

South West Radial MRN Corridors

Introduction

The South West Major Road Network serves a significant part of the South East area, including Hampshire, Berkshire and the western part of Surrey. It plays a particularly important role in enabling access to international gateways and the centres of some of the largest towns and cities in the South East. It also supports a heavily utilised Strategic Road Network, which connects the wider South East area to London, the West of England, and the Midlands.

The corridors included in this pack are:

- **SW3:** A33 (Basingstoke – Reading);
- **SW7:** A4 (Newbury – Slough);
- **SW8:** A31/A325 (Farnham – Liss/Winchester);
- **SW9:** M271/A27/A33/A35/A326 (Southampton);
- **SW10:** M275/A3/A32/A2030 (Portsmouth);
- **SW11:** A338 (New Forest); and
- **SW12:** A3020/A3021/A3054 (Isle of Wight).

The International Gateways included in this pack are:

- Heathrow Airport;
- Port of Southampton;
- Portsmouth International Port;
- Southampton Airport; and
- Farnborough Airport.

South West Radial Corridor SW3

A33 (Basingstoke – Reading)

Description

This corridor connects Basingstoke and Reading, which are two of the key economic hubs in the South East. This road is a mixture of dual and single carriageway. It connects to the Strategic Road Network at Junction 11 of the M4 and Junction 5 of the M3.

This is a relatively short corridor but it serves a large population and plays an important role in both connecting two strategic radial corridors together, as well as providing access to two of the South East's largest economic hubs.

The key issues affecting this corridor are:

- **Congestion:** There is some congestion on this corridor where the A33 intersects with the M4 (Junction 11).
- **Imbalance in development:** Significant housing development is planned for this corridor. However, the number of planned homes outnumbers the number of planned jobs by nearly 3 to 1.

The key opportunities to consider for this corridor are:

- **Modal shift:** Could there be more shift from car to public and active transport on this corridor, particularly north of the M4 (Junction 11)?

Economic Context

Wealth

Median resident earnings along this corridor are £35,165, which is among the highest for the strategic corridors in the South East area.

Priority Industrial Sectors






The priority industrial sectors on this corridor are:

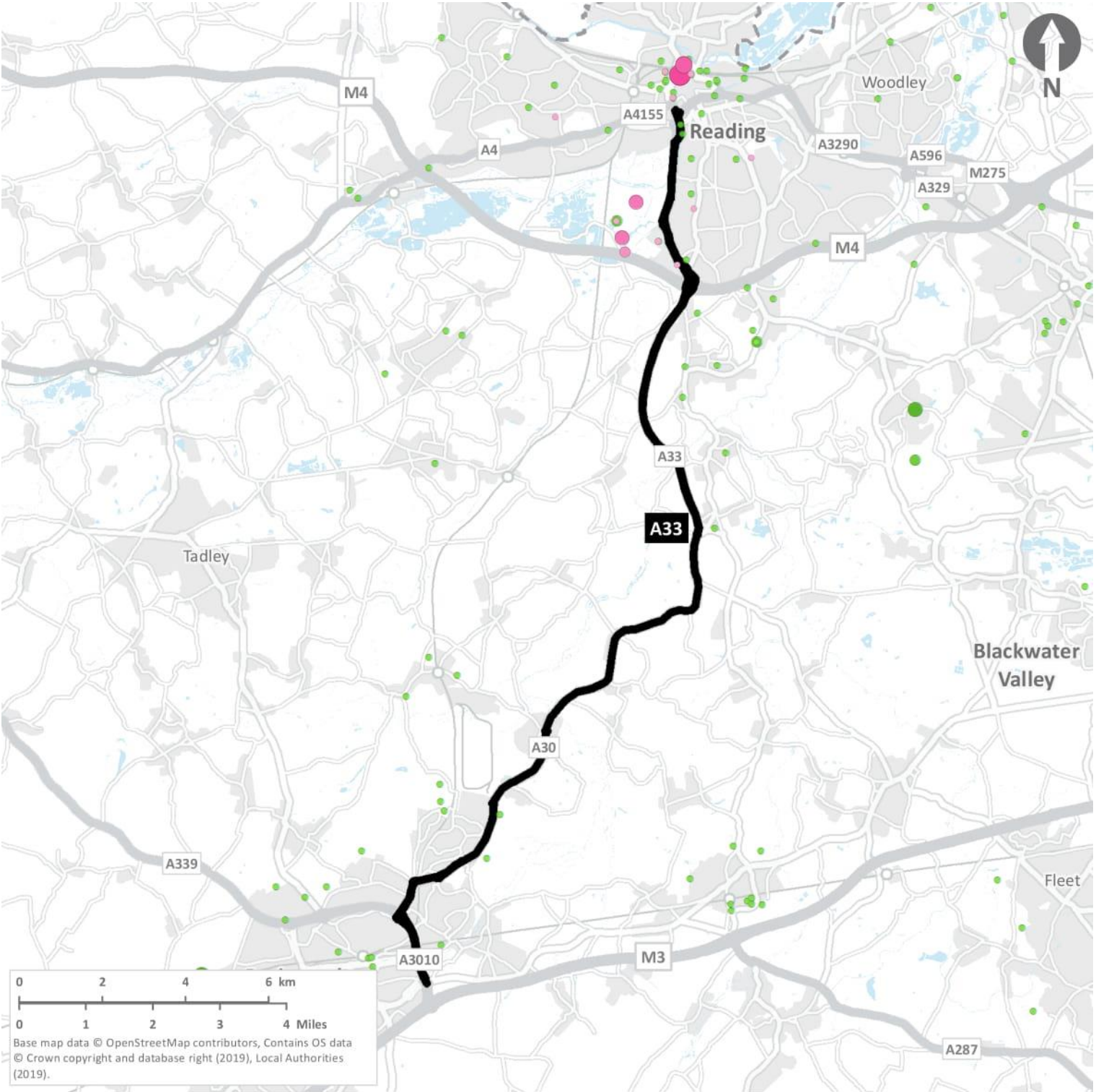
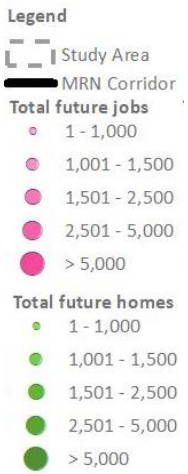
- Advanced manufacturing;
- Aerospace and defence;
- Corporate (HQ Operations, etc.);
- Digital and creative
- Foreign-owned businesses;
- ICT and digital media;
- Pharmaceuticals; and
- Professional and business services.

13% of jobs on this corridor are in Priority Industrial Sectors, which is above average for the South East.

Development

Planned development on this corridor is focussed on the west and east of Basingstoke and to the south of Junction 11 of the M4. Significant employment growth is also expected just to the north of Junction 11. Some data may be underreported as not all local plans have been adopted by all planning authorities on this corridor. In this case, a major development (c.10k homes) is planned at Shapley Heath Garden Village near Hook.

	Population (2018)	761,731		4 th
	Planned homes (2018 to 2035)	54,813	↑ 17% growth	13 th
	Planned Jobs (2018 to 2035)	20,418	↑ 5% growth	22 nd
	Priority Sector Jobs (2017)	51,190	13% of total	9 th
	Median earnings (2018)	£35,165		9 th



Social Context

Deprivation

There are small pockets of deprivation in Reading and, to a lesser extent, Basingstoke. That said, deprivation levels on this corridor are relatively low.

