

Southampton Airport Surface Access Strategy

2006 – 2011



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Introduction

The Southampton Airport Surface Access Strategy 2006 - 2011 (ASAS 2006) sets out Southampton Airports plan for surface access provision. The implementation of this strategy will promote the sustainable growth of the airport to handle future passenger forecasts.

In order to successfully deliver its transport strategy Southampton Airport needs to actively work with a wide network of stakeholders and business partners. This strategy explains the relationships and partnerships the airport has with different groups and highlights their responsibilities in delivering transport choices in the Southampton area.

Our previous Airport Surface Access Strategy was published in June 2000 (ASAS 2000) to run from 2000 to 2006, when it was predicted that the airport would increase its passenger throughput from 856,000 in 2000 to 1,000,000 by 2002 and possibly 1,300,000 by 2006. However the growth, mainly by Flybe resulted in a large increase in passengers in 2003/4. Passenger numbers recorded in 2005 were 1,838,000 and are now forecast to continue a more steady growth through to 2.5 million in 2011. This revised strategy document builds on ASAS 2000 and has been developed to reflect a number of changes including the effects of initiatives in place since the last ASAS.

The initial sections of this document provide the context behind Southampton's ASAS including an appraisal of the current travel choices of our passengers and staff and a review of the targets relating to transport. The later part of the document then focuses on the more specific travel choices available to airport passengers and staff and outlines our strategy for influencing them in the coming 5-year period.

Southampton Airport fully recognizes the importance of a proactive surface access strategy which provides the opportunity for sustainable growth and is committed to working positively to achieve the targets set.

Southampton Airport can act as a catalyst in the wider role of encouraging others to invest in public transport in the Southeast region as a whole. This strategy has been developed to support the objectives and policies of the Regional Spatial Strategy and the Eastleigh Borough Local Plan Review programs.

BAA's intention is to enable Southampton Airport to meet the growing demand for regional air travel, and to continue to play a key role in the economic prosperity of Hampshire in a responsible and sustainable way.

Southampton Airport Transport Forum

The Southampton Airport Transport Forum was set up in April 2000. It meets twice a year to fulfil three basic objectives:-

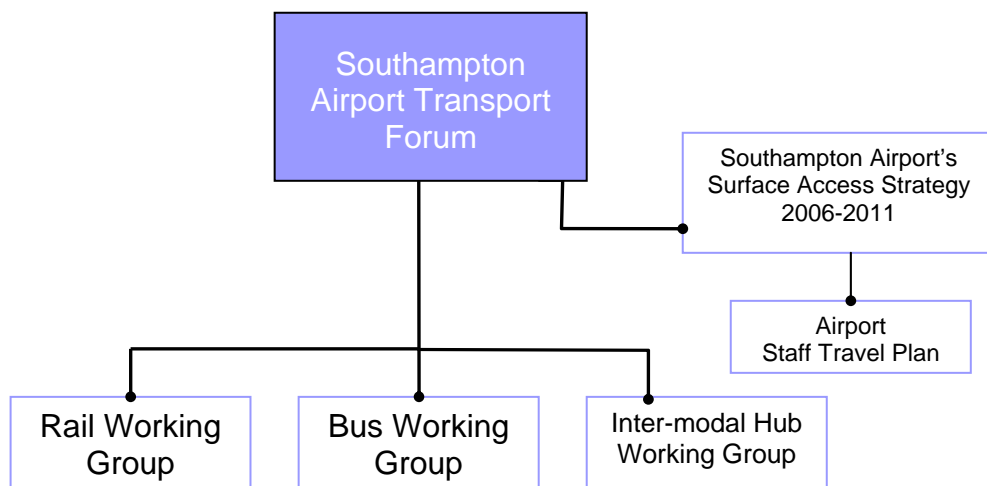
- To draw up and agree challenging short and long-term targets for increasing the proportion of journeys to the airport made by public transport.
- To devise a strategy for achieving those targets, drawing on best practice available.
- To oversee the implementation of the strategy.

The Forum is chaired by Southampton Airport and has around 20 members representing the South East Regional Assembly, County, City and Borough Councils, bus, train, coach and ferry operating companies and major employers on and near the Airport. The Forum is not a strategic decision making body or a delivery agent in its own right; however it can provide recommendations to and lobby those that deliver surface access in the Hampshire/Southampton sub region.

The Forum has been consulted during preparation of the Southampton ASAS 2006 and prior to the setting of the new mode share targets to share in the thought process employed in developing this new strategy.

