

3 Transport and Accessibility

Indicator	Latest Data	Previous Data	Trend
Main mode of travel to work = Driving a car or van	Driving car/van 59.5% (2011)	Driving car/van 52.4% (2001)	↑
Travel to work by bicycle	10.9% (2011)	10.7% (2001)	↑
Out-commuting flow	20,784 workers or 52% (2011)	18,159 workers (2001)	↑
In-commuting flow	7,398 workers or 28% (2011)	7,641 workers (2001)	↑
Net commuter outflow	13,155 workers out commuting (2011)	10,518 workers out commuting (2001)	↑
Average distance travelled to work	14.1km (2011)	11.77km (2001)	↑
Average number of cars per household	1.1 (2011)	-	
Killed and seriously injured (KSI) casualties on roads (per 100,000 population)	39 (2016-18)	-	-
Total road traffic casualties (killed or injured)	146 (2014)	201 (2009)	↓

Transport Infrastructure

Road

Aside from the Gosport Ferry access to Gosport Borough relies on three principle roads passing through Fareham from the A27 and M27. Junctions 9 (west of Fareham), 10 and 11 (east of Fareham) of the M27 motorway link to both the A27 and A32.

While the M27 offers good regional and national transport links, traffic into Gosport is primarily restricted to three routes, the A32, Newgate Lane and Stubbington Lane.

Gosport's Town Centre is located 6 miles from the nearest motorway Junction. The northern part of the Borough is 2 miles from the nearest motorway Junction.

Rail and Bus

Gosport Borough does not have a railway station. The nearest stations are located in Fareham and Portsmouth Harbour. Trains from these locations offer direct routes to destinations such as London, Southampton, Brighton, Bristol and Cardiff. Fareham station is connected to Gosport town centre via the Eclipse Bus Rapid Transit Service which runs along a disused rail line.

The Eclipse Rapid Bus Transit route provides reliable service coverage between Gosport Town Centre and Fareham Town Centre. Large scale investment in 2012 saw the former railway corridor utilised as a dedicated busway. This has greatly improved journey time and reliability with increased services offering a quick way to travel from the south of the peninsula to Fareham. Bus coverage for the remainder of the Borough is more limited with most running between Fareham and Gosport bus stations with very few direct services to locations beyond the peninsula.

Walking and Cycling

Gosport's predominantly flat topography and small geographic area are conducive to walking and cycling. The borough benefits from an extensive network of cycleways. The National Cycleway Network provides off-road cycle tracks along Lee-on-the-Solent and Stokes Bay. The BRT busway also accommodates cycles provides a continuous off-road route from Gosport to Fareham.

Ferry Services

The Gosport Ferry is located adjacent to the bus station and offers easy interchange facilities between a range of modes. It provides frequent service between the Gosport Peninsula and Portsmouth and direct onward access to Portsmouth Harbour rail station and the Isle of Wight ferry services.

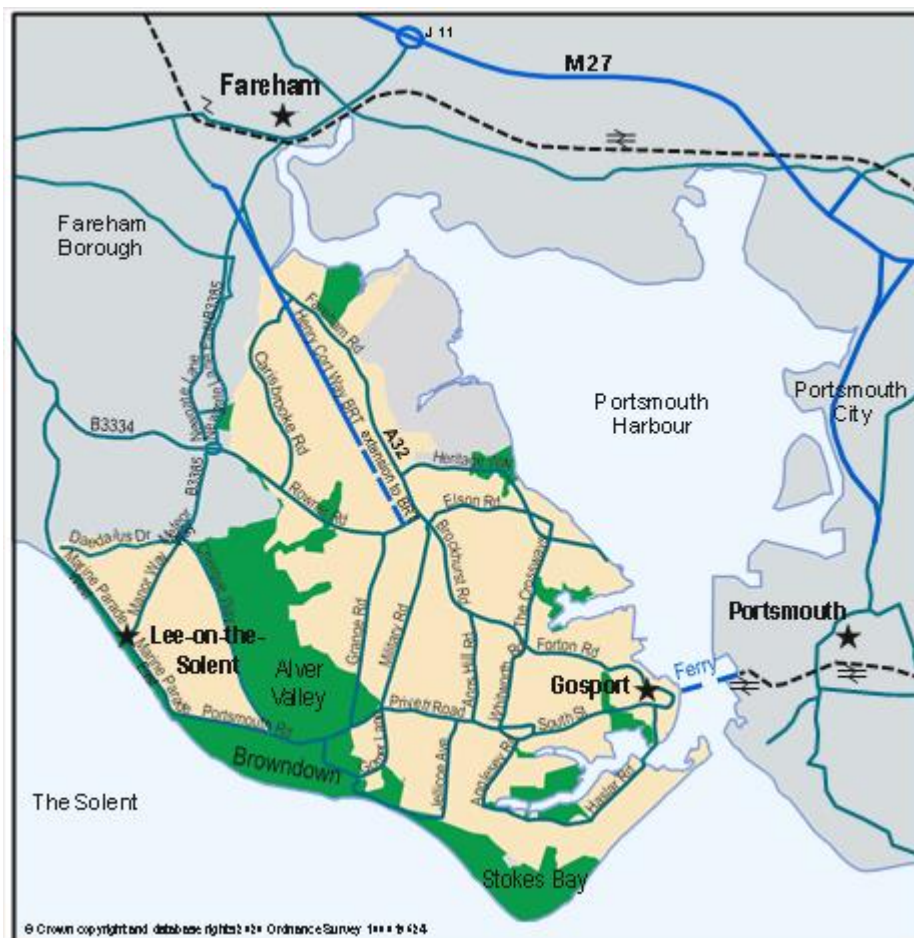


Figure 3.1: Gosport Borough

Main mode of Travel to work

Driving a car or van is the main way Gosport residents travel to and from work. The proportion of people travelling to and from work by car or van as a driver has increased from 49.2% in 1991 to 59.5% in 2011.

The proportion of people travelling to and from work by private car

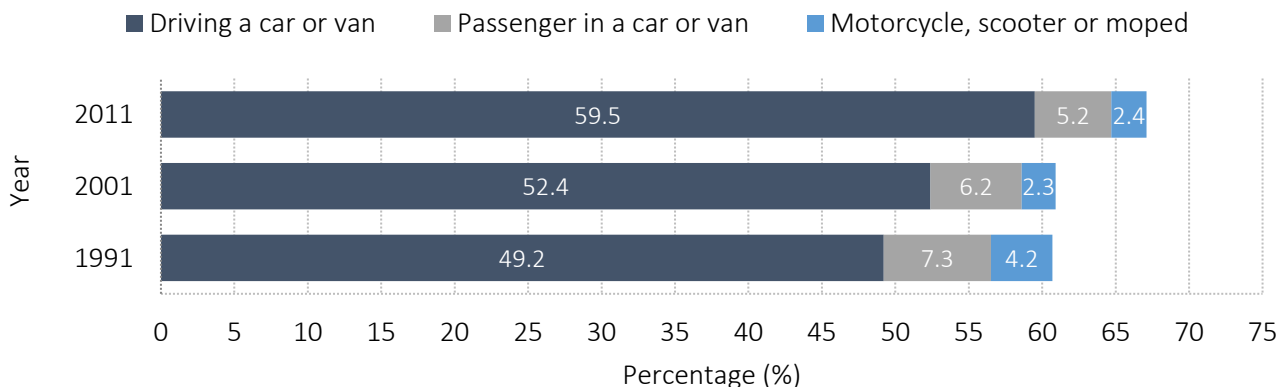


Figure 3.2: Travel to work by private car (Census 1991, 2001 & 2011)

Other modes used to travel to work

Far more people travel to work by car or van than by any other means but the graph above looks in more detail at other modes. The proportion of people who travel to work by bicycle is 10.9%, much higher than the national average of 3% and the 6th highest Local Authority in England and Wales. The proportion who travelled by motorcycle is 2.4%, compared to the national average of 0.8% and the 2nd highest proportion of all Local Authorities in England and Wales. The lack of a railway station or light rail system means the proportion of people who travel to work by rail is much lower than the national average of 5.2%.