Education

This corridor has one of the highest educated populations in the South East. Just under half (47%) of the residents on this corridor have National Vocational Qualifications at level 4 or above.

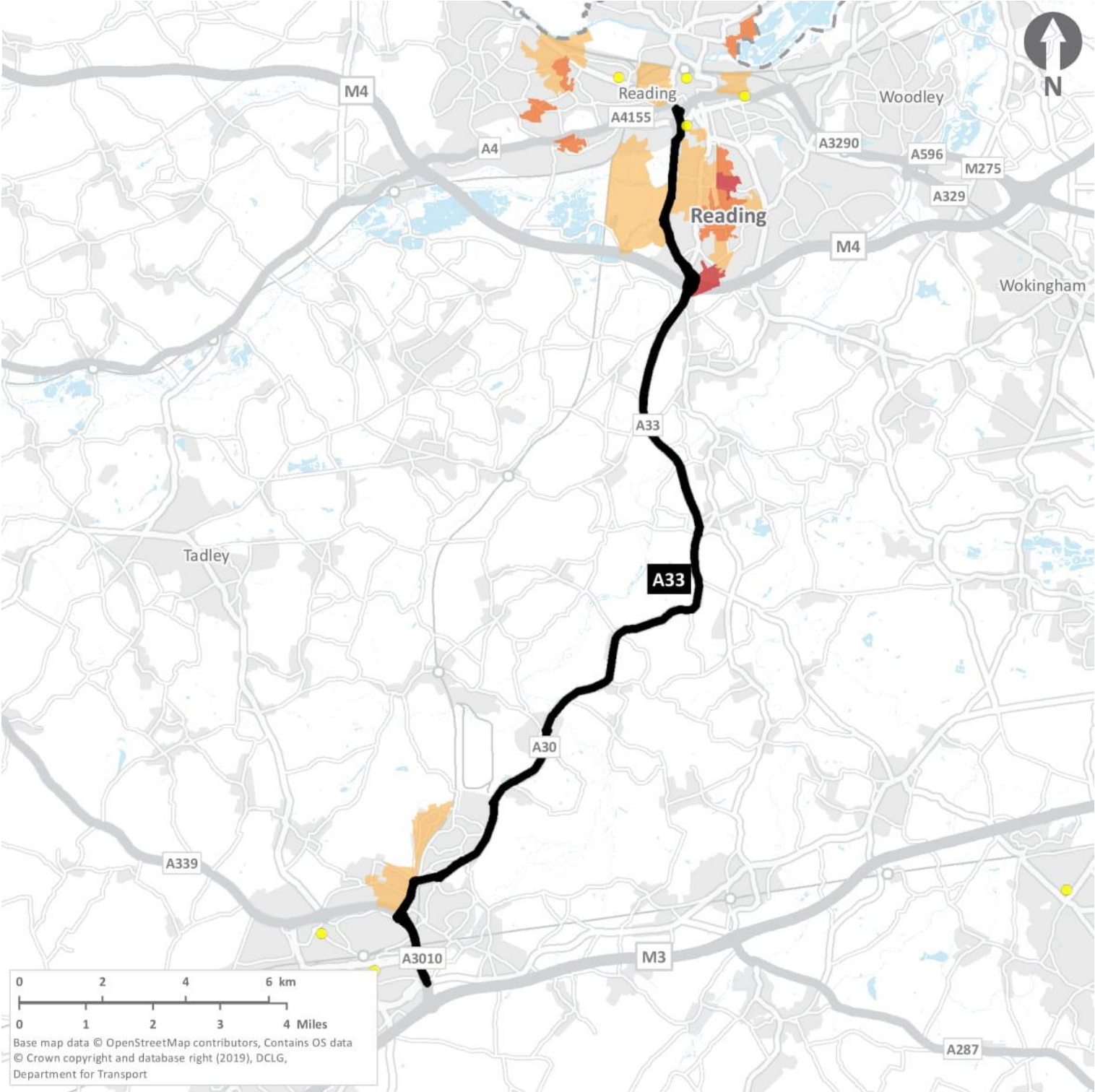
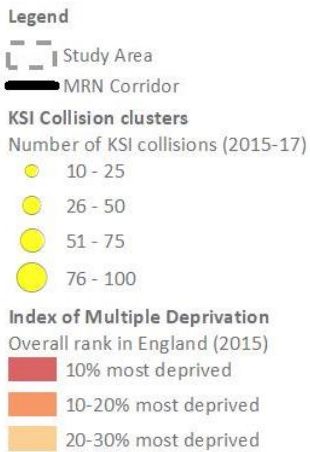
Safety





There were relatively few clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17. That said, there is one small cluster of incidents at the northern end in Reading Town Centre.

It should be noted that some of the road safety data for this area is understood to be underreported, so the actual position may be more serious than presented on this map.

Housing Affordability

Although house prices are relatively high on this corridor, earnings are also high, meaning housing is relatively affordable for residents who live on this corridor.



	Deprived areas (2018, England)	7%	21 st
	Highly educated population (2018, % NVQ Level 4 or above)	47%	8 th
	Average house price (2018, average of corridor's districts)	£347,217	12 th
	Housing affordability ratio (House price / earnings)	9.9	13 th

