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STRATEGIC TRANSPORT PROPOSALS IN THE SOLENT LEP AREA – JUNE 2016

Policy Statement: Hampshire Chamber of Commerce, Planning & Transport Committee

In the days of regional government some ten years ago, Hampshire's economy was judged as under performing compared to the rest of the South East Region and little has changed since for Hampshire's transport infrastructure. The result is currently a disconnected economy across southern Hampshire, suffering from poor transport links east/west, south/north and on to London. Traffic jams on roads and delays on rail transport are the cause of much frustration and, still worse, can be counted in many hours of lost productivity.

South Hampshire is considered to be an international, intermodal transport hub with its two major ports of Southampton and Portsmouth and Southampton International Airport. Hampshire Chamber would like to see the following strategic transport proposals included in plans to realise the true economic potential of the Solent Local Economic Partnership area.

RAIL - East/west connectivity

Every opportunity should be looked at to increase the use of rail for public transport with particular reference to better, direct rail routes from Portsmouth, Fareham, Chichester through Botley, Hedge End and connecting with Southampton Airport by improving station capacity at Eastleigh Station.

RAIL - Fast direct rail from the south to Heathrow and London

As part of the crucially important need to improve accessibility, reduce congestion and improve air quality by increasing public transport use to and from Heathrow, a fast rail link from Woking to Heathrow is proposed by Heathrow Hub Ltd. The trains would operate through Heathrow to Paddington, using the existing Heathrow Express paths. Modelled test results show that, as well as transforming access for airport passengers leaving and arriving in the UK, the scheme provides significant direct relief to the South Western Main Line and the network serving Waterloo.

RAIL - Mini-metro service.

By focussing more on intra Hampshire travel, including smaller stations, there is ample opportunity to transfer to rail many of the documented 15 – 30 miles trips currently undertaken by car and often on the local motorways. Concurrently, this would reduce environmental and pollution impacts and aid economic growth in the area, as well as relieve congested trains on the longer journeys. A mini-metro service for Portsmouth to Southampton and Eastleigh to Romsey via Chandlers Ford on 20 minute and half hourly service frequencies along with the provision of new stations and reopening the Waterside Railway to passenger traffic will improve many possible travel connections.

ROAD - Chickenhall link road

This strategic link road needing large scale funding has been proposed for some twenty years. The time may be right for further consideration, not only to give crucial access to the future major Eastleigh Riverside area, but to serve the former Ford factory site and the Airport development land.

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ROAD - Improved road link to by-pass the M27J5 and Eastleigh

There is an opportunity to provide an important improved road link from the vicinity of J9 on the M27 near Whiteley to the M3 at Allbrook by joining up several pieces of planned road improvements shown in Option A in Eastleigh's Local Plan with a new road linking J9 to Curbridge, to make one route that would provide upgraded public transport infrastructure and services, avoid M27/J5 Airport, ease congestion on motorways used as local roads and reduce traffic through Eastleigh.

ROAD - Botley Bypass

The provision of the Botley bypass would benefit not only those living and working in Whiteley and Hedge End but also could open up the area around Botley station, probably for further employment development supported by existing transport links and connecting to the new Park Gate bypass.

ROAD - Bus Rapid Transit

Improved productivity comes from locating new housing and commercial development close to good quality public transport, cycle and pedestrian links and the facilities residents and users require. In this respect, it is essential that plans are made for extending the existing Bus Rapid Transport system to its wider area starting with continuation south to the congested Gosport peninsula, then north from Fareham to the Welborne residential scheme currently being planned.

ROAD - Welborne and M27/Junction 10

Lack of funding is causing unacceptable delays on a solution for Junction 10 on the M27 which is needed before the Welborne employment land can be developed.



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Hampshire Chamber of Commerce is the Independent Voice of Local Business across the county and is one of the largest business representational groups in the UK providing influence, expertise and business support to its members and the business community. It represents the views of local business to the Enterprise M3 LEP, the Solent LEP and the Hampshire & Isle of Wight Business Alliance of which it is the founder member. The Chamber's substantial business network engages businesses of all sizes and sectors, through its sector committees for Planning & Transport and Tax Finance & Legal and in local groups via its Area Committees for Southampton, Eastleigh, Portsmouth, Rushmore & Hart, Basingstoke, Andover and Winchester and its affiliates in Romsey, Stockbridge and Alresford. It is also the lead organisation for Creative South and Future South.