Other modes used to travel to work

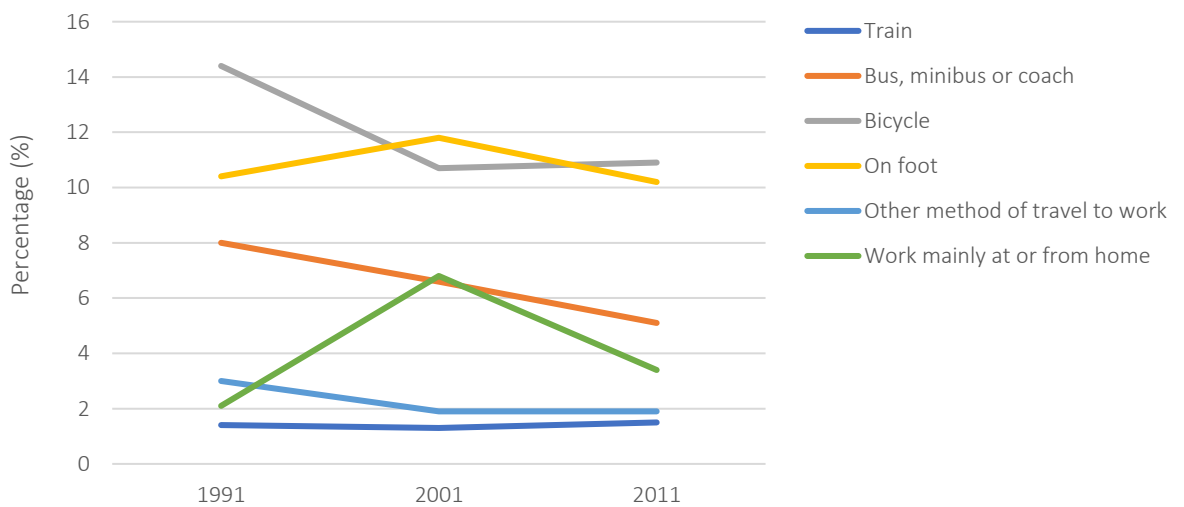
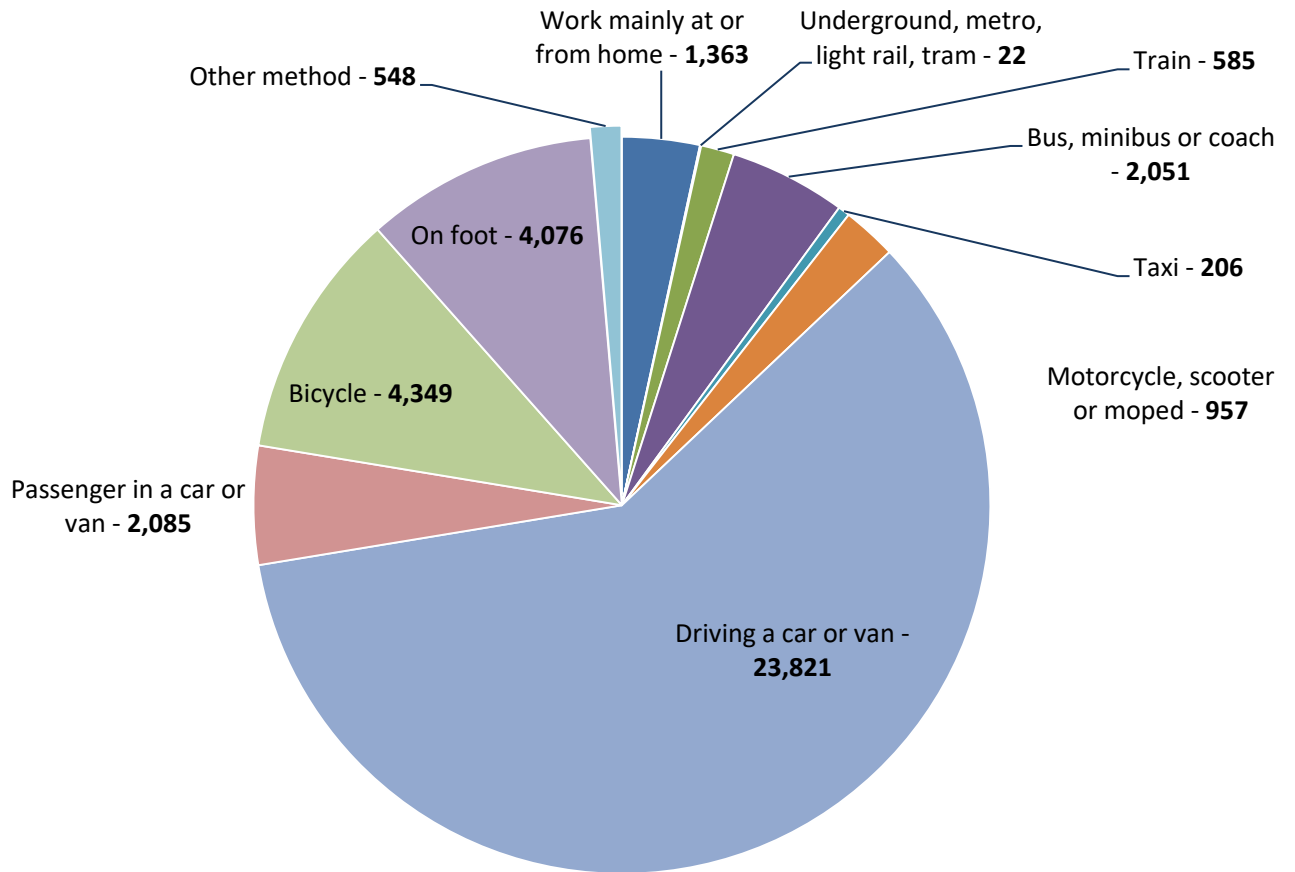


Figure 3.3: Other modes used to travel to work (Census 1991, 2001 & 2011)

Main mode of travel to work

The main method of travel to work by Gosport residents is shown in numbers in Figure 3.4. The most common mode is 'driving a car or van' with 23,821 residents using this mode. Cycling and walking do however account for a large number of trips with a combined total of 8,425 residents using this mode.



Method of travel to work (main mode) by Gosport Residents

Figure 3.4: Main mode used to travel to work (Census 2011)

Travel to work: comparison with the national average

The most common method of travel to work for the Gosport workforce is driving a car or van at 59.5%, this is above the average of 57.5%. Gosport has significantly above average rates of cycling to work with 10.9% of the workforce travelling to work by bicycle, above the average for England and Wales of 2.9%.