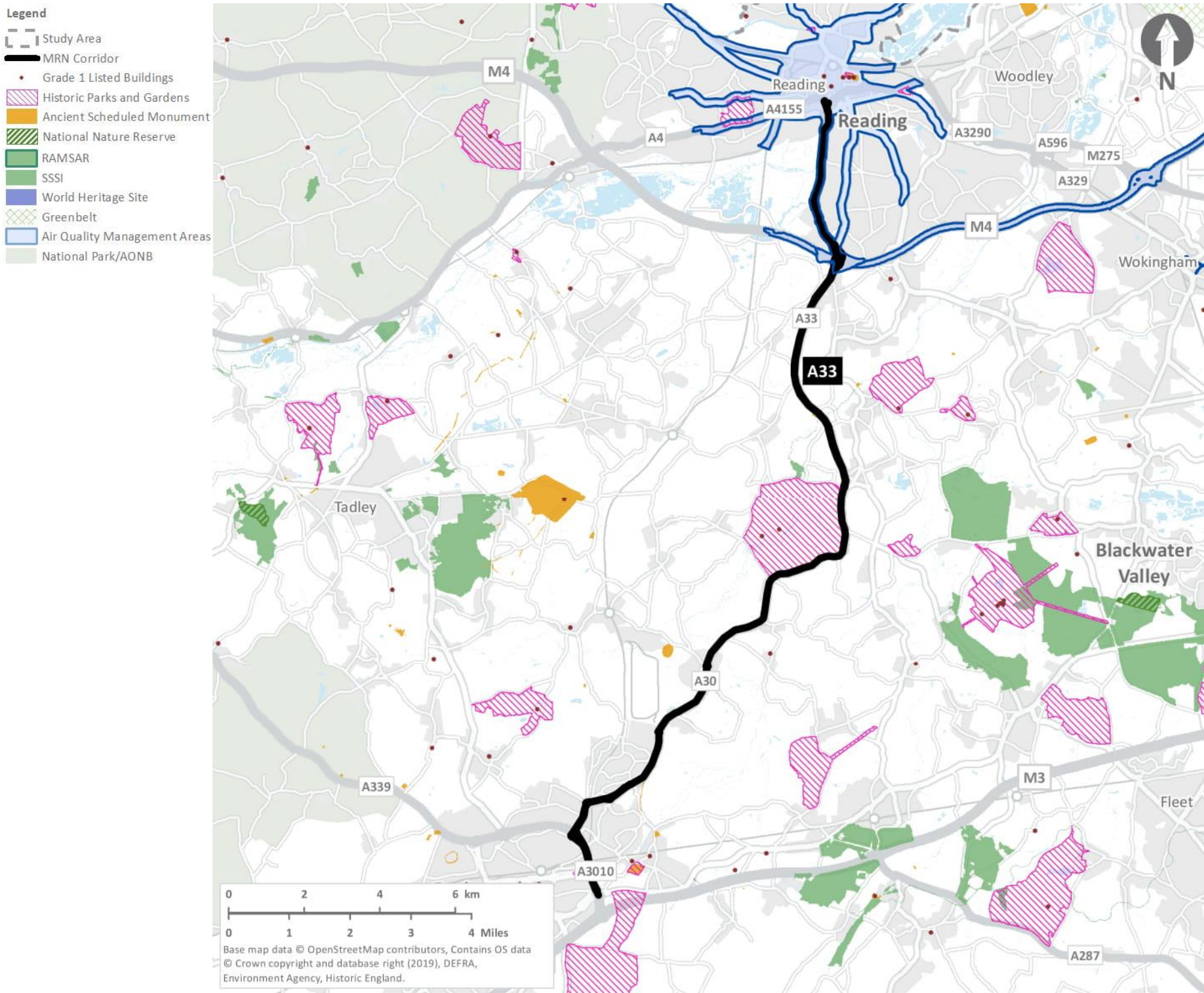
Environmental Context

Protected Areas

This corridor is relatively unaffected by environmental constraints. The closest Site of Special Scientific Interest lies 3km to the East of the A33 at Bramshill. There are several historic monuments surrounding the road, including a roman road near Basingstoke. The centre of the corridor passes through Stratfield Saye Park, which is a Historic Park and Garden.

Air Quality

The northern end of the A33 is covered by a relatively large Air Quality Management Area, which covers a large part of the Reading urban area. Part of the M4 is also covered by an Air Quality Management Area.



Highways

Demand

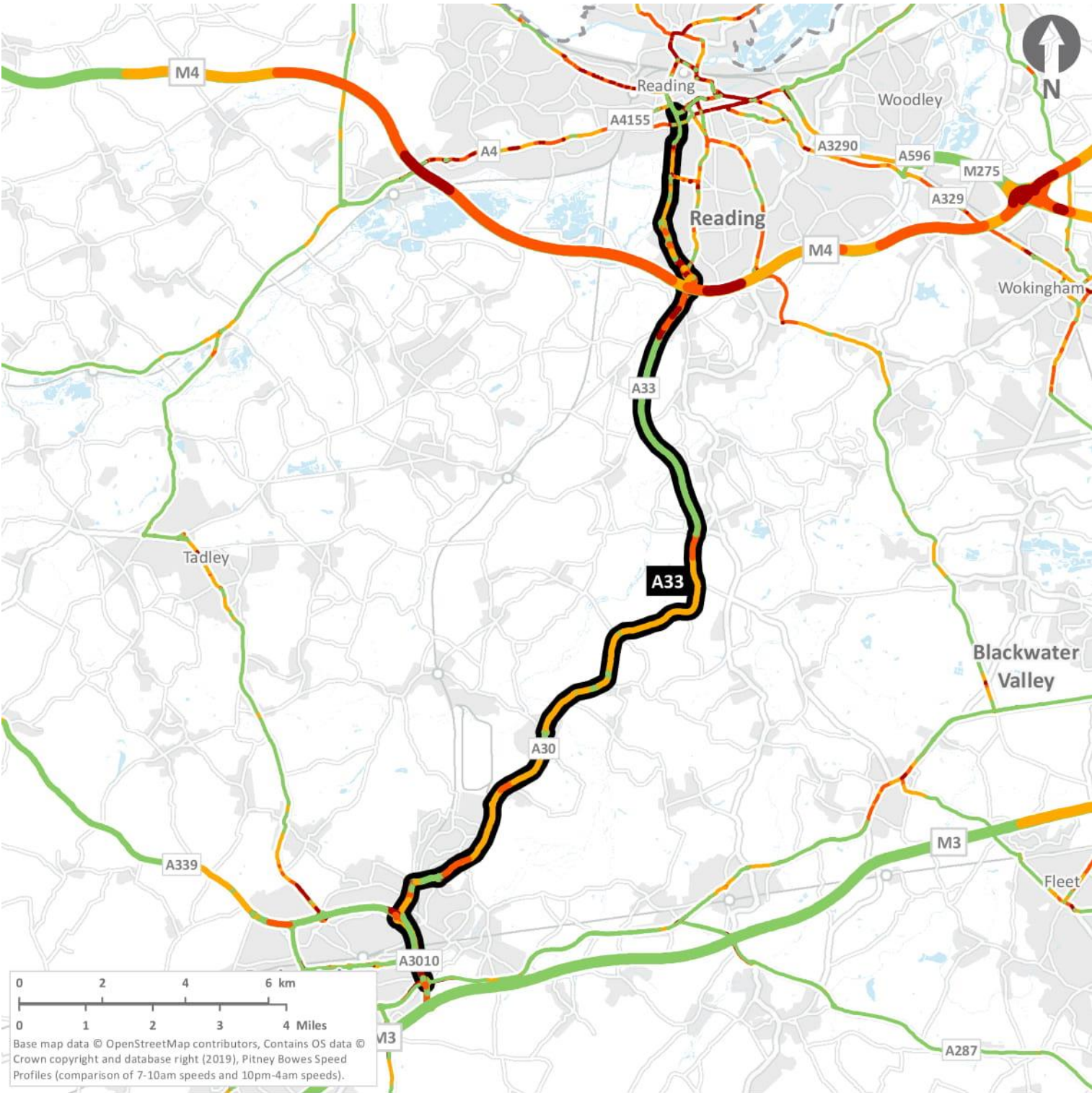
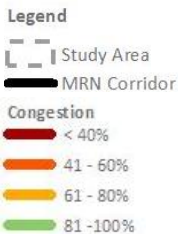
It is estimated that this corridor carries 3,561 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

Delays on this corridor are particularly common during the AM peak at each end of the corridor (within the urban areas they serve). Delays are most significant at the northern end of the corridor near the M4, where traffic speed during the AM peak is less than 25% of the night time speed. The middle section of the A33 is also relatively congested. Here, some sections have AM peak speeds that are below 60% of free flow speeds.

Enhancements

Several enhancements are planned on this corridor including additional lanes and signal improvements to the **A33/Thornhill Road** and a new merging lane after the junction on the **A33/Gaiger Avenue** roundabout to allow two lanes of vehicles.



