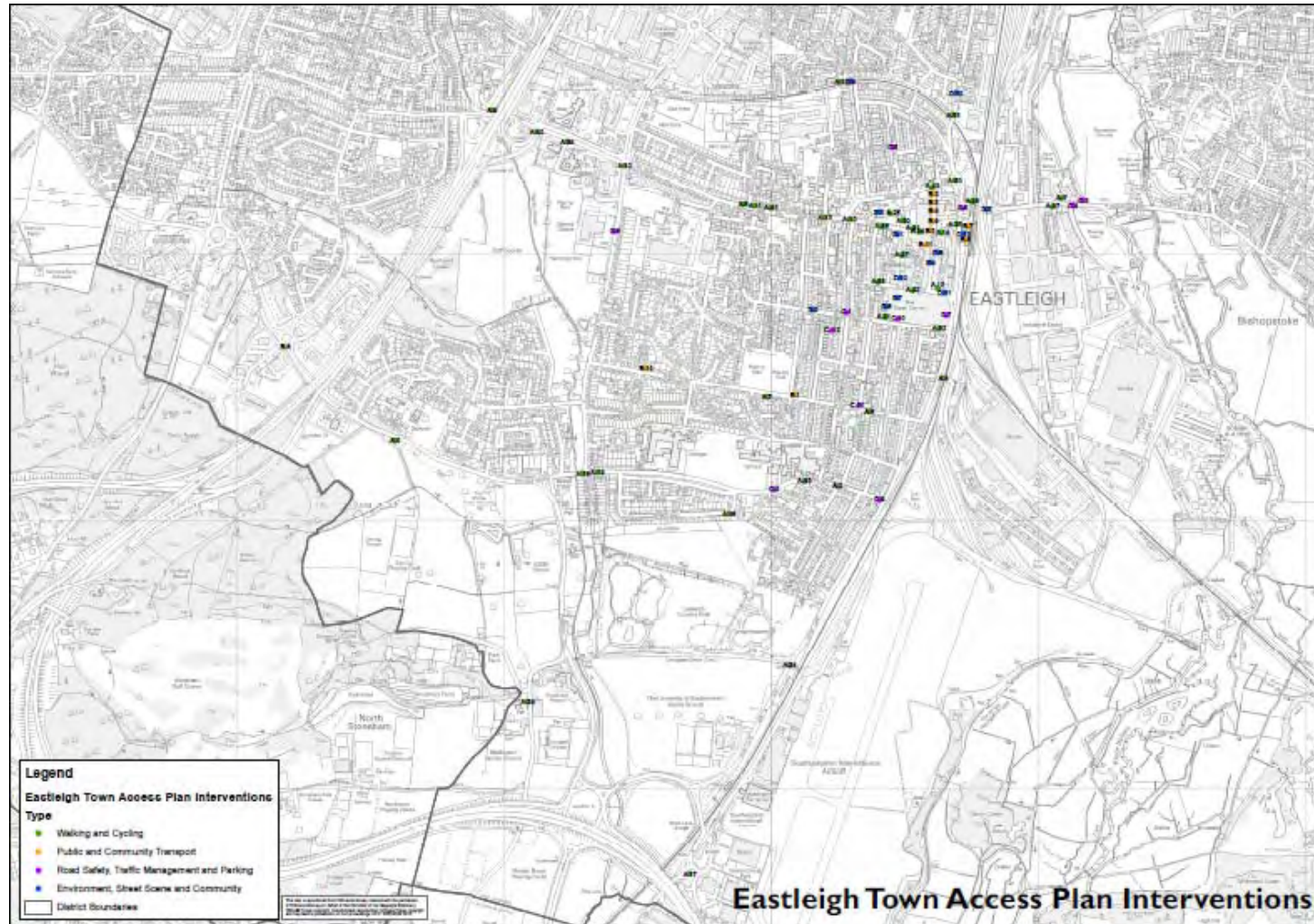
ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
							development progressing
D.7	ETAP	Wells Place	A need to improve the main E-W pedestrian link from residential areas to the Swan Centre and Leisure facilities.	Environmental enhancements to extend from the Factory Road environmental improvements. Linked with scheme A.22	Medium Term	£150,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
D.11	ETAP	Eastleigh town centre car parks	Lack of infrastructure to support the growth of low carbon transport technologies such as electric vehicles	Investigate the potential for the installation of electric vehicle charging points at key town centre locations to cater for growing demand and demonstrate best practice.	Medium Term	£TBC	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing

Environment, Street Scene & Community

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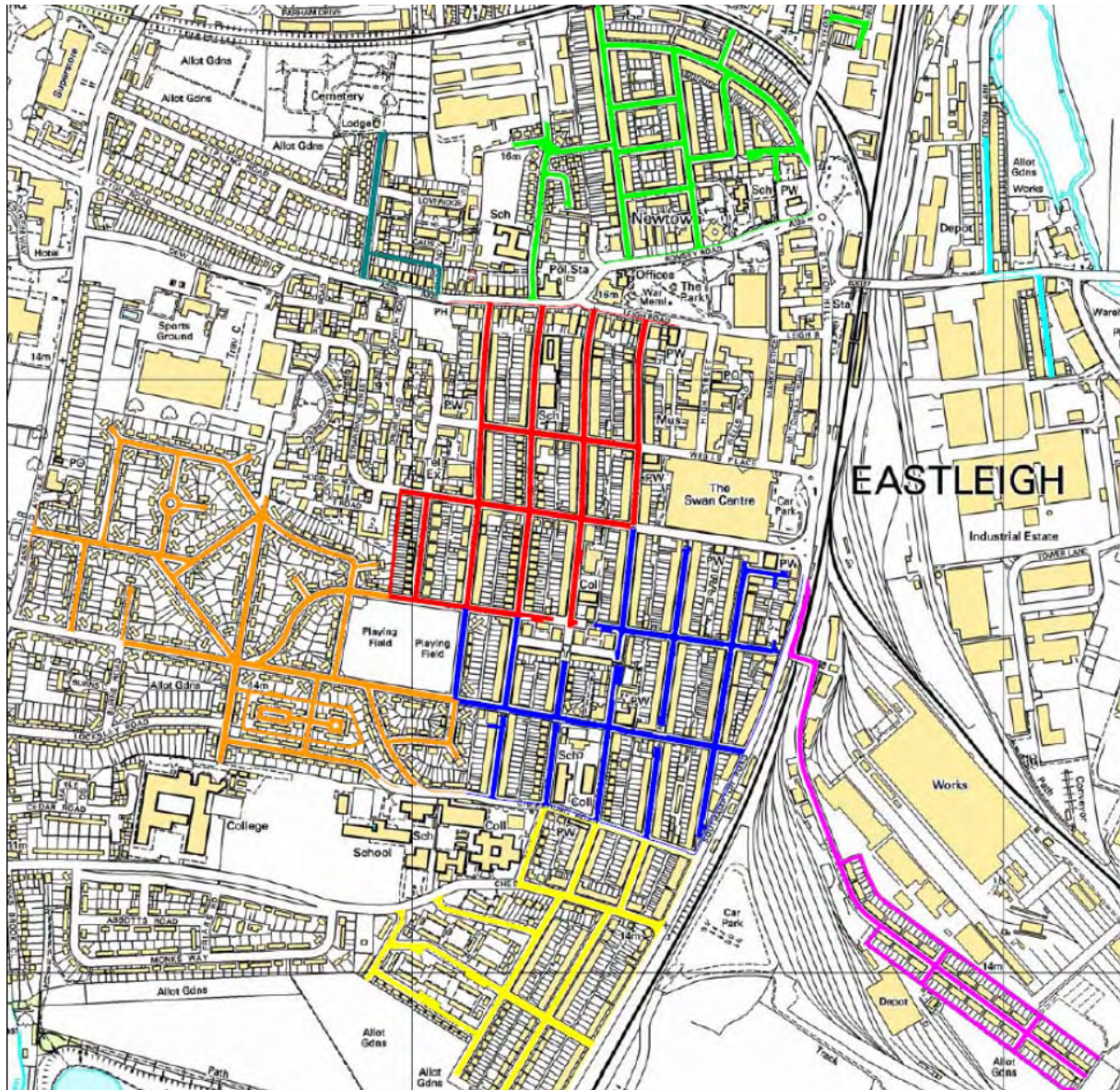
ETAP Reference	Source	Location	Issue	Possible Measures and Status	Delivery Timescale	Indicative Cost*	Funding Schedule
D.12	ETAP	High Street	A need for improved pedestrian links between the north and south of the town centre	Environmental enhancements and possible pedestrianisation to improve accessibility and links between the north and south of the town centre	Medium Term	£200,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
D.13	TSI 477	Eastleigh Rail Station forecourt	Eastleigh rail station requires environmental enhancements to improve passenger waiting areas and improved connectivity with the town centre and integration with Eastleigh bus station and taxi rank. Station forecourt restricts pedestrian and cycle access due to street furniture and planter locations. Southampton Road is also a barrier.	Station refurbishment - improve the environment and make alterations to the station forecourt to improve desire lines to the station, including improved signing and links to Eastleigh bus station. Linked to Scheme A14.	Medium Term	£150,000	S106 funding earmarked from known future development proposals: Implementation subject to planning approval and development progressing
D.2	ETAP	Blenheim Road	A need for environmental improvements similar to Factory Road.	Review layout and design changes. Upgrade footways and de-clutter street furniture and investigate general environmental enhancements.	Long Term	£TBC	Awaiting S106 funding from future development / other funding sources