Figure 1 below shows the governance associated with the Surface Access Strategy implementation which has the objective of encouraging improvements within each of the sectors to seek public transport improvements.

Figure 1:



Reason for Travel

Figure 2 below shows the reason passengers travelled from Southampton Airport during 2005 / 2006 with the most popular reasons being business and visiting friends and relatives.

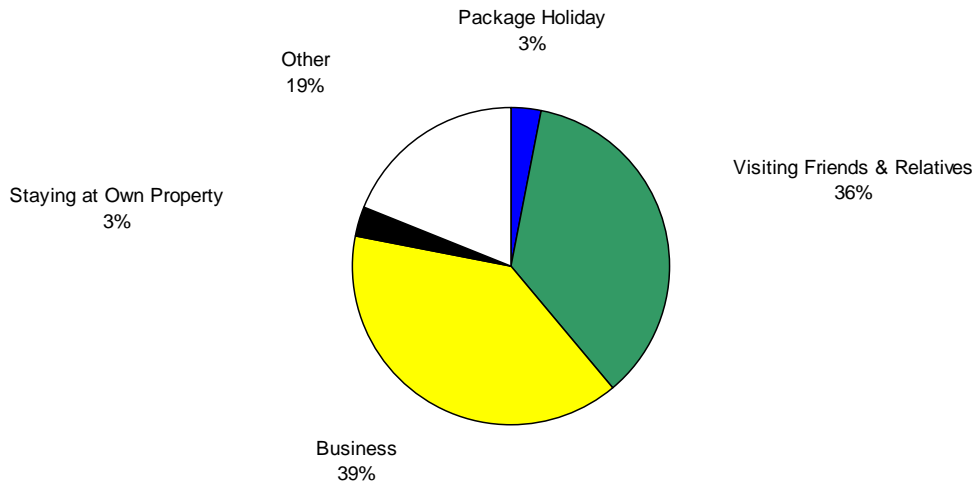
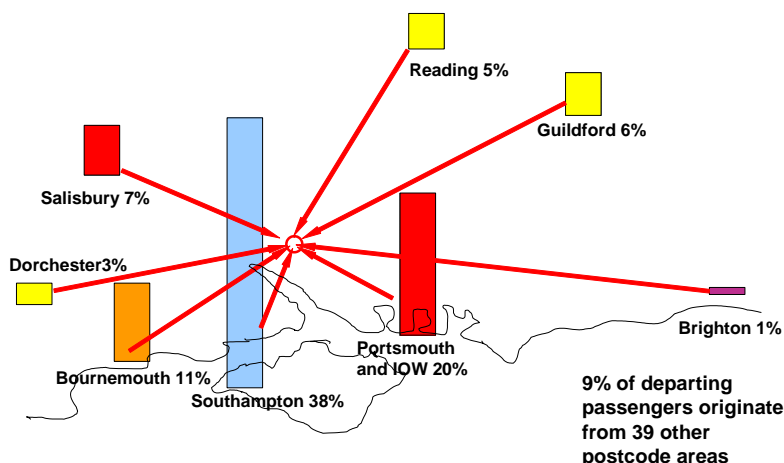


Figure 2: Reason For Using Southampton Airport in 2005 / 06

The Origin of Departing Passengers at Southampton Airport

Southampton Airport retains a dominant regional and local passenger base. Figure 3 below charts the home postcode of departing passengers in the period April 04 to March 06. It is clear that a large proportion of the passengers departing from Southampton originate from the local area, as 69% of passengers live in the Southampton, Portsmouth and Bournemouth postal areas. Passengers resident in the 5 postcode areas bordering the Solent conurbation group add a further 22%, leaving 9% originating from a diverse scattering of 39 other UK postcode areas.

Figure 3: Home postcode area of outbound departing passengers



Review of Passenger travel-mode choice

In 1999, when the expiring ASAS report was prepared, only 10.7% of passenger airport access journeys were made using public transport. A target was set to improve this to 16.5% by 2006. According to the data collected in 2005 the actual public transport usage was 11% and although this does not appear to have met the target, the 2.5 times increase in passengers in the same period has affected the percentage split. Based on the 1999 passenger figure of 751,000 a 16.5% increase (ASAS 2000 target) would have equated to 123,915 passengers using public transport whilst the actual figure in 2005 was greater being 202,180.

Table 1 below shows the actual mode share compared to the target set for 2006. The data in Table 1 also demonstrates that in 2003 good progress was being made in growing the percentage of rail travellers. However in the period from 2003 to 2005 there was a 50% increase in air passengers through Southampton, arising from the rapid growth of new operators. As illustrated in the table below the decrease seen in private car use and increase in public transport in 2003 was offset by an increase in passengers which reversed this trend and meant an increase in private car shares in 2005.