Peak hour highway demand
(Vehicles/hour on busiest section)

2,642

9th

South West MRN Radial Corridor SW7

A4 (Newbury – Slough)

Description

This corridor shadows the M4 Strategic Road, which connects the key population centres and economic hubs in Berkshire to London. It serves one of the largest Major Road Network populations in the South East area. It acts as an important diversionary route for the M4 (when congestion/disrupted) and serves large local and inter-urban flows on towns along this corridor.

This corridor is home to a large number of global businesses, which benefit from fast and easy access to Heathrow Airport. Several major economic hubs on this corridor (e.g. Slough) are net-importers of labour, which is relatively rare in the South East.

Heathrow Airport is developing a major scheme to build a third runway for the airport, which risks generating additional demand on the major highways that serve the airport.

The key issues affecting this corridor are:

- **Congestion on the M4:** The M4 suffers from severe congestion on this corridor, particularly between Reading and the M25. The lack of a western rail route to the airport is a major weakness, leading to over-reliance on cars and taxis for western access to this airport. Heathrow's planned expansion risks adding further pressure to the highway network.

The key opportunities to consider for this corridor are:

- **Public transport investment:** How can recent investments in the modernisation of the Great Western Railway, the extension of the Crossrail project to Reading, and the development of a western rail link to Heathrow help encourage modal shift (away from the car) on this corridor?

Economic Context

Wealth

Median resident earnings along this corridor are £35,506 which is among the highest for the strategic corridors in the South East area. However, there is significant variation in wealth along this (long and diverse) corridor. For example, resident earnings in Slough are £31,388 whereas they are £40,373 in Wokingham.

Priority Industrial Sectors

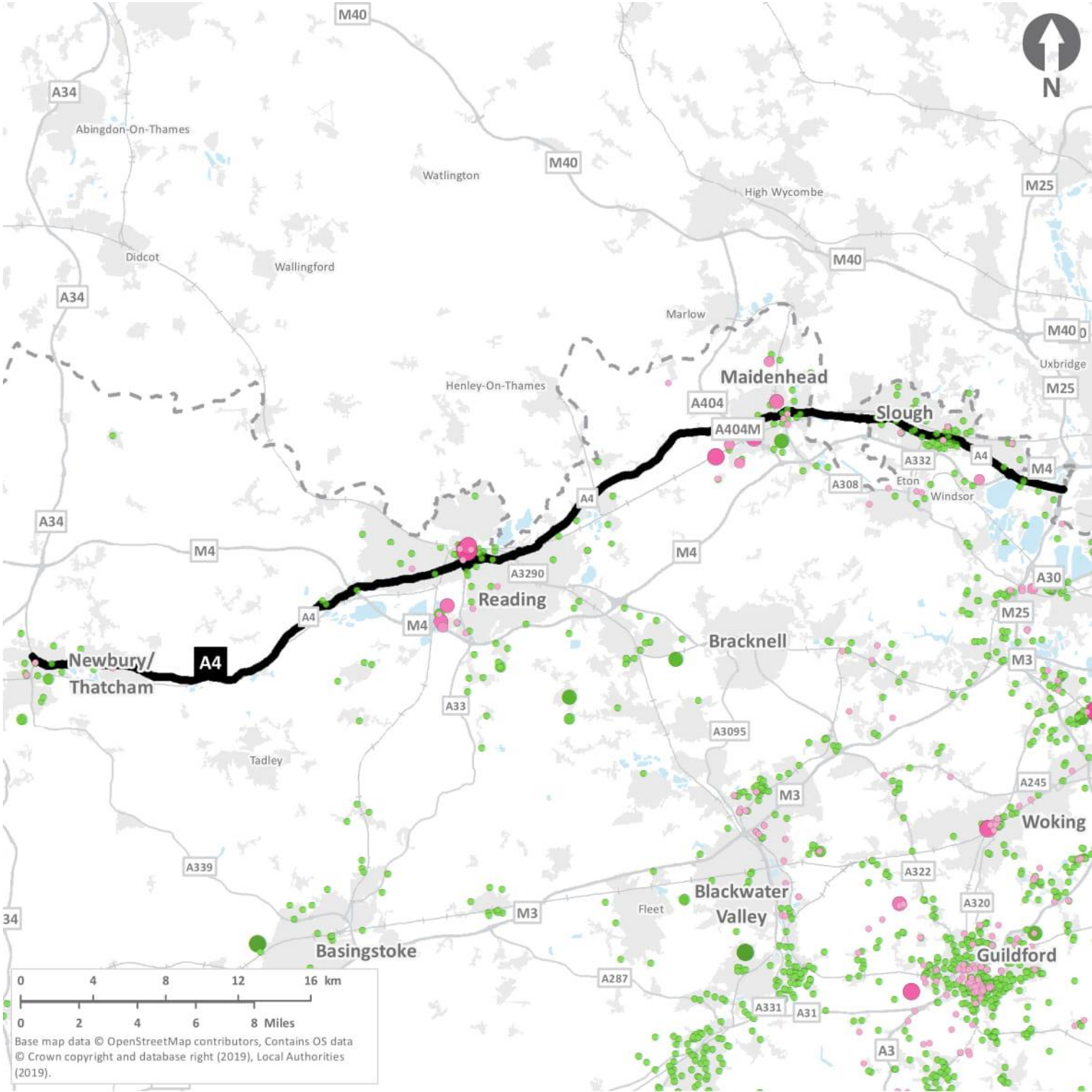
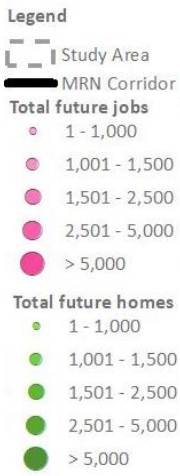
The priority industrial sectors on this corridor are:

- Corporate (Headquarter operations, etc.);
- Foreign-owned businesses; and
- Technology/IT-based employment.

13% of jobs on this corridor are in Priority Industrial Sectors, which is above average for the South East.

Development

Significant housing developments are planned in the Newbury/Thatcham, Reading and Maidenhead areas. Employment development along this corridor is expected to be concentrated in Reading and Maidenhead.



	Population (2018)	789,727		3 rd
	Planned homes (2018 to 2035)	56,377	↑ 17% growth	12 th
	Planned Jobs (2018 to 2035)	20,694	↑ 5% growth	25 th
	Priority Sector Jobs (2017)	58,950	13% of total	8 th
	Median earnings (2018)	£35,506		7 th

Social Context

Deprivation

There are significant clusters of deprivation in Reading (particularly in the south of the urban area) and Slough.

Education

50% of the population on this corridor have a National Vocational Qualification at level 4 or above, making it the corridor with the (joint) most educated population in the South East.

