

Appendix A: Key Transport Barriers in South Hampshire

B1 - low containment in new developments outside existing urban areas, leading to longer and less sustainable commuting distances
B2 – limited employment opportunities in Gosport leading to out-commuting
B3 – high levels of car dependence for journeys outside of cities and Gosport
B4 – South Hampshire operating as two separate journey to work areas
B5 – areas of deprivation have poorer than average access to jobs by public transport
B6 – out of town areas have more limited employment catchments and can be significantly less accessible by public transport
B7 - forecast growth at ports will increase pressure on transport network and may not be realised if capacity not available
B8 – mode shift projections for freight traffic may not be realised if insufficient incentive available to switch
B9 - absence of direct rail links to the airport from the east discourages use of public transport
B10 – risk of flooding is a constraint on types of interventions that can be incorporated into LTSIP
B11 – M27 forecast to be operating above capacity, particularly in vicinity of North Fareham SDA
B12 – urban motorways form physical barriers to movement by active modes from a number of locations
B13 – current and increasing levels of delay on M27 in vicinity of Southampton
B14 – delays along key corridors in Southampton may stifle growth of economy
B15 – delays caused by congestion on M27 adversely affect east to west movements
B16 – high out-commuting from Gosport contributes to significant delay along A32 and in Fareham
B17 – congestion on links to Portsea Island and around Portsmouth city centre will potentially constrain access to the port and new developments
B18 - increase delay at M3 junctions in Winchester area adversely affecting freight movements
B19 – inefficient use of South Hampshire road network for trips that could be made by active modes or public transport
B20 – capacity constraints on rail to London mean there is limited capacity for further growth
B21 – number of rail infrastructure limitations currently prevent operation of rail services from Southampton Airport Parkway to the east TfSH area
B22 – slow and infrequent train services between Portsmouth and Southampton contribute to the low levels of interaction
B23 – commercial nature of bus services means that it is uncertain whether or not optimum use of this investment will be made for the TfSH area
B24 – optimal benefit from BRT investment will not be realised if it is not developed as part of a high quality, integrated transport offer
B25 – bus journey times are forecast to increase as a result of congestion
B26 – increasing transport costs caused by demand exceeding available capacity is forecast to limit uptake of permissible sites for development
B27 – forecast increases in traffic volumes will mean that carbon emissions from TfSH area increase in real terms
B28 - High levels of inactivity and obesity in some areas of South Hampshire contribute to a poorer quality of life and have a detrimental effect on the South Hampshire economy.