Table 1: Changes in Transport mode choice compared to targets set in ASAS 2000

Year	Private & Hired car	Taxi	Rail	Bus /Coach	Other
1999	69.1%	19.3%	9.6%	1.1%	0.9%
2003	62.2%	23.0%	13.5%	0.9%	0.4%
2005	67.9%	20.3%	10.1%	0.9%	0.8%
2006 – Target set by ASAS 2000	62%	20%	15%	1.5%	1.5%

Rail Travel

In 2000 the number of passengers accessing Southampton by rail was about 72,000 per year. At the close of 2005 this has increased to 185,000 per year (a 2.6 fold increase). Southwest Trains has been a successful train operator in terms of efficiency and service. They implemented a completely new timetable in 2004 but there have been limited changes to the train routes available from Southampton Airport Parkway Station. Since 2003 air passengers have not been attracted to rail as a preferred access mode and its market share has fallen back.

Local Buses

Bus operations in the period have also improved. There are now two different bus operators whose combined passenger loading to the Airport has risen from about 8,000 per year in 2000 to over 16,500 per year in 2005. The significant proportion of this increase has been achieved by Uni-link, a new partnership operation comprising of Southampton University and Minerva Accord. Their U1 service runs 3 services an hour using modern double-decked vehicles from the Airport through the University campus, to Southampton Central Station and onward via Town Quay to the Oceanography Centre. The second operator is FirstBus which operates Route 12 with a single deck vehicle having a frequency of one an hour between the Airport and City centre via Bitterne.

Car Parking

While the number of passengers using privately owned or hired vehicles for the airport access journey has risen from 520,000 a year to 1.2m (a factor of 2.3) the number of car park spaces has increased from 1480 in year 2000 to 2,820 today which is a factor of only 1.9. A balance between adequate provision of car park capacity and appropriate level of

charges continues to be applied. This seeks to ensure realistic demands are met while at the same time using car park charges as an encouragement to passengers to consider public transport access modes.

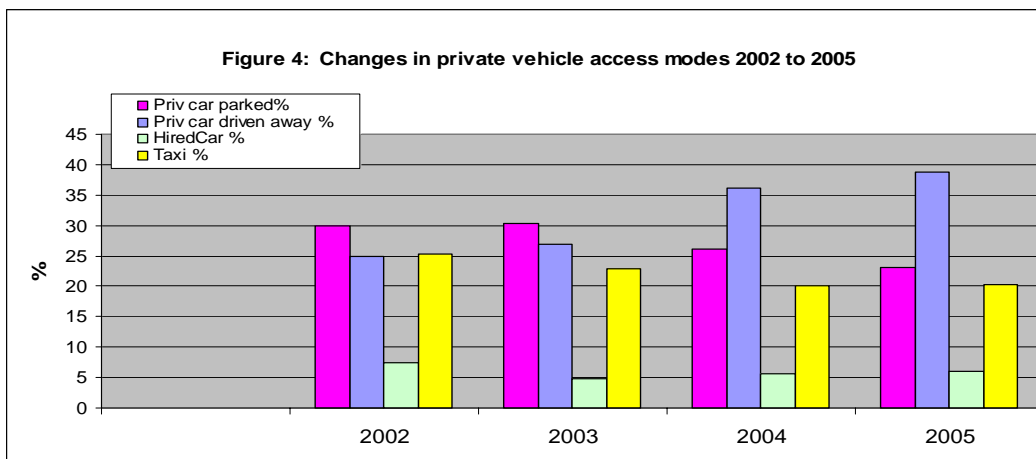
Taxi operations

A contract has been in place with the Airport Taxi operator to provide a readily accessible supply of MPV (multi purpose vehicle) licensed vehicles. This has encouraged a growth from 19.3% to 25.3% in 2002 which has since fallen back, to a current 2005 level of 20.3%.

Private & Hired Car Analysis

By breaking down the elements of *Private and hired car* category into “private car parked on airport”, “private car driven away” and “hired car” it is revealed that the new passengers in 2003 brought a disproportionate preference to access the airport by “private car driven away” mode sometimes referred to as “Kiss & Fly”. This is clearly illustrated in Figure 4 below.