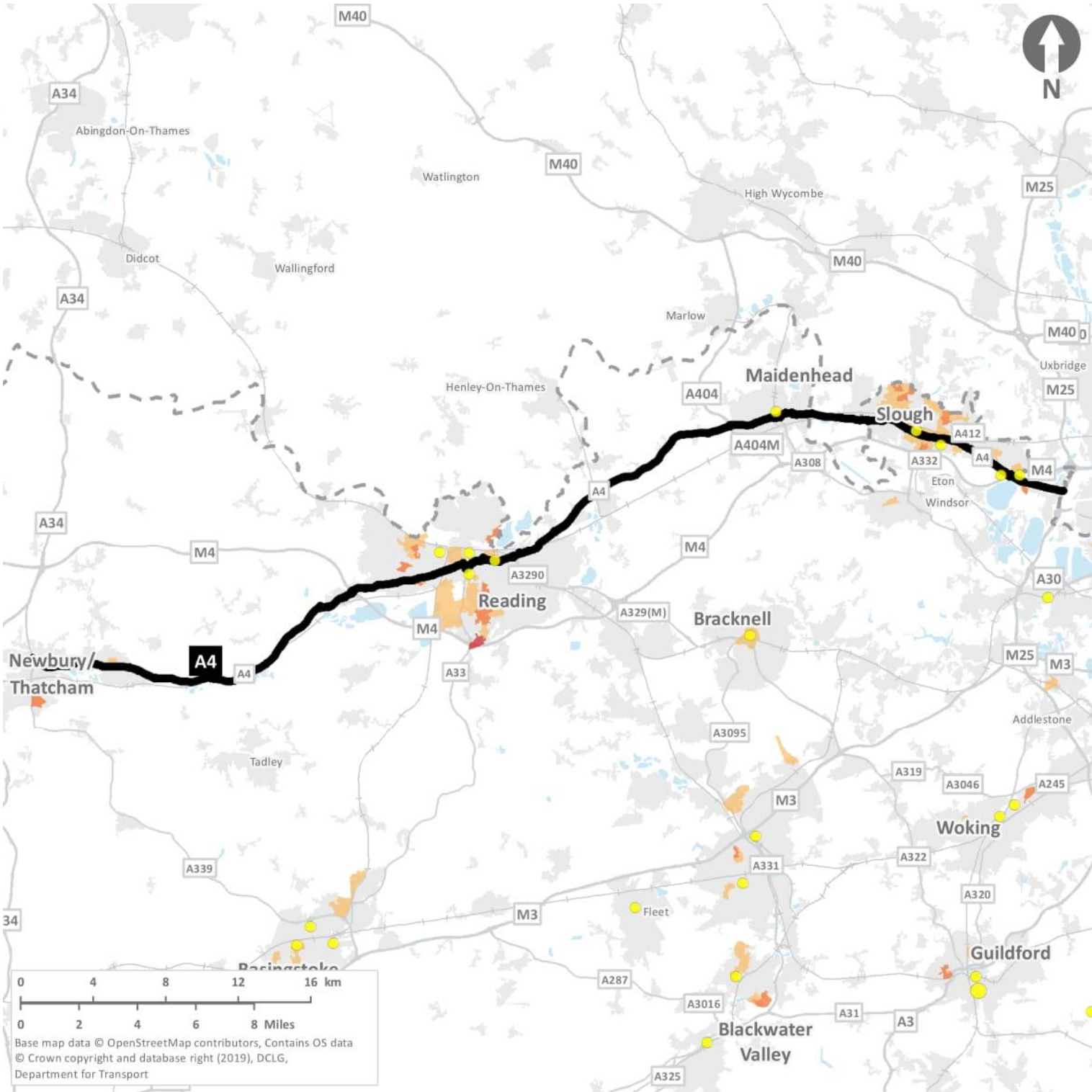
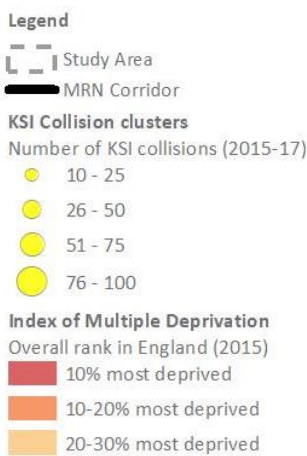
Safety





There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably at the eastern end of the M4 near Slough, as well as in the Reading urban area.

It should be noted that some of the road safety data for this area is understood to be underreported, so the actual position may be more serious than presented on this map.

Housing Affordability

House prices are particular high on this corridor, and while earnings are also high, housing on this corridor is not particularly affordable for the residents who live in this area.



	Deprived areas (2018, England)	12%	13 th
	Highly educated population (2018, % NVQ Level 4 or above)	50%	1 st
	Average house price (2018, average of corridor's districts)	£370,510	7 th
	Housing affordability ratio (House price / earnings)	10.4	17 th