Travel to work methods compared with the national average (% of workforce)

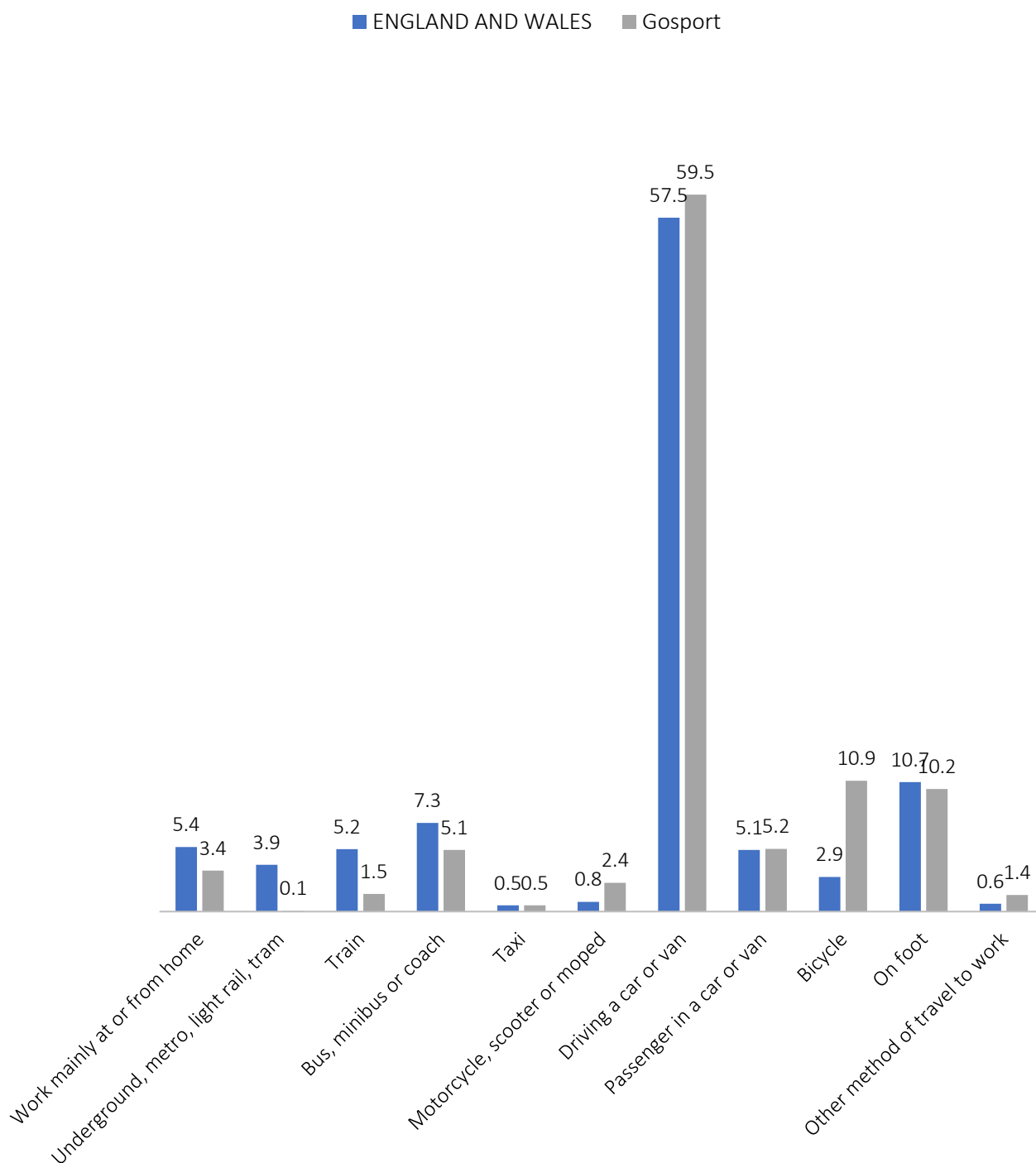


Figure 3.5: Travel to work: comparison with the national average (Census 2011)

Distance travelled to work

This applies to the distance in kilometres between a person's residential postcode and their workplace postcode, measured in a straight line. The average distance travelled to work by all usual residents aged 16 to 74 in employment the week before the 2011 census is 14.1 kilometres. The breakdown of the number of residents travelling specified distances is shown in Figure 3.6.

Distance travelled to work by residents aged 16 to 74 in employment

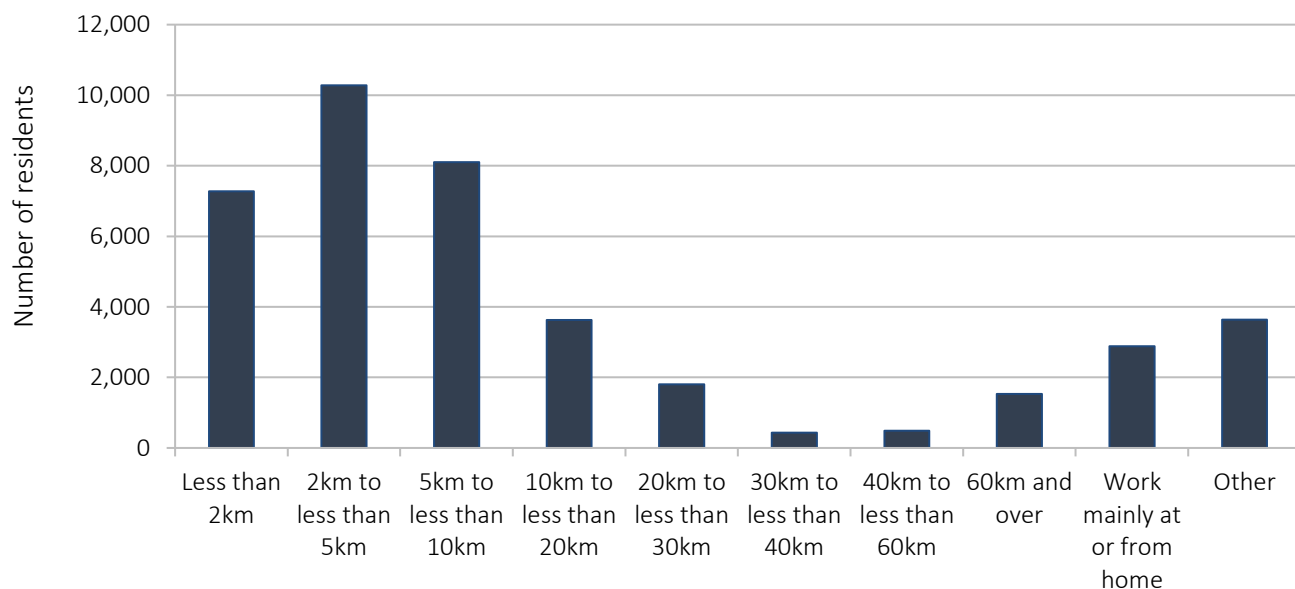


Figure 3.6: Distance travelled to work (Census 2011)

Travel to work (main mode): National ranking of the proportion of workforce using each particular mode

Mode of Transport	Gosport's National Ranking (England and Wales) 1 being the highest proportion of residents and 348 being the lowest proportion.	National and Hampshire Highest (Rank)	National and Hampshire Lowest (Rank out of 348)
Motorcycle, scooter or moped	2	1: Isles of Scilly 2: Gosport	211: Basingstoke & Deane 348: Newcastle Upon Tyne
Bicycle	6	1: Cambridge 6: Gosport	210: East Hampshire 348: Merthyr Tydfil
Other method of travel to work	9	1: Isles of Scilly 9: Gosport	212: Basingstoke & Deane 348: Cannock Chase
Taxi	105	1: Kensington and Chelsea (London) 26: Portsmouth	335: Winchester 348: Staffordshire Moorlands
Bus, minibus or coach	146	1: Southwark (London) 62: Southampton	337: East Hampshire 348: Isles of Scilly
On foot	158	1: City of London 29: Portsmouth	305: Fareham 348: East Dorset
Passenger in a car or van	175	1: Corby 72: Southampton	303: Hart 348: City of London
Driving a car or van	215	1: South Northamptonshire 5: Eastleigh	300: Portsmouth 348: City of London
Train	230	1: Bromley 61: Hart	230: Gosport 348: Isles of Scilly
Work mainly at or from home	277	1: Isles of Scilly 38: Winchester	299: Southampton 348: Blaenau Gwent
Underground, metro, light rail, tram	327	1: Hammersmith and Fulham 117: Winchester	327: Gosport 348: Isles of Scilly

Commuter flows

A large proportion of the working population (20,784 people or 52%) commute out of the borough for work, highlighting the trend for out commuting from Gosport. The top three destinations for out-commuters in 2011 were Fareham (7,090), Portsmouth (5,942) and Winchester (1,661). 7,398 people commute into the Borough, mainly from Fareham (2,878) and Portsmouth (1,318). 2011 commuter flows¹ are shown below.

