



A powerful voice for your business

TRANSPORT PRIORITIES IN HAMPSHIRE
SUMMARISED FOR DISCUSSIONS WITH THE TRANSPORT MINISTER, THE RT HON CHRIS GRAYLING
MP AND ADAM MARSHALL, DIRECTOR GENERAL, BRITISH CHAMBERS OF COMMERCE
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1. **New Forest Waterside Line** – The reopening of this rail line is a priority for alleviating congestion on the Marchwood bypass. It fits in with the Solent Lep’s strategic transport plan, which the Chamber also approves, and the Solent LEP’s ambition of a Solent Metro network with old/new intermediate stations being built/reopened. The award of the new franchise is the right time to incorporate this reopened service. New plans for up to 2,000 homes on the Waterside will strengthen the existing cost benefit studies which are being reviewed at present.
2. **Extension of the Rapid Transit scheme** on the Gosport – Fareham peninsula is a major aspiration and build on the increase in bus ridership already achieved by the Eclipse services.
3. **Basingstoke Rapid Transit proposal** – a Rapid Transit Scheme would be of significant benefit to the Basingstoke town economy. It would enable the connection of residential areas and employment sites with a real alternative to the car and would help manage congestion in Basingstoke which is perceived as one of the town’s most significant barriers to prosperity.
4. **A major road/rail logistics and freight interchange depot** is needed for Southampton in the Nursling area to help improve cargo handling for Southampton Docks, thereby reducing the requirement for lorries to travel into the city.
5. **The decision to support Heathrow** will help business in the south of England. The Chamber has supported the Heathrow Hub airport concept with faster rail access from the south directly to Heathrow and future potential opportunities to connect to HS2. But even if this is built, there will still be a case for Gatwick to have a second runway to future proof air capacity and provision around London.
6. **SWT rail franchise** – Hampshire Chamber’s consultation response requested 30 min frequency at all stations in Hampshire as a minimum to dramatically improve modal shift and relieve pressure on motorways and local roads. Many other aspirations included in the response were more staffing of stations, better east – west links, less focus on London, infrastructure improvements at stations, integrated transport solutions etc. The award of the new franchise in February is a unique opportunity in the next 10 years to make a marked difference to the south’s rail network and builds on strong passenger demands over the past 10 years.
7. **European Union Mobility and Transport grants** - there is a need for continued access and full involvement in this funding. It has helped develop Trans European transport networks, Motorways of the seas, Leader project funding, Citizen Rail funding, Innovative tourist access services, reduced public transport engine emission standards, and 47 other current European subsidies available to transport related projects from which this region could benefit.

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