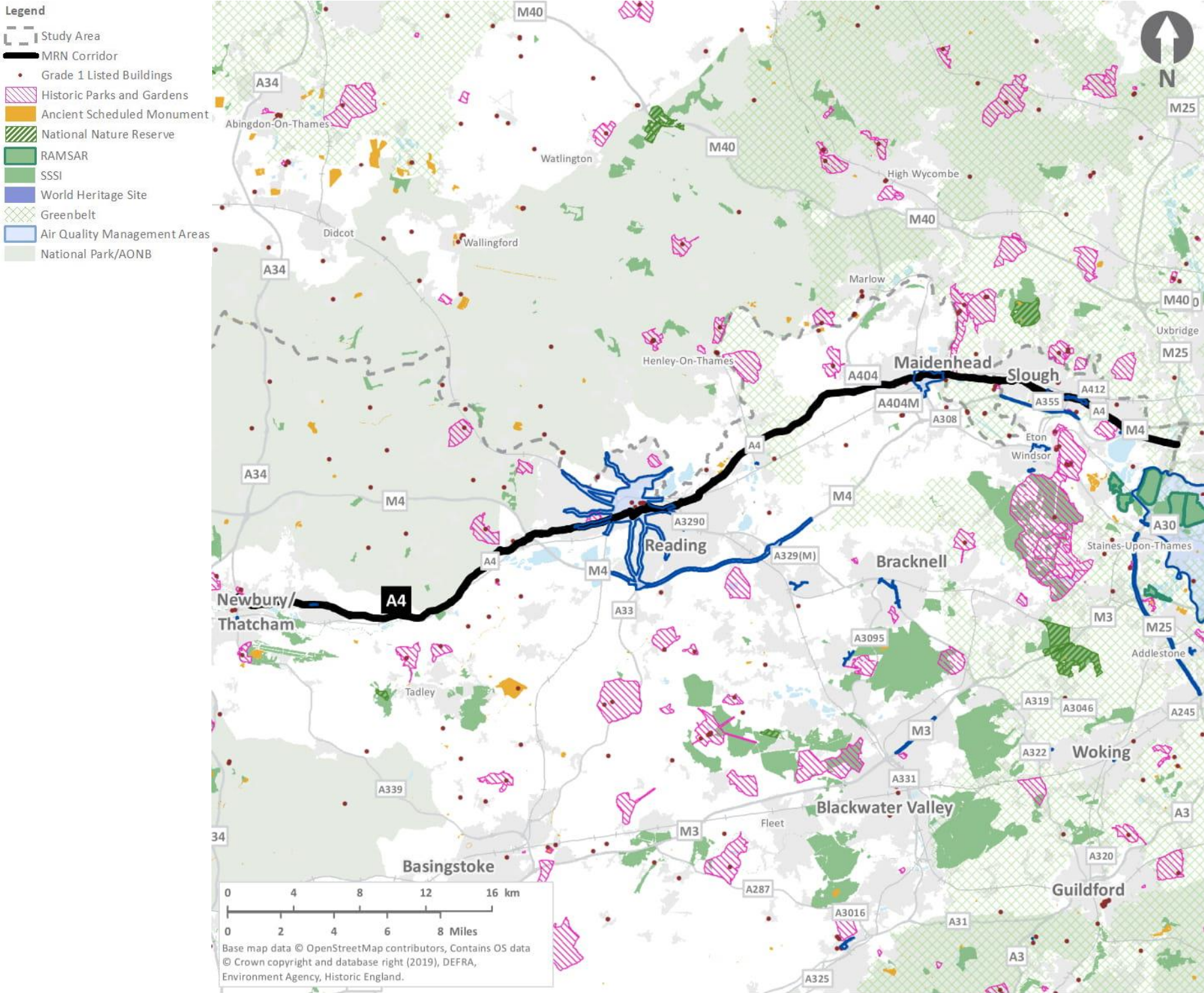
Environmental Context

Protected Areas

The western end of this corridor passes through the North Wessex Downs Area of Outstanding Natural Beauty. At its eastern, end this corridor enters the London Green Belt.

Air Quality

There are several Air Quality Management Areas on this corridor in Reading, Maidenhead, and Windsor.



A4 (Newbury – Slough)

SW7

Highways

Demand

It is estimated that this corridor carries 6,177 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

The A4 experiences severe congestion when there is disruption on the M4 motorway. Maidenhead Bridge, which crosses the River Thames to the east of Maidenhead town centre, is a notorious bottleneck on this corridor. The A4 is also particularly congested on corridors into Reading, where many sections see traffic speeds fall below 60% of free flow speed during the AM peak.

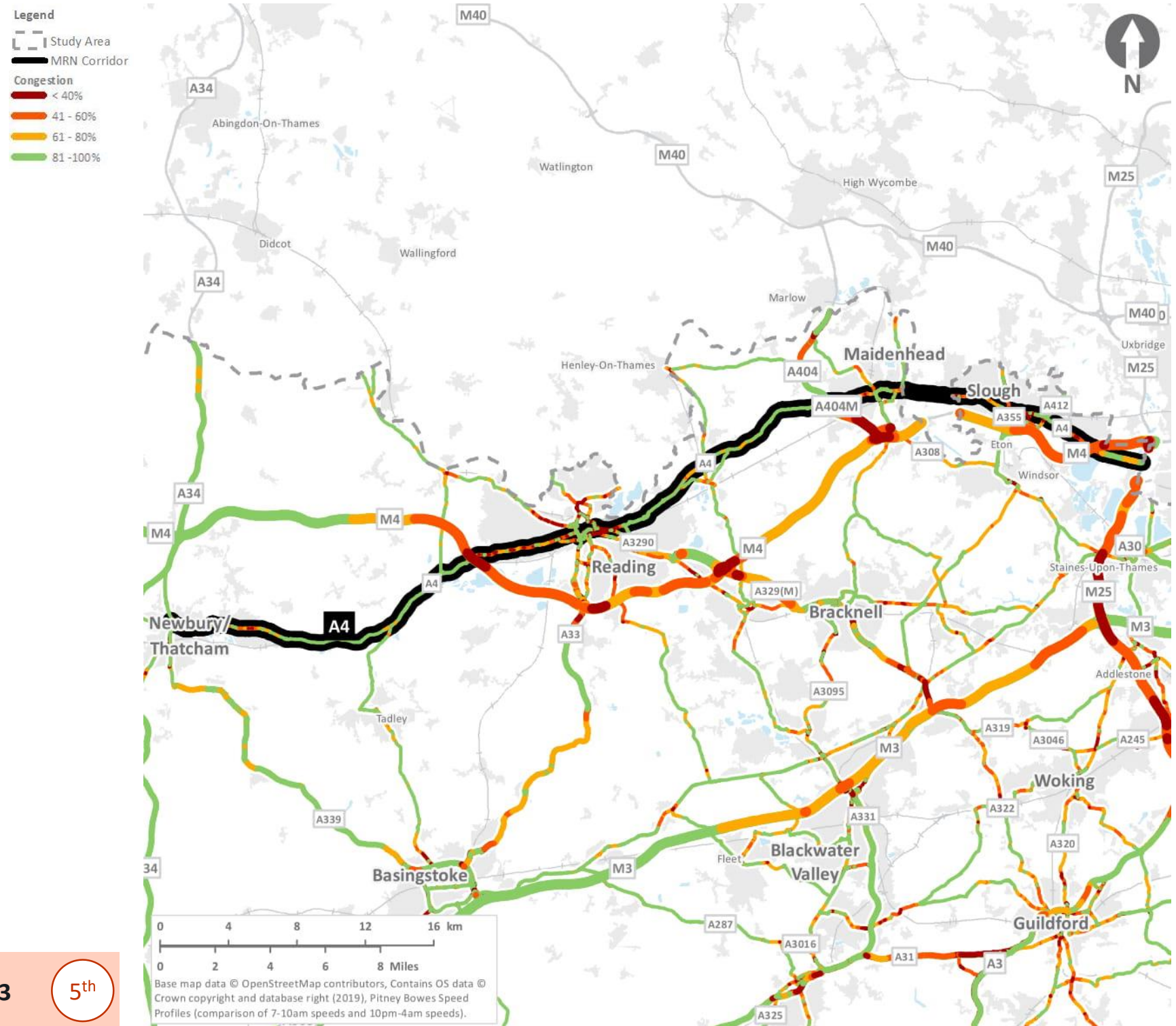
Enhancements

Highways England is in the process of upgrading the **M4 to a Smart Motorway between Junction 4b and Junction 12**. This should help to ease congestion along this section of the road (although not necessarily at junctions), particularly in the Slough and Reading areas, where traffic problems appear to be most acute.

Reading Borough Council is developing proposals for a **new Thames river crossing** to the East of Reading. This has been identified as a priority Large Local Major scheme by Transport for the South East.

The Royal Borough of Windsor and Maidenhead is planning to deliver improvements at several junctions around **Maidenhead town centre**, including at

- A4/A308 roundabout;
- A308/Stafferton Way/Rushington Avenue roundabout; and
- A308(M)/A308/A330/The Bingham's roundabout (this scheme is also supported by the Thames Valley Local Enterprise Partnership).



Peak hour highway demand
(Vehicles/hour on busiest section)

3,573

5th

South East MRN Radial Corridor SW8

A31/A325 (Farnham – Liss/Winchester)

Description

This corridor connects Guildford to Winchester via Farnham (Blackwater Valley) and connects Farnham to the A3 via Bordon (which is expected to accommodate significant housing growth in the near future). This corridor serves a generally rural and prosperous area of East Hampshire and South West Surrey. Median resident earnings here are the highest of all the Major Road Network corridors in the South East.

The key issues affecting this corridor are:

- **Imbalance of housing and employment growth:** According to Local Planning Authority data, no jobs are currently planned on this corridor. This is partly due to data gaps in this part of the South East, it also may be due to thresholds applied to the economic context maps (sites with fewer than 50 jobs are not shown). This does suggest, however, that many new residents will need to seek employment outside this corridor.