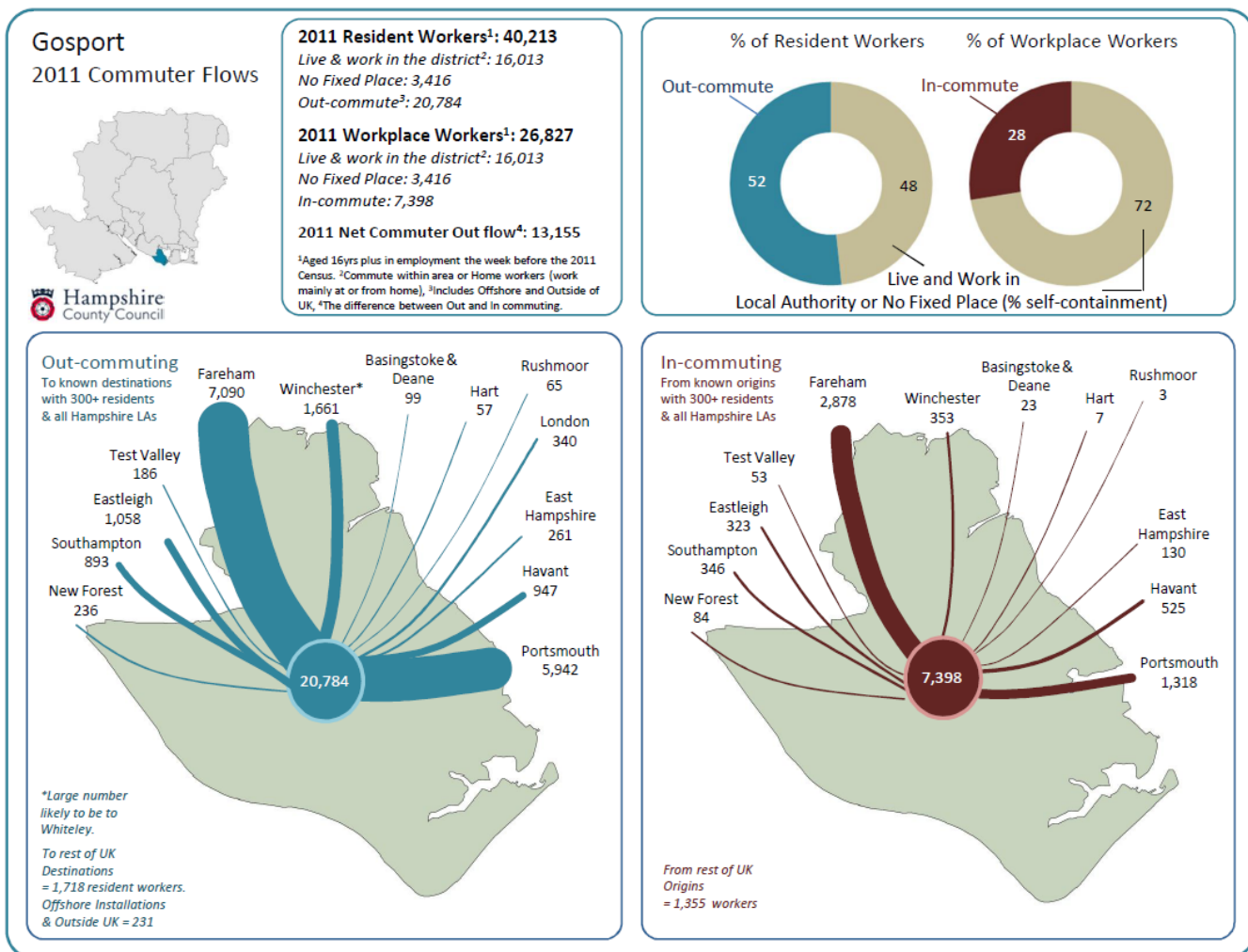


Figure 3.7: 2011 commuter flows (Census 2011) (compiled by HCC)

¹ Hampshire Facts & Figures. Commuter Flows. Available at: <https://documents.hants.gov.uk/Economy/GosportCommuterFlows.pdf>

Commuter Flows and Main Method of Travel to Work

The Census 2011 commuter data measures workers aged 16yrs+, while Census 2001 data measures workers aged 16-74yrs. Comparisons between the census numbers should be used with caution due to the difference in age bands, natural population growth over time and economic conditions at the time of census collection which affect worker numbers. The percentage values provide a better relative comparison, although not strictly measuring like-for-like.

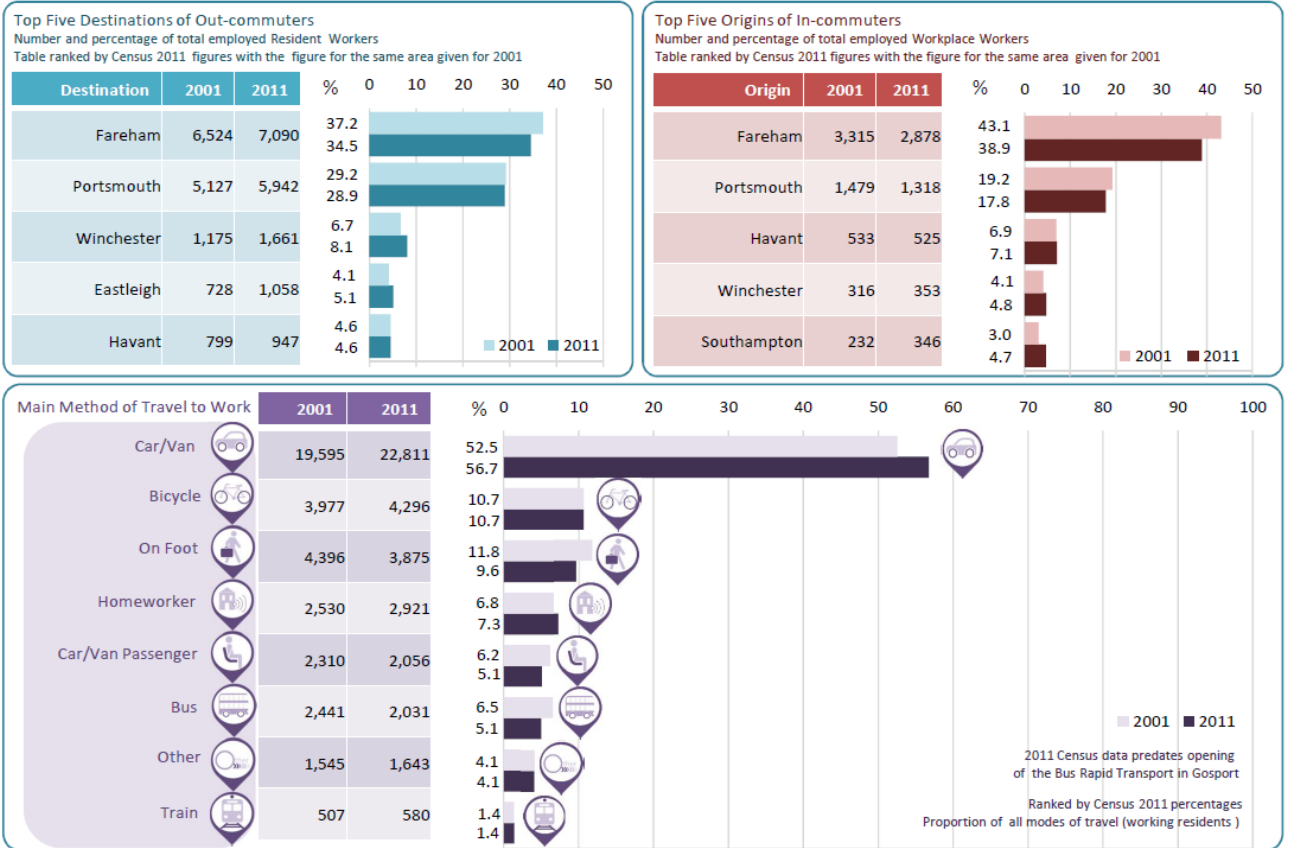


Figure 3.8: Commuter flows and main method of travel to work (Census 2011) (compiled by HCC)