The relatively short journeys to gain access to the airport undertaken by large proportions of air travellers reinforce the car as the preferred mode choice. Of the passengers currently using private vehicles for airport access, 58% are driven and dropped off and 42% leave their car in an airport car park. A careful balance needs to be maintained between car park charge level and road space management. Each driven away vehicle access involves twice the vehicle usage on the airport approach road system together with twice the number of vehicle emissions and affects on the Environment. Encouraging the price-sensitive airline traveller to consider using public transport as an alternative to private car or taxi is therefore a high priority.





Surface Access Achievements to Date

To date there have been a number of improvements to the surface access options at the airport, particularly in terms of some of the services and facilities that have been introduced at the Airport. Some examples of these improvements include:

- ✓ **Car Sharing** - Has been in full operation for staff at the Airport and members who sign-up to the scheme enjoy a number of benefits including preferential parking spaces (for the sharing vehicle) and a number of discount incentives with companies. In December 2005 there were 148 members of the car share scheme. Figure 5 below shows the cumulative statistics to October 2006, since the scheme was introduced at Southampton on 1st March 2004.

Figure 5: Cumulative figures for Southampton Carshare Scheme March 2004 – October 2006

Km Reduction	567,821 km
Fuel Reduction	48,582 litres
CO₂ Reduction	107,502 kg
Savings per person	£528
Registered Members	140
Sharing Members	64
Active Pools	27
Percentage Sharing	59%
No. of Towns	18
No. of Companies	16
Top five towns for Carshare registrations	Southampton Eastleigh Fareham Bournemouth Southsea

- ✓ **Interest Free Loans** - Interest free loans are available to staff wishing to buy bicycles, mopeds or travel season tickets.
- ✓ **Cycle Facilities** - New cycle storage facilities have been installed to allow cyclists to store their bike safely and undercover. There are also shower and changing facilities available to staff.
- ✓ **Cycle Discounts** - Staff are offered a competitive discount on purchase of Bicycles and accessories at Portswood Cycles.
- ✓ **Bicycle User Groups (BUGS)** - A bicycle user group has been successfully set-up so that regular users can voice their opinions and feedback on facilities. Cyclists signing-up to the scheme are given a welcome pack which includes a high visibility tabard and lights amongst other things. There have also been a number of “doctor bike” days where cyclists could bring in their cycle’s for free servicing and a “check-up”.
- ✓ **Travel Line** - An information point, provided by Hampshire County Council, has been installed in the Airport terminal which offers comprehensive travel information along with the facility for passengers to print their journey details and directions.

✓ **Airport Transport Forum** – There has been very good attendance by a number of Stakeholders at the Airport Transport Forum and commitment to drive Surface Access Improvements. The members of the Forum include:

- Aviance Ground Handling
- Eastleigh Borough Council
- First Hampshire Bus
- Hampshire County Council
- Hampshire Economic Partnership
- Highways Agency
- Meteor
- Mott MacDonald
- National Express
- Red Funnel Group
- Solent Blue Line
- South East England Regional Assembly (SEERA)
- South West Trains
- Southampton Chamber of Commerce
- Southampton City Council
- Sustrans
- Uni-link Buses (Minerva Accord)
- University of Southampton
- Virgin Trains
- Others by Invitation



Airport Employees – The Staff Travel Plan

At the start of the expiring ASAS period there were some 500 people employed at Southampton Airport. 95% of them used private car to drive to work.

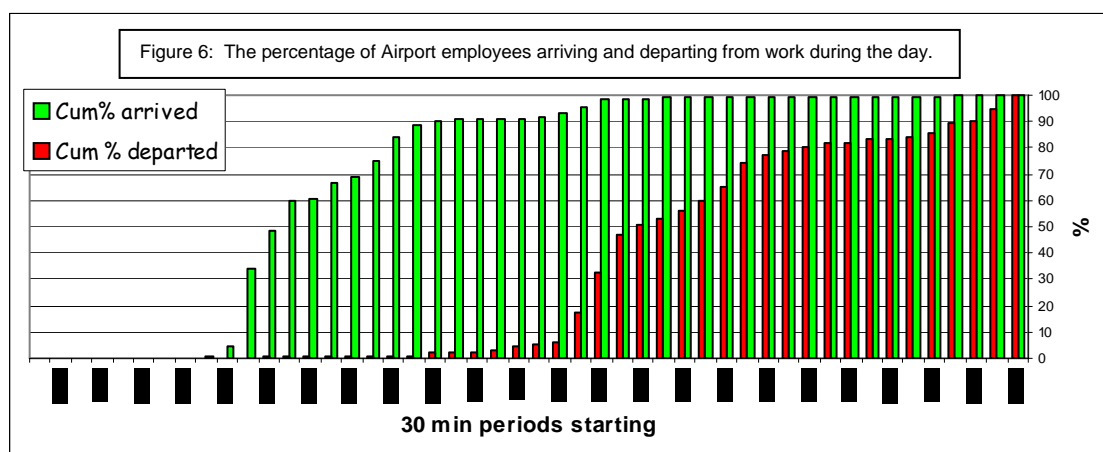
In the intervening 5 years the total number of airport workers has doubled. In parallel Southampton Airport's employee transport policy has developed and culminated in the publication of the Southampton Airport Travel Plan in July 2004. This plan was developed by Southampton Airport and operated with input from other airport-based companies and local supporting and advisory agencies.

