

Matter 6

- Action 6.1 Improve the clarity of policy S12
- expand the pre-amble to set out transport aims (e.g. sustainable modes)
 - re-order criteria to put sustainable modes first
 - set out more clearly what is met by the criteria, for example criterion vi
 - refer to schemes in consistent and clear manner, e.g. Bishopstoke Road corridor and Hamble Lane corridor
 - clearer cross references to specific paragraphs
 - take out reference to committed schemes (e.g. South of Chestnut Avenue)

1. Policy S12 has been reordered and redrafted to improve its clarity and address the points above; MM32.

- Action 6.2 Policy S13 – add a reference to safeguarding public rights of way (incorporating into development design)

2. This change is proposed in modification MM33.

- Action 6.3 Policy E6c, and more generally through policies – use the same terminology for the Chickenhall Lane Link Road

3. Policy E6 and paragraphs of supporting text at 6.4.38, 6.4.42 and 6.4.43 have been modified so that they consistently refer to the link road as the Chickenhall Lane link road. See AM / MM97, M99.

- Action 6.4 Update the Infrastructure Delivery Plan to refer to the Transforming Cities Fund Bid and clearly cross reference to policy S12 schemes

4. Changes are proposed to the updated Infrastructure Delivery Plan (DEL002) to incorporate reference to the Transforming Cities Fund Bid and an inclusion of a clear cross-reference to the Strategic Policy S12 schemes. Further information on the bids and relevant projects in Eastleigh can be found on SCC and HCC webpages at links below:

<https://transport.southampton.gov.uk/transforming-cities/>

<https://www.hants.gov.uk/transport/strategies/fundingbids>

5. The text below will be incorporated into DEL002 after para 4.26 on page 13:

'Government Grants and Funding

Hampshire County Council and Portsmouth & Southampton City Councils have been successful in securing funding through joint bids to the Government's £2.5bn Transforming Cities Fund. The aims of the bid in respect of Southampton are to better connect Southampton with its suburbs, reducing congestion and improving

people's health and air quality. This would include transforming public transport connections and interchange between various modes, in continuing to deliver the Southampton Cycle Network, making the city centre a better place to live, and using smart infrastructure to make people's journeys to work more reliable. The initial tranche of £5.7m funding will be used to deliver a number of 'quick win' projects and will impact directly on Eastleigh Borough.

The funding will accelerate plans to make it easier and safer for people to cycle by completing the three Cycle Freeways across Southampton and the wider City Region in Hampshire. It will also help fund innovative new technology to help people have reliable journeys particularly when travelling by bus.

We will be investing in the three major cycle corridors in the Southampton Region totalling £4.437m, this includes:

- The SCN5 Northern Cycle Freeway to Chandlers Ford (In Eastleigh Borough)
- The SCN3 Eastern Cycle Freeway from the city centre to Bitterne and Bursledon along the A3024 Bursledon Road

The remaining £1.26m will go towards, improving people's bus journey time and reliability - in two areas:

Smart technology in the traffic signals at the junctions of A335 Stoneham Way/A27 Wide Lane/Wessex Lane (in Eastleigh Borough)

Using technology to help buses get through congestion along four corridors across Southampton (this includes the Waterside area of New Forest, parts of Eastleigh Borough; namely routes to serve Eastleigh Town Centre, Fair Oak and Hedge End)

6. Paragraph 6.6 of the IDP should be amended to include the full list of schemes identified in Strategic Policy S12 rather than an abbreviated list as at present.

6.6 Strategic Policy S12 of the EBLP identifies the key pieces of new and improved transport infrastructure which will be required in support of the local plan. In terms of road projects it identifies the following key schemes:

- ~~A new link road connecting the north of Bishopstoke, Fair Oak strategic growth option with M3 Junction 12 via Allbrook, with associated changes/ new junctions to the existing network where required. This new road is the subject of a separate Strategic Policy S6 which outlines the requirements for and implications of this new link road in greater detail;~~
- The Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane;
- A new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath;
- A new road to the south of Hedge End bypassing the Sunday's Hill junction between Heath House Lane and Bursledon Road (the Sunday's Hill bypass);
- A new road to the south of Hedge End linking the western end of the

Sunday's Hill bypass with St John's Road;

- A range of local junction improvements across the borough;
- Highway, pedestrian and cycle improvements along key corridors consistent with Hampshire County Council's Eastleigh Borough Transport Statement, including the A27, A335 and B3037 (see Chapter 6);
- Improvements to junctions 5, 7 and 8 of the M27 motorway and to other junctions identified as being in need of improvement in the Highways England Roads Investment Strategy, Hampshire County Council Local Transport Plan, the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the transport assessment of the Pre-submission Local Plan and other strategy documents, including improvements to the Windhover roundabout in Bursledon and the creation of smart motorways;
- New or improved road accesses into Eastleigh River Side associated sites, including the new CLLR (see E6, E7, E9, Chapter 6, section 6.4);
- Bus and cycle priority measures to facilitate high quality services and routes to the SGO;
- A public transport priority route from Hedge End/ West End to Southampton centre (HCC's preferred option is a Botley Road bus corridor although other potential options also exist);
- The Eastleigh Cycle Route Network and improved pedestrian routes as set out in the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the Eastleigh Cycling Strategy, the Eastleigh Walking Strategy and strategic policy S13 below;
- Enhancements to the railway system to improve access to Southampton Airport Parkway from the east; and
- Local improvements to railway stations and bus services and infrastructure to enhance accessibility and use.

Action 6.5 Subject to further consideration by the Inspector - Provide a further high level feasibility assessment of the ability to provide the link from the Airport access road to site E9 (a first phase of the Chickenhall Lane Link Road)

Action 6.6 Subject to further consideration by the Inspector - Provide a high level overall delivery strategy for the full Chickenhall Lane Link Road, and further justification for safeguarding the route

7. The Council's response to Actions 6.5 and 6.6 is set out in a separate document.