Average number of cars per household

Gosport has the lowest level of car ownership within the County after the two cities of Portsmouth and Southampton. The level of car ownership within the Borough reflects that the Borough is one of the most densely populated and urban areas in Hampshire. People living in an urban area such as Gosport have better access to facilities such as schools and shops and public transport than people living in rural areas. This reduces the necessity for car ownership especially the need for second or more car ownership within a family.

Average Number of Cars per Household

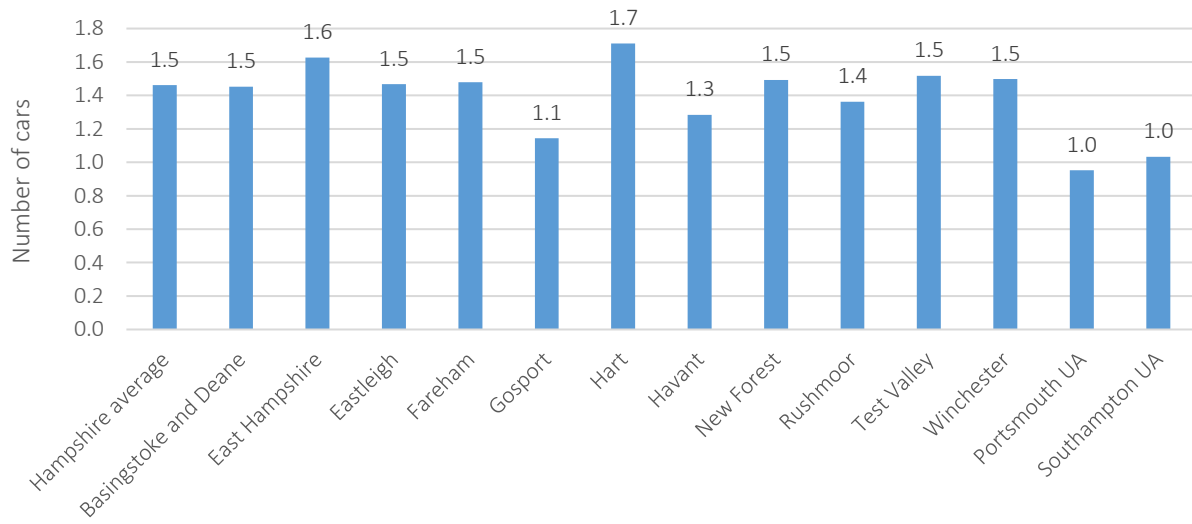
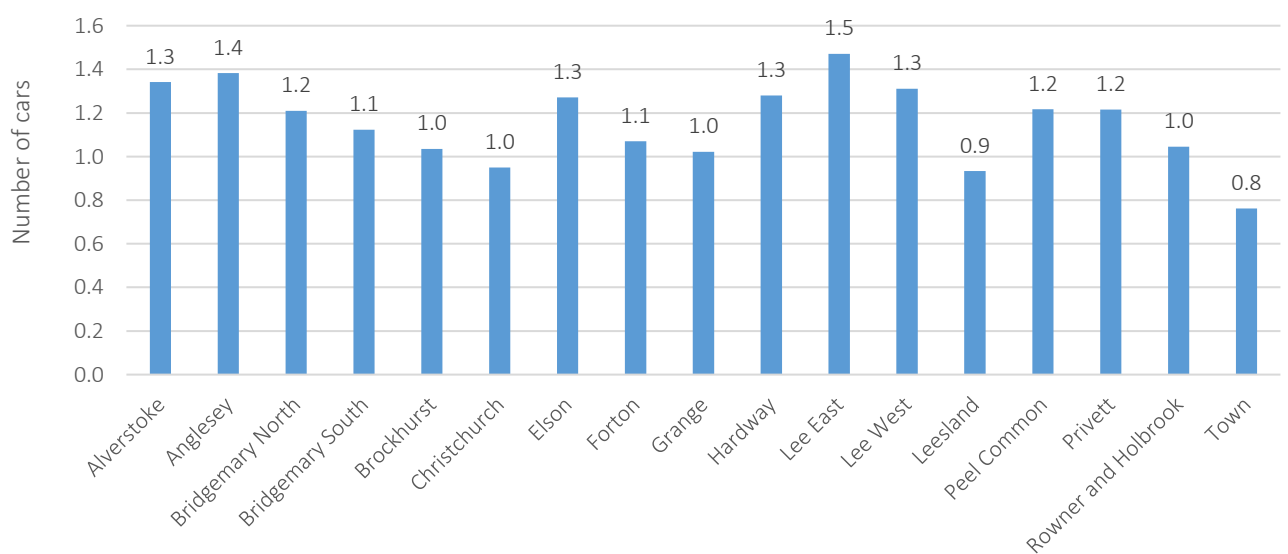


Figure 3.9: Average number of cars per household (Census 2011)

Car ownership by ward

Levels of car ownership per household vary greatly across the Borough with Lee East having the highest levels of ownership per household and Leesland the lowest.

Average number of cars per household



Average traffic counts

Brockhurst Roundabout

Traffic counts taken on the A32 at the Brockhurst Roundabout show that the number of people travelling into and out of the Borough on the A32 remained largely consistent between 2000 and 2016². This is even though the population of the Borough has grown by approximately 11% in a similar period. There are several potential reasons which could explain this. The first is that the road is heavily congested and that people use alternative routes into the Borough. Another possible explanation might be that an ageing population travels less for work and other purposes cancelling out the effects of an increased population. There has also been significant investment in the BRT and other transport infrastructure in the Borough.

Daily Traffic Count at Brockhurst Roundabout

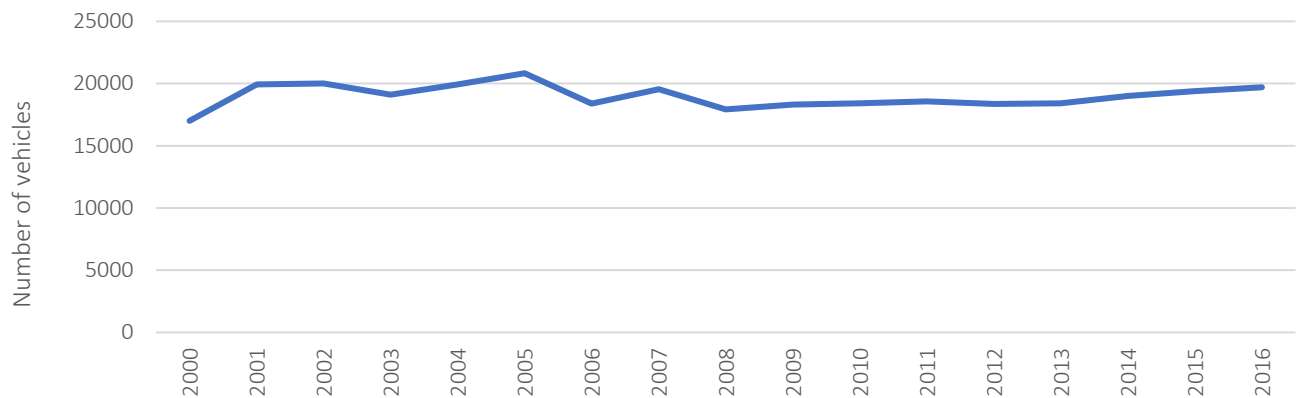


Figure 3.10: Brockhurst Roundabout Traffic Count (HCC 2016)

The total number of vehicular journeys by car bus and taxi has stayed largely constant since 2000. There has been an increase in the number of light goods vehicles suggesting possible changes in travel patterns with more small businesses and self-employed people as Gosport’s economy becomes less dominated by the MoD, though this has dropped again in the last year.