The key opportunities to consider for this corridor are:

- **Housing growth at Bordon:** Given the scale of housing planned for Bordon, could this help improve the viability of public transport options in this relatively remote area?

Economic Context

Wealth

Median resident earnings along this corridor are £38,554, which is the highest in the South East area.

Priority Industrial Sectors

The priority industrial sectors on this corridor are:

- Aerospace and Defence;
- ICT and Digital Media; and
- Pharmaceuticals.






11% of jobs on this corridor are in Priority Industrial Sectors, which is average for the South East area.

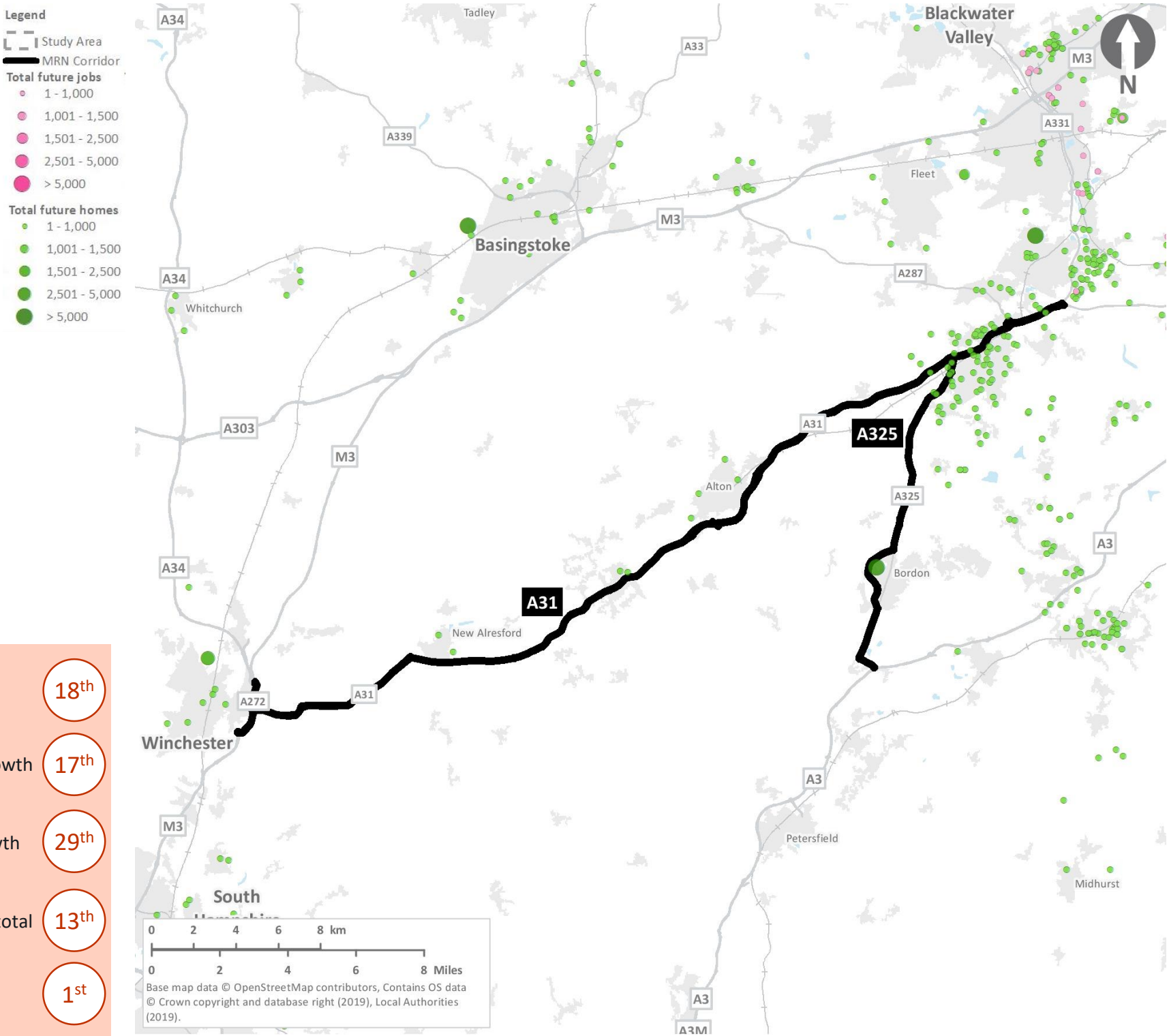
There is a significant concentration of public administration jobs on this corridor as well.

Development

Housing development along this line will be concentrated at the north east end of the corridor near Farnham and at Bordon on the A325 road.

Some data may be underreported as not all local plans have been adopted by all planning authorities on this corridor. For example, significant employment development (more than 5k jobs) is reportedly planned for Whitehill (but not shown on the map to the right).

	Population (2018)	370,586		18 th
	Planned homes (2018 to 2035)	24,294	↑ 15% growth	17 th
	Planned Jobs (2018 to 2035)	0	↑ 0% growth	29 th
	Priority Sector Jobs (2017)	20,055	11% of total	13 th
	Median earnings (2018)	£38,553		1 st



Social Context

Deprivation

This is one of the least deprived Major Road Network corridors in the South East area. That said, there are small pockets of deprivation at Farnham (Blackwater Valley).