As a foundation to the plan, a staff travel survey was undertaken in Spring 2003 to analyse the current factors that influence the airport workers journey to and from work. This identified the journey modes and enabled short and medium-term targets (to June 2006 and June 2009) to be set to reduce single car occupancy. Periodically there are follow-up Transport Hub Travel surveys, the most recent of which was undertaken in December 2005. Table 2 below illustrates that steady progress is being made in influencing travel behaviour.

Table 2: Staff Travel Modal Split

Mode of travel to work	Spring 2003	December 2005	June 2006 TARGET set 2004
Car (single occupancy)	87%	84%	77%
Car sharing	4%	6%	8%
Cycling	3%	3%	4%
Walking	4%	2%	5%
Public Transport	0%	2%	4%
Motorcycle	2%	3%	2%

There are many factors that influence the journey to work option. An airport provides a variety of occupations that are conditioned by a broad range of variables associated with operating and servicing aircraft, facilitating the movement of passengers and the general security and administration requirements. The daily working pattern for most support services necessitates shift working in order that the airport can operate from early morning to late evening. Therefore there is a wide variation in starting and finishing times. The Travel Hub survey of December 2005 provided the pattern of arrival and departure as shown on Figure 6 below.

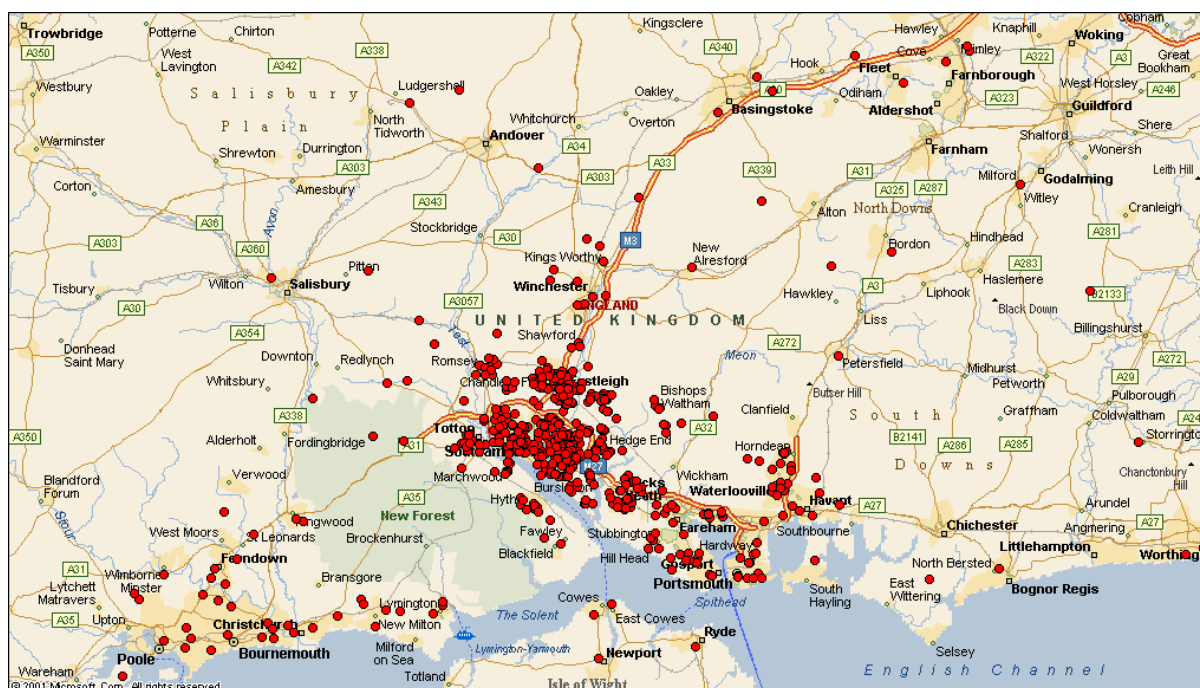


Of the workforce at Southampton Airport, 44% start work in the period 4am to 5am when public transport cannot reasonably provide a viable service. However a further 27% are spread between 06:00 and 08:30 so the recent moves by Uni-link to add earlier morning services will help to attract airport workers who live within the route catchment area. Similar timetable adjustments are desirable with the other operators to maximise the availability of public transport for airport employees.