Daily traffic count: number of cars, buses and taxis at Brockhurst Roundabout

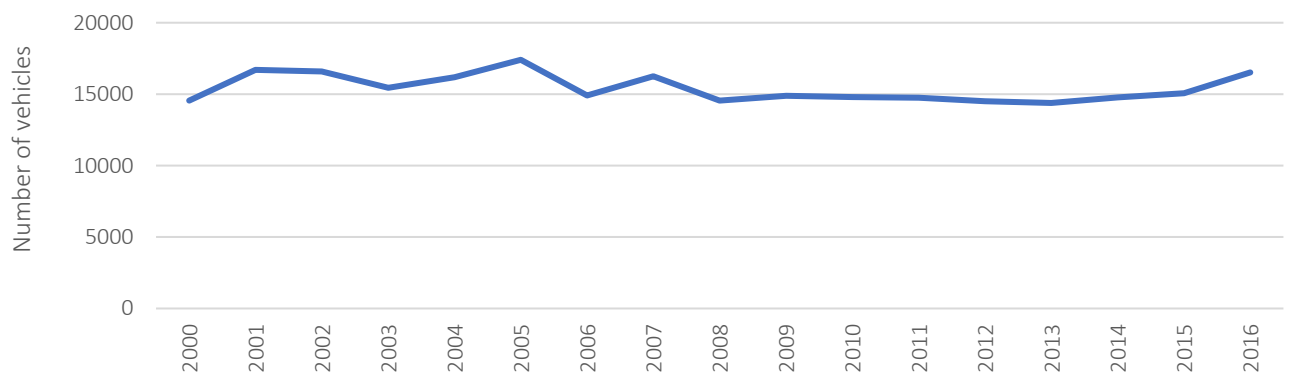
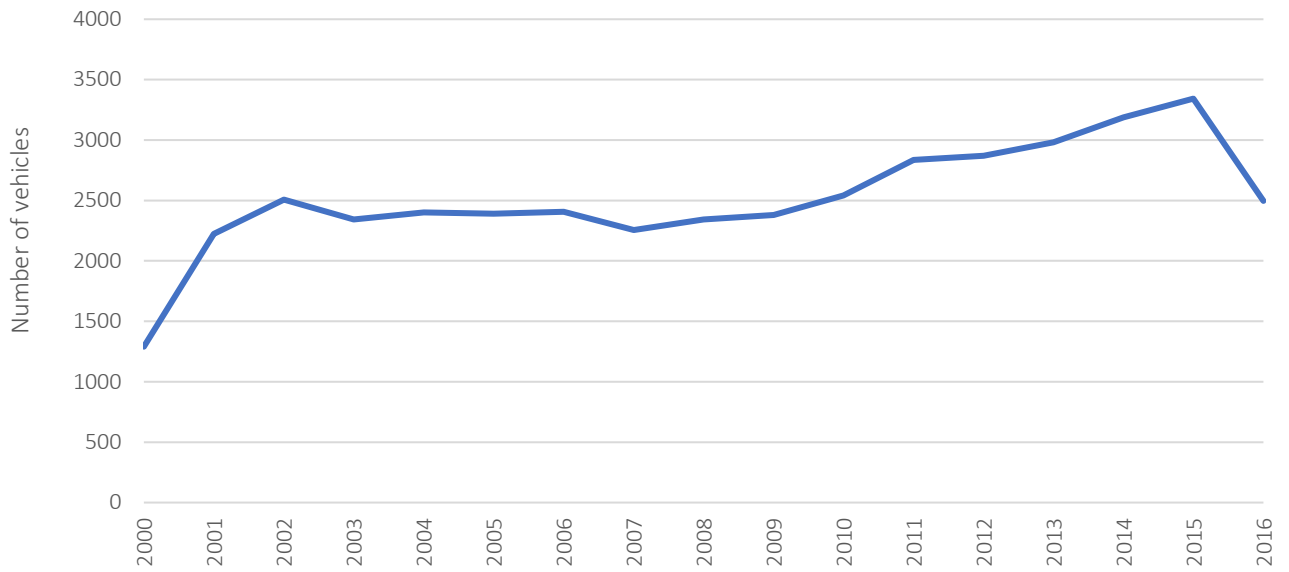


Figure 3.11: Brockhurst Roundabout Traffic Count (HCC 2016)

² Hampshire County Council Traffic Count (2016) – Available from: <https://www.dft.gov.uk/traffic-counts/>

Daily traffic count: light goods vehicles at Brockhurst Roundabout



The Gosport Ferry

The Gosport Ferry provides a vital link between Gosport and Portsmouth. The levels of usage of the ferry rose to a peak in 2004 but have since steadily declined³. The opening of Gunwharf Quay in 2001 likely led to increased use of the ferry and factors such as charging for parking in Gosport and the increasing price of ferry tickets could be the cause of the current decline in use. The movement of some large employers from Portsmouth City centre to the M27 corridor may also be a factor.

The number of passengers using the Gosport Ferry each year (millions)

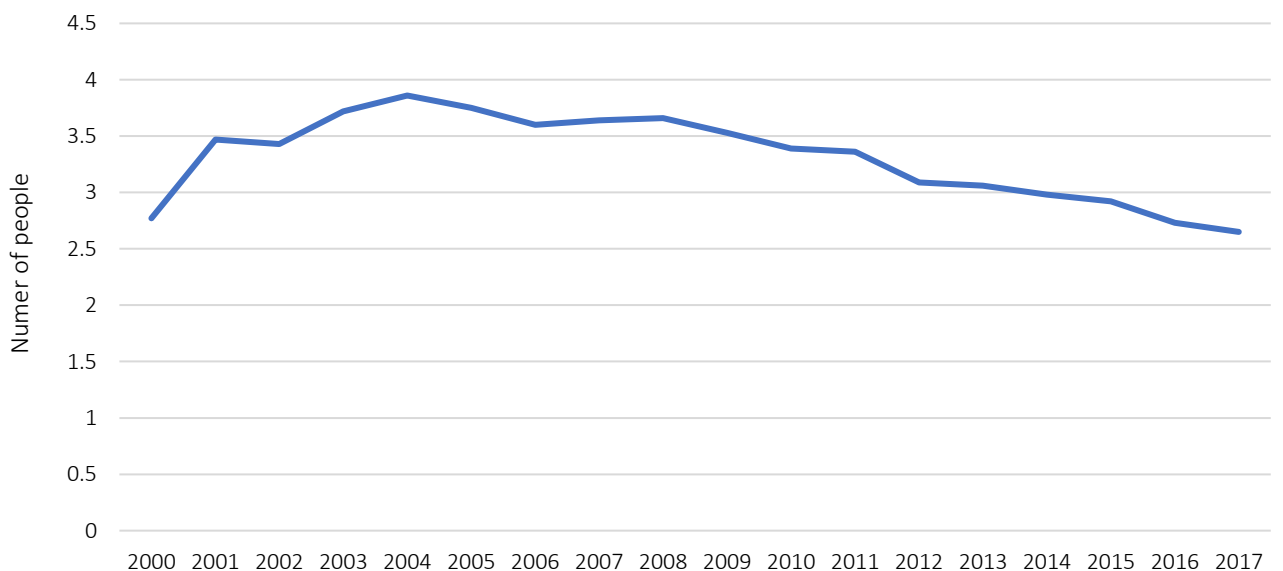


Figure 3.12: Gosport Ferry patronage (PCC 2018)

³ Portsmouth International Port, Portsmouth City Council (2018) – Available from: <https://www.portsmouth-port.co.uk/about-us/port-statistics>

Killed and seriously injured (KSI) casualties on roads

Motor vehicle traffic accidents are a major cause of preventable deaths and morbidity, particularly in younger age groups. For children and men aged 20-64 years, mortality rates for motor vehicle traffic accidents are higher in lower socioeconomic groups. The vast majority of road traffic collisions are preventable and can be avoided through improved education, awareness, road infrastructure and vehicle safety⁴.