Education

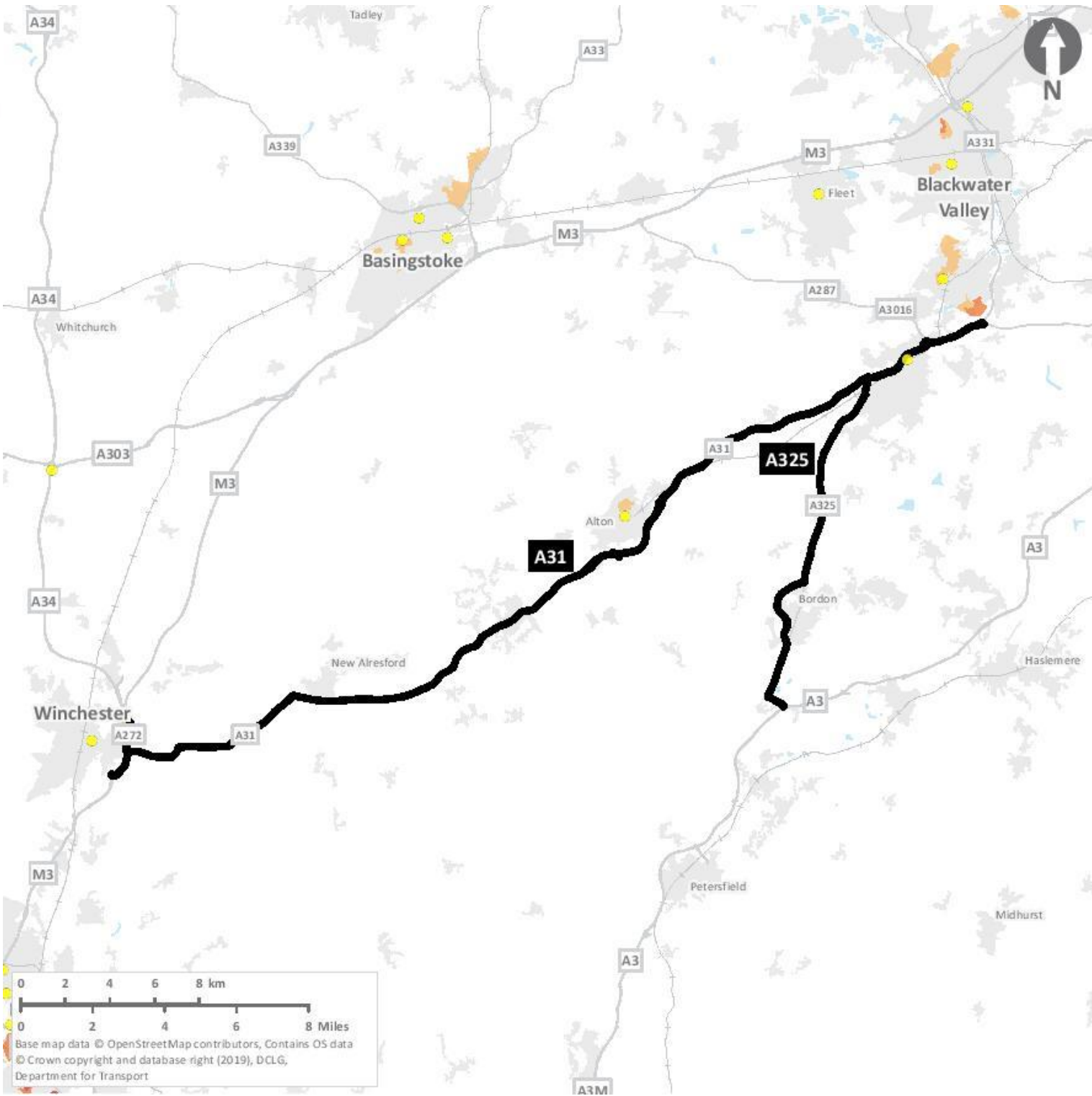
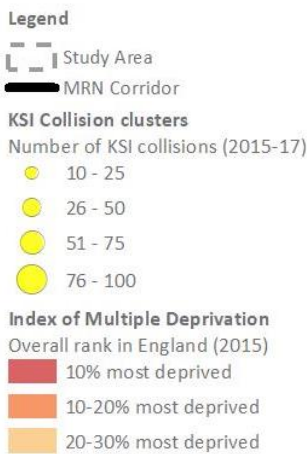
49% of the population is educated to National Vocational Qualification at level 4 or above, which is high for the South East area.





Safety

There was one cluster of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17 (in Farnham, Blackwater Valley). There were also clusters just off this corridor in Alton town centre and Winchester city centre.

Housing Affordability

Housing is relatively unaffordable on this corridor. This is due to high house prices, which are among the highest in the South East area.



	Deprived areas (2018, England)	1%	29 th
	Highly educated population (2018, % NVQ Level 4 or above)	49%	5 th
	Average house price (2018, average of corridor's districts)	£410,331	5 th
	Housing affordability ratio (House price / earnings)	10.6	20 th

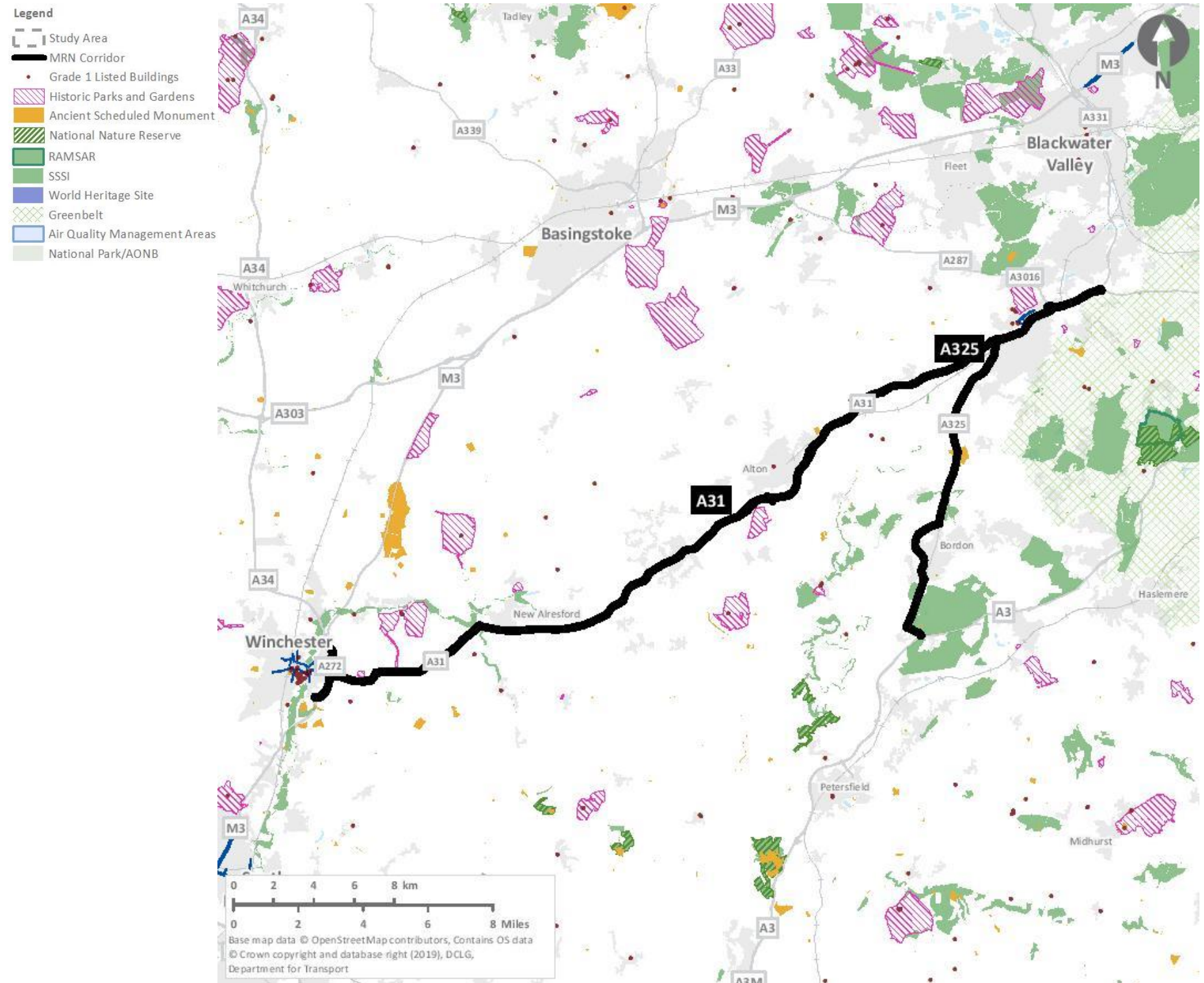
Environmental Context

Protected Areas

This corridor runs immediately along the northern edge of the South Downs National Park.

Air Quality

There is one Air Quality Management Areas on this corridor in Farnham (Blackwater Valley) town centre. There is also an area in Winchester city centre (just to the west of the corridor).



Highways

Demand

It is estimated that this corridor carries 2,676 vehicles per hour on its busiest section during the AM peak.