Map 8: Eastleigh Town Access Plan Interventions Map



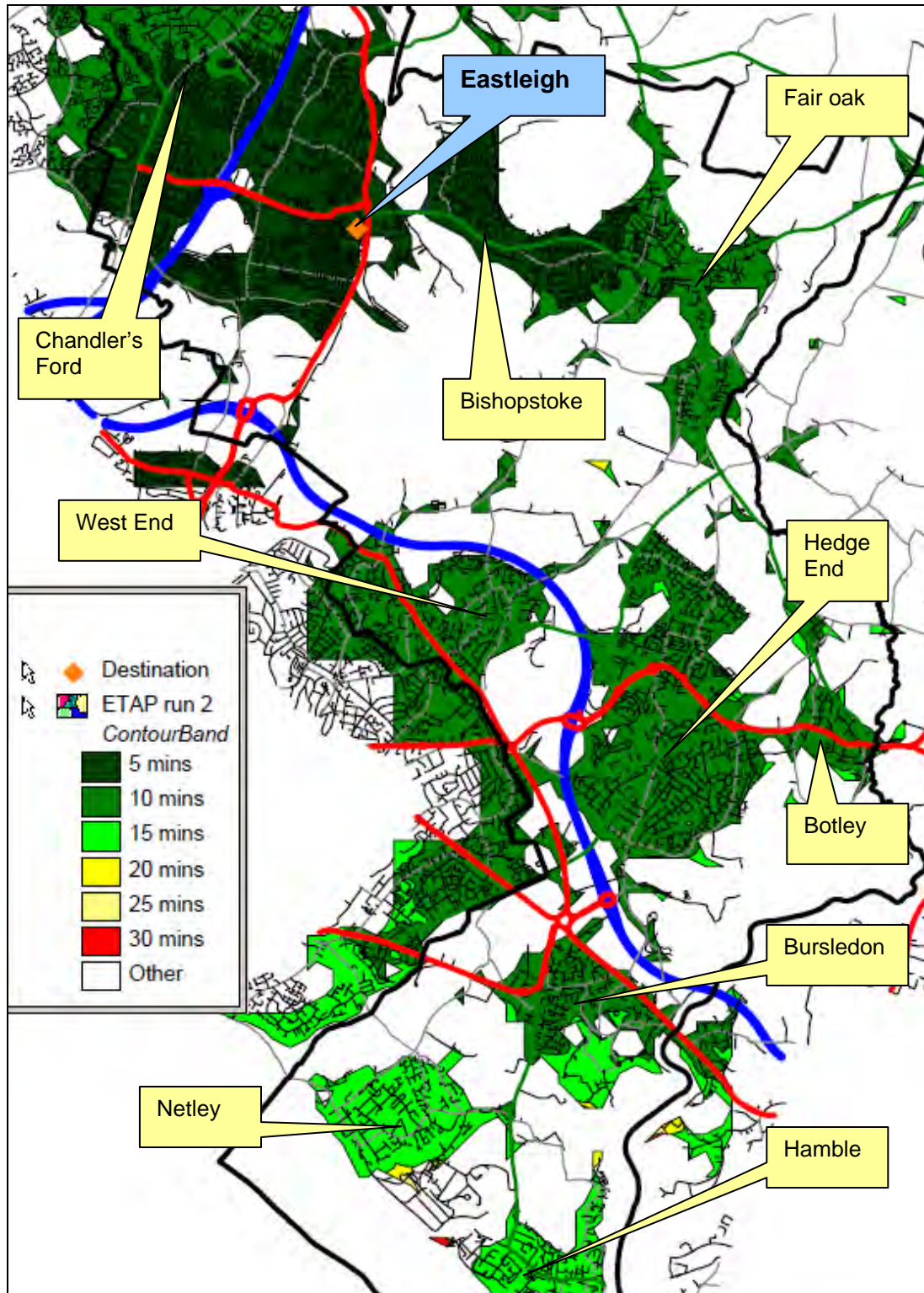
13 Appendix A

Residents Parking Zones within the ETAP Study Area



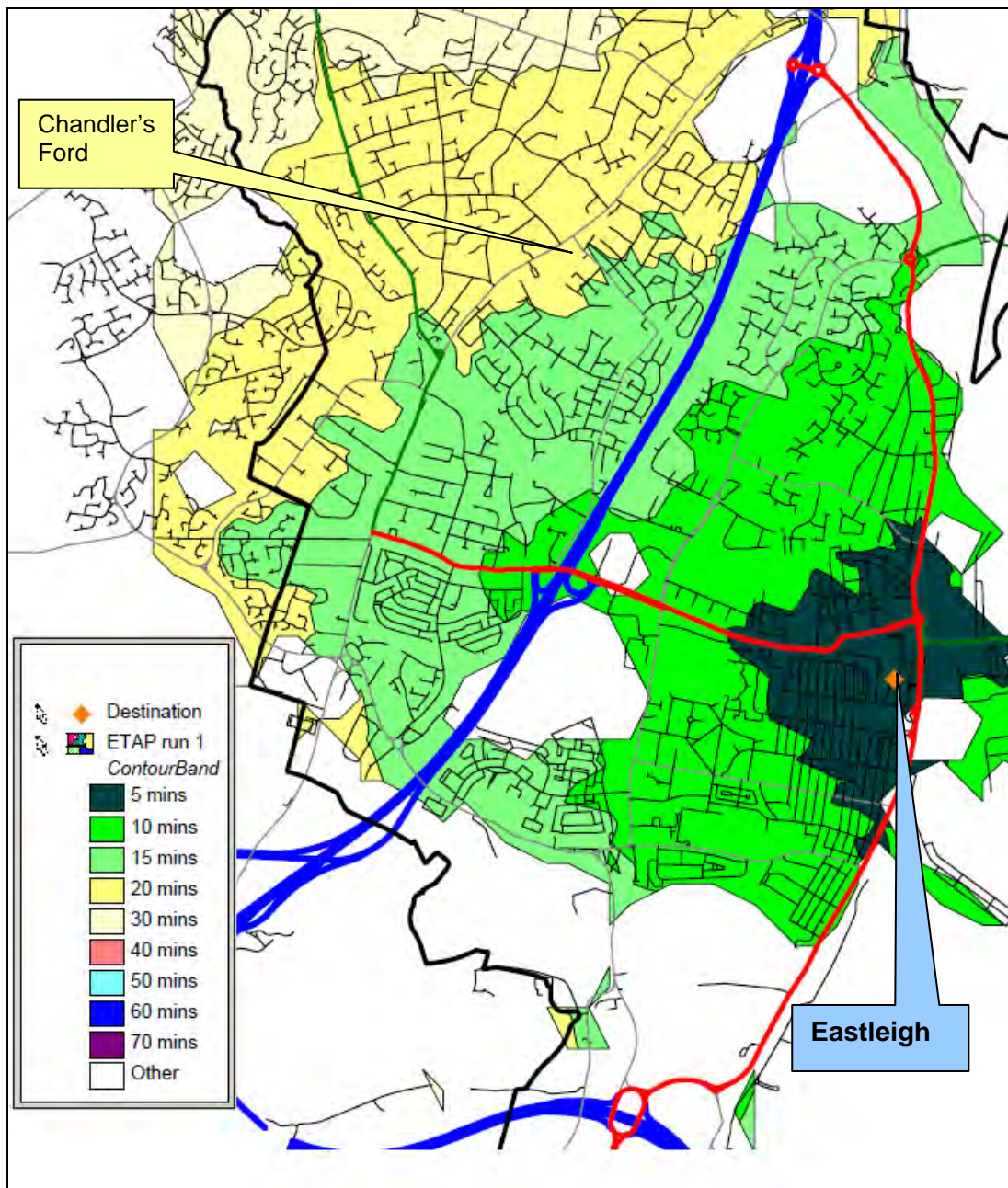
14 Appendix B (i)

Accession Modelling: Accessibility to Eastleigh Town Centre - Time taken to travel to Eastleigh Town Centre using ALL TRANSPORT MODES.



15 Appendix B (ii)

Accession Modelling: Accessibility to Eastleigh Town Centre - Time taken to travel to Eastleigh Town Centre using sustainable transport modes (NON-CAR MODES).



16 Appendix C

Hampshire County Council Transport Contributions Policy: A New Approach to Calculating Transport Contributions in Hampshire, (2007).

C3 - Residential	Cost per Trip (£)	Household Occupancy	Multi-Modal Trips (per dwelling)	Cost per dwelling (£)
1 Bed Dwelling	535	1.3	3.7	1980
2-3 Bed Dwelling	535	2.42	7.0	3745
4+ Bed Dwelling	535	3.5	10.2	5457
B - Employment	Cost per Trip (£)		Multi-Modal Trips (per 100sqm)	Cost per 100 sqm (£)
B1 Business	230		18.7	4301
B2 General Industry	230		7.5	1725
B8 Warehouse & Distribution	230		9.4	2162