In the two years from 2016 to 2018 there were 100 people killed or seriously injured (KSI) on roads in Gosport Borough, representing a rate of 39 per 100,000 people. Compared to other districts in Hampshire, the Borough has the second-lowest rate of KSI casualties (Figure 3.13). This is perhaps related to the Borough’s urbanised road network compared to much of Hampshire which is characterised by more major roads and a rural road network.

KSI casualties (per 100,000 population) 2016-18

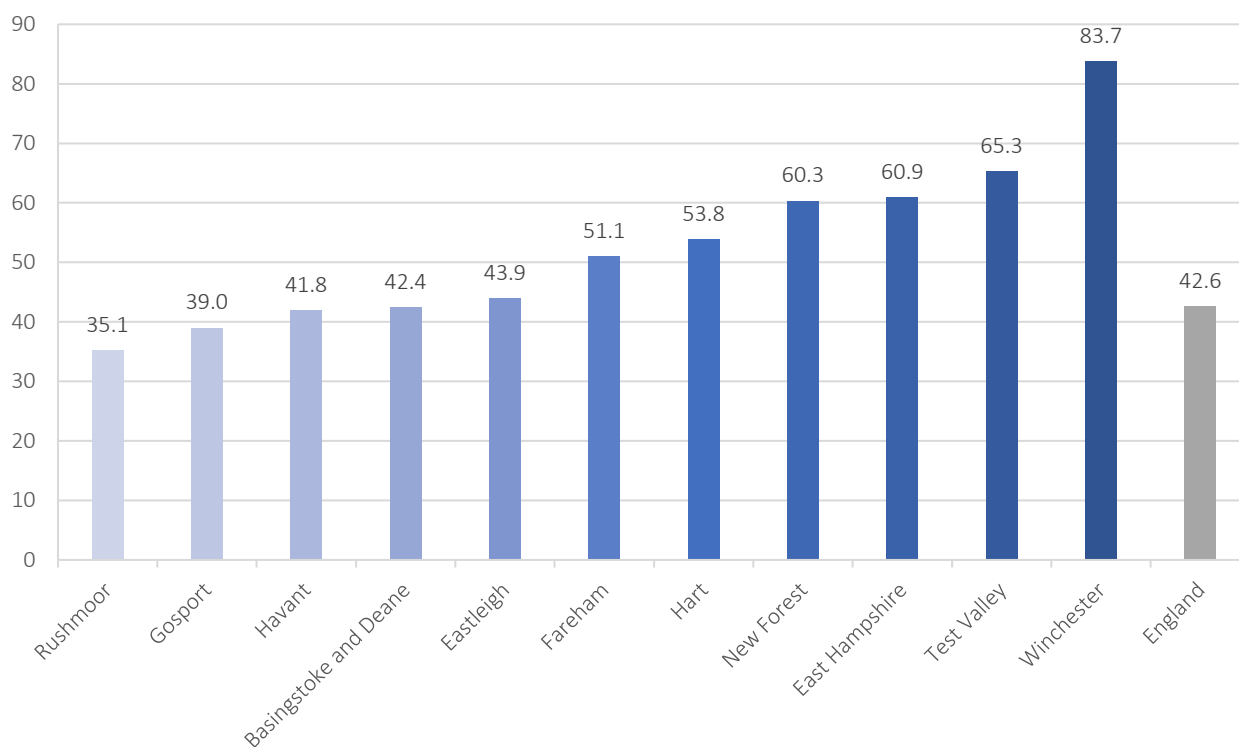


Figure 3.13: Killed and seriously injured (KSI) casualties (2016-18) (Fingertips PHE 2020)

⁴ Public Health England Definition and Description ([Indicator 11001](#))

Road traffic casualties

Since 2009 there has been a decrease in the number of casualties on Gosport's roads (killed and injured). This mirrors national trends with cars and other road vehicles becoming safer⁵.

Total Road Casualties (killed or injured)

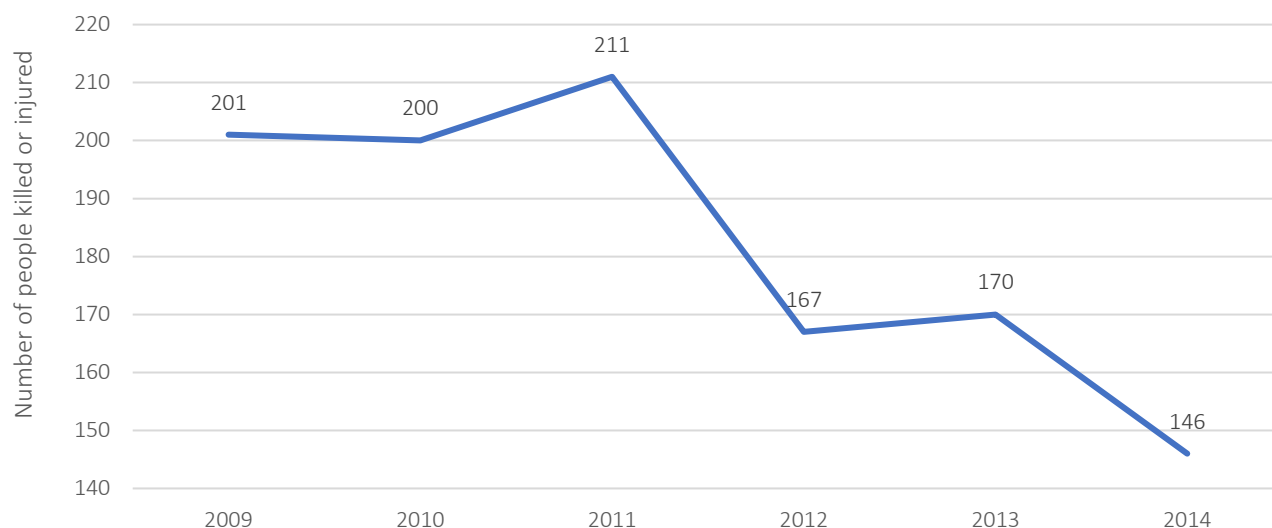


Figure 3.14: Total road casualties in Gosport Borough (HCC 2016)

Breakdown for common groups

The table above shows the breakdown of road traffic casualty by common groupings, there is some overlap between some of the categories. The numbers of child and pedestrian casualties have remained largely the same over the period as have casualties for powered two-wheelers. The casualty rate for cyclists and those aged 17-24 has also remained similar, whilst the casualty rate for those aged 60 plus has fluctuated over the period since 2009. Casualties include both killed and injured, the vast majority of casualties are not fatal with 8 fatalities on Gosport's Roads in the decade from 1999 to 2010.