Generally the services run late into the evening to provide for late shift workers homeward journey with the exception of First bus's route 12 service. The current service frequency on route 12 are not regular enough to provide an attractive option for the work journey.

The location of home is the obvious prime factor in determination of the journey to work. Figure 7 below charts the home postcodes of Airport Staff in relation to the local area. 63% of employees live within 10 miles of the airport whilst 41% live within 5 miles although only 3% within one mile.

Figure 7: The home postcode of Airport Staff



Walking to work is an option for very few. The 4% surveyed in 2003 probably represents most workers resident within the 1 mile or 20 minute walk envelope of the airport so little change can be expected in future.

Cycling could be an option for almost half of workers based on home address proximity. The 2003 survey revealed that 30% of workers could be encouraged to cycle by measures such as assisted cycle purchase, rewarding surrender of parking permit, safer cycle routes, secure cycle storage and improved changing facilities.

Local bus services are an option if they are routed within a reasonable distance of home and if service timetabling covers the start and end of shift. Recent initiatives with Unilink are should be emulated with the other operators.

Local railway stations at Totton, Redbridge, Millbrook, St Denys, Swaythling, Eastleigh, Chandlers Ford and Romsey offer a direct train service to Southampton Airport Parkway Station. The first train arrivals in both directions are just before 06:30 and last departures are just before 23:30, although the service frequency is unappealing at one per hour.

The future of this service was brought into doubt by the Network Rail Route Utilisation Strategy consultation document when it was proposed to reduce the direct service to an Eastleigh/Romsey shuttle. Local representations from the airport and other transport interests has secured an improved new local service which has been included in the South West Trains franchise specification for introduction in December 07. This will be a one train per hour figure of 6 starting at Salisbury, serving Dean, Durbridge, Romsey and Redbridge plus all local main liner stations through Southampton conurbation to Eastleigh before branching of to Chandlers Ford and terminating at Romsey. Although Totton is lost from this local service route, changes to the Southampton/Bournemouth service stopping pattern will take place to compensate. Southampton Central has five trains per hour to/from Southampton Airport Parkway station over a much longer daily operating period.

Use of private car is however the dominant travel mode of preference. The operation of car sharing can bring benefit and efforts are underway since the scheme was launched in February 2004 to maximise participation. Preferential parking locations are available to encourage sharing as well as an emergency ride home scheme. Nevertheless success depends upon close clustering of workers who participate in similar time shift patterns.

Staff Travel Objectives

BAA has set the following ongoing objectives in respect of airport employee work trips to be pursued alongside passenger access mode management:-

- 👉 BAA will seek to encourage car sharing and increase the number of active users through a number of initiatives including presentation days and extending the number of benefits / rewards available to users.*
- 👉 BAA will explore the potential of a staff travel card offering travel discount in conjunction with the transport providers who serve the Airport.*
- 👉 BAA will improve the accessibility of public transport timetabling and cost information to airport employees including better signage and information on the Airport intranet.*
- 👉 BAA will work with bus operators to investigate providing earlier morning and more frequent services which would improve the flexibility and convenience for staff travelling on work journeys.*
- 👉 BAA will ensure that the interest-free loan scheme is sufficiently promoted to ensure all staff are aware of the help they can receive.*
- 👉 BAA will work with stakeholders and support others in improving pedestrian and cycle routes to the airport.*
- 👉 BAA will engage with other local employers to investigate the potential for combined approaches to local transport issues with the hope of using critical masses to encourage particular services and increase usage.*
- 👉 BAA will promote the use of video conferencing with the aim of reducing the number of business miles travelled.*
- 👉 A separate induction programme will be introduced so that new employees are aware of travel options and schemes such as car sharing.*



2011 Passenger Mode Share Targets

The table below shows Southampton Airport's target for mode share to be achieved by 2011. This is based on the number of passengers using the airport increasing to a forecasted number of 3.05 million (m) by 2015 which will represent a challenge particularly as the number of passengers was 1.84 m in 2005.

Transport Mode	Target Mode Percentage Split by 2011
Private and hired car	58.5%
Taxi	22%
Rail	15%
Bus/coach	3.5%
Other	1%

These mode share targets will be achieved by the objectives outlined in the following sections.

Airport Terminal & Facilities

At present the onward travel information available to passengers in the terminal building is limited. There are small 'Southampton Airport information' booklets available in the arrivals lounge which offers some travel information. There is also a Hampshire County Council Traveline information point in the main concourse area which provides a large amount of useful information but is not currently fully utilised. A number of improvements are therefore proposed to the information available to passengers including:

- 👉 *Improvements to terminal way finding signage to better direct people to rail / bus facilities along with timetabling, route information and destinations available in the main terminal building.*
- 👉 *BAA will look at the possibility of further Traveline information points, with more prominent positions within the terminal.*
- 👉 *To investigate the viability of public transport ticket sales in the terminal building.*
- 👉 *BAA will work with the Local Councils and other Stakeholders on proposed developments in vicinity of the Airport such as cycle lanes, signage and other accessibility issues.*
- 👉 *Public transport information will be improved on the BAA Southampton website.*
- 👉 *BAA will engage with the relevant stakeholders to assess the viability of an affordable transport interchange between the Rail link and main terminal.*
- 👉 *BAA intends to work closely with airline operators to offer public transport travel options and ticket sales at the point of air travel ticket purchase.*



Rail Services

The five trains per hour service from Southampton Airport Parkway to Southampton Central offers a reliable and rapid journey to the City where there are onward bus links to the West Quay shopping centre and the Red Funnel ferry terminal as well as a rail service interface with the adjacent Great Western and Southern franchises. There are also 2 direct trains an hour to London Waterloo taking just over an hour along with services to a number of conurbations such as Reading, Portsmouth, and Bournemouth.

The current South West Trains (SWT) franchise is terminating in February 2007. The Department for Transport has announced that the existing Franchisee, Stagecoach South Western Trains Limited (Stagecoach Group plc), has been awarded the contract to run the service from 04 February 2007. The franchise specification indicates that service improvements will be delivered by the new franchise from the December 2007 timetable change. Virgin Trains also operate services from this station.

A reconfigured service has been included in the South West Train franchise specification. This will be a one train per hour 'figure of 6' starting at Salisbury, serving Dean, Durbridge, Romsey and Redbridge plus all local main line stations through Southampton conurbation to Eastleigh before branching off to Chandlers Ford and terminating at Romsey. There are also other service enhancements improving accessibility to Southampton Parkway to be introduced in the December 2007 timetable changes including:

- Extension of the Waterloo – Southampton service to/from Poole
- Extension of the Waterloo – Poole service to/from Weymouth.
- Accelerating the existing Waterloo – Weymouth service journey time by nearly 10 minutes
- Withdrawal of the Reading – Brighton service via Eastleigh but this will be offset with a new Southern franchise service operating on the Southampton – Brighton corridor

Rail Travel Objectives

- ☞ *BAA intend to provide improved rail service information to passengers both at the time of booking with airlines and real time operations and consider ticket purchase opportunities on arrival at the airport.*

BAA will continue to engage with South West Trains and Virgin with a number of objectives which include:

- ☞ *Improving connections at Southampton Central between main line services*
- ☞ *Dialogue over the proposed second passenger footbridge, which will enable improved access to the rail network for passengers with mobility problems and luggage*
- ☞ *Discuss the implementation of a Rail Working Group Chaired by the new franchisee*
- ☞ *Encourage the introduction of special off peak rail/air fare promotions together with possibilities for staff travel discounts*
- ☞ *The possibility of train ticket sales and train departure information screens will be considered within the main terminal building.*



Bus & Coach Services

Local Bus Services

The working relationship with the Uni-Link enterprise has demonstrated that attention to customer service can provide bus services that attract passengers. The U1 route has proved very popular because special effort has been given to providing high quality vehicles, friendly staff and a competitive and simple fare structure. In April 2006 Uni-link introduced additional vehicles enabling the U1 route to operate at a four service per hour frequency. Bus operations within the airport limits need to be reviewed in order to ensure that vehicle movements are both free from and do not contribute to road space congestion.

Local Bus Travel Objectives

Southampton will encourage a new Bus working group to improve services to the airport and facilitate a number of improvements including:

- ☞ *Working closely with all bus service operators to seek to negotiate a framework for a Bus Quality Partnership to set standards for vehicles, service punctuality, service frequency, appropriate timetabling and customer information availability.*
- ☞ *To maximise the promotion of onward travel options such as the Uni-Link Service to Dock Gate 4 for onward travel on cruise liners, ferry terminals etc.*
- ☞ *BAA will work with stakeholders to investigate introducing medium distance coach operations to areas such as Portsmouth.*
- ☞ *Engage the local bus companies to assess the viability of an affordable transport interchange between the Rail link and main airport terminal which would offer bus bays and other potential facilities.*

Regional Bus Services

Southampton Airport has to date attracted only local bus services. It is possible that Southampton is about to achieve the necessary critical mass in the new ASAS period to support introduction of new viable longer distance routes. Coach operations may well be best placed to provide a public transport access opportunity for targeting the Portsmouth conurbation that cannot be well served by direct train travel options to the Airport.

- ☞ *BAA will work with stakeholders to investigate introducing medium distance coach operations onto the airport especially towards the Portsmouth conurbation.*



Managing Road Vehicle access to the Airport

The road space within vicinity of the airport has a finite capacity and the availability affects the operation of all Airport access modes except for rail. Traffic movements associated with the Airport are generated by and respond to a host of variables including:

- flight schedules
- staff shift patterns
- passenger choices of access mode
- adequate car park capacity at both rail station and airport
- efficient enforcement of waiting restrictions
- clear directional signage
- road-based public transport movements
- conflict with pedestrian movements
- efficient car park access control equipment
- on airport courtesy bus movements
- air transport operations disruptions
- external road network disruptions
- seasonal effects

Car Parking

The capacity of on-airport parking will need to be increased in proportion to the private vehicle mode percentage to maintain a capability to allow air travellers to leave a vehicle at the airport while they make their trip. It will also need to support a managed decline in private vehicles taking short term parking for meeting arriving passengers. As discussed earlier there has been an increase in so called “Kiss and Fly” passengers who are dropped off at the airport and collected on their return, this equates to 4 car journeys. This is a priority area to be targeted by this ASAS, particularly as reducing one of the round-trips of the journey would halve the number of car journeys and reduce the extra impact on the local road network and air quality impacts due to exhaust emissions.

Southampton Airport is located in close proximity to junction 5 of the M27. The local road network attracts large volumes of peak hour traffic from Southampton and Eastleigh to the motorway and the local employment areas. Most Airport staff journeys do not coincide with the morning and evening commuter peaks, but some passenger access by road to the airport is affected by peak period congestion.

Future air passenger growth will predominantly take place in periods where there are more available runway slot periods. The flight arrival/departure periods with capacity to generate most new passenger growth are 11:00 to 13:00 and 15:00 to 16:00. With two hour check-in requirements for departing passengers and 15-20 minute clearance periods for arriving passengers, the additional traffic loadings are not going to be taking place in the road network congestion periods.

Private Car Objectives

- 👉 *BAA will constantly review short and long stay parking capacity, quality and charges so that a sustainable balance is maintained. The optimum balance will stimulate air passengers to consider the full range of access modes according to their specific needs and budget requirements.*

- 👉 *Vehicle movements on Mitchell Way will be measured in order to monitor the effects of passenger growth and the external road network capacity upon the accessibility of the Airport throughout operating periods.*



Taxi Operations

Taxi operations are now very close to the target set in the previous ASAS. This reflects well upon the service to date, the perceived quality of service and upon car parking charges being a decision-forming factor. The current taxi operation tends to make an outbound journey with passengers but will generally return empty.

Taxi Objectives

- 👉 BAA intends to work with the taxi concession contractor to seek improved vehicle utilisation by coordinating outbound payload trips with a return passenger pick-up.
- 👉 Southampton Airport is already working with stakeholders to trial “demand-responsive” technology in the area of taxi operations and intends to look at the option of taxi sharing at a lower price during advanced booking to reduce empty vehicle movements.

Chickenhall Lane Link Road

The completion date for the new public road, known as the Chickenhall Lane Link Road, linking Junction 5 of the M27 to the south east of Eastleigh via the airport is not yet known and the timeframe for development of this road is uncertain. The road should provide much needed respite to the existing congested access to Eastleigh and allow development to take place on land adjacent to the route owned by other parties.

- 👉 Southampton Airport will work with the scheme promoters to investigate how the scheme could be made to deliver benefits for the airport, and general employment growth in the area.
- 👉 The Airport is also keen to work with all parties to realise shorter term improvements to junction 5 of the M27 to improve congestion to the Eastleigh area.

Appendix

The location of Southampton Airport and related transport infrastructure including car parking and access to the local transport infrastructure.