Gosport Casualties						
	2009	2010	2011	2012	2013	2014
Total	201	200	211	167	170	146
Child	26	25	29	24	20	24
Pedestrian	22	15	27	29	28	27
Cycle	64	49	52	41	46	59
Powered Two Wheeler	33	30	34	40	33	25
17-24	30	27	24	21	23	16
60 plus	15	19	27	16	18	25

Figure 3.15: Road traffic casualties in Gosport by group (HCC 2016)

⁵ Hampshire County Council (2016) Available from: http://www3.hants.gov.uk/roadsafety/road-casualty_statistics/roadaccidents.htm

Marina capacity

There are several Marinas in Gosport; between them, they provide 1420 berths:

Marina	Berths	Dry Stack
Gosport Marina	500	148
Haslar Marina	600	0
Royal Clarence Marina	145	0
Portsmouth Offshore Group	175	0
Total Capacity	1420	148

There are several areas used as boatyards, car parking and ancillary use:

Site	Boat Yard Area (ha)	Car Parking and Ancillary Area (ha)
Gosport Marina	0.3	1.1
Haslar Marina	0.63	1.07
Gosport Boat Yard	0.6	0
Portsmouth Offshore Group	0.5	0
Gosport Ferry	0.35	0
Royal Clarence Yard Retained Area	2.19	0
Total Capacity	4.57	2.17

Accessibility to bus services

Frequency of buses on the Gosport Peninsula

Figure 3.16 shows the frequency of bus services within the Borough. Since the introduction of the Bus Rapid Transit there has been a significant shift in the way the bus network operates.

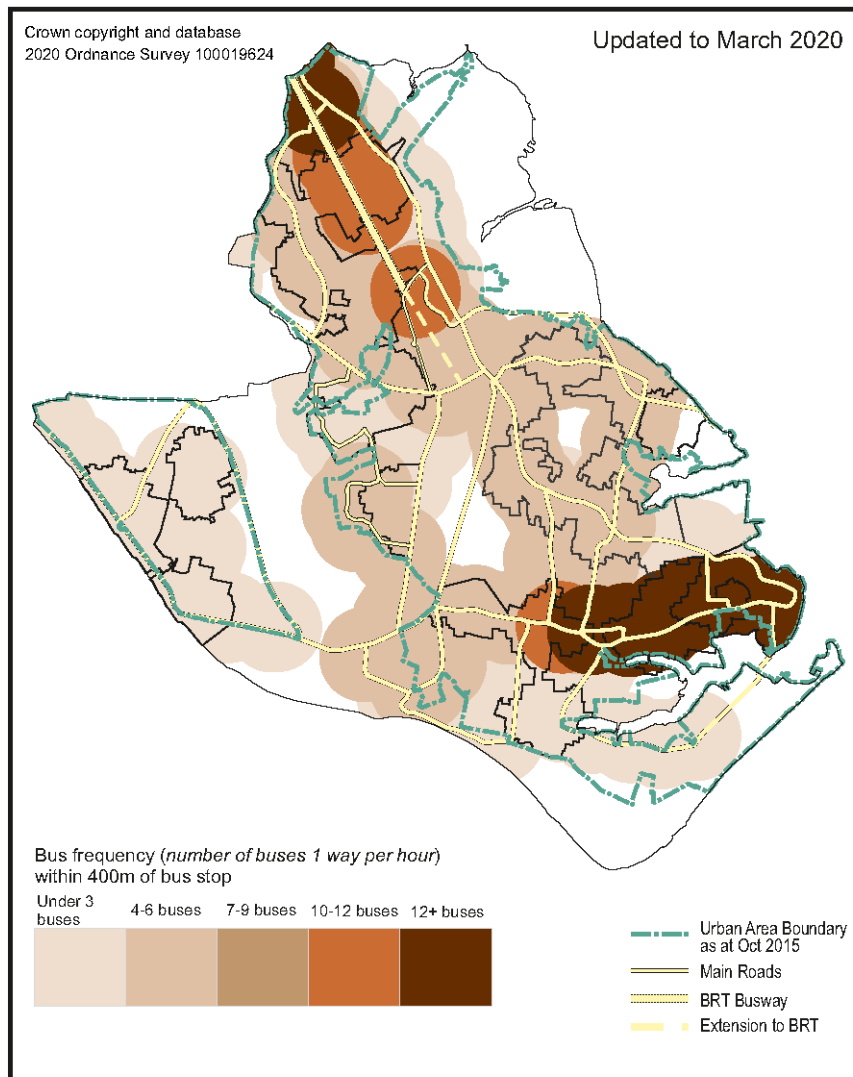


Figure 3.16: Frequency of bus services

Access to centres

Figure 3.17 shows the 400m walking distance around the shopping centres and bus accessibility. Differentiation is made between Gosport Town Centre with its bus accessibility area shown in dark brown with the district centres of Stoke Road and Lee-on-the-Solent shown in a lighter brown and the neighbourhood centres shown as the lightest brown.

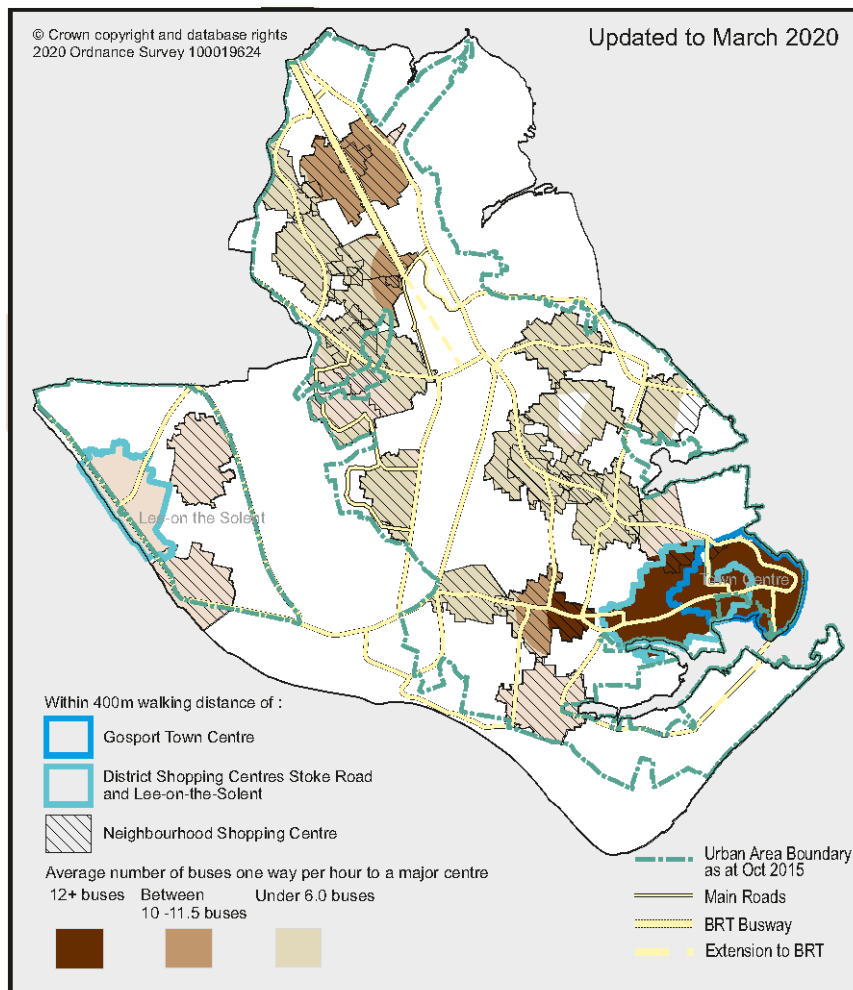


Figure 3.17: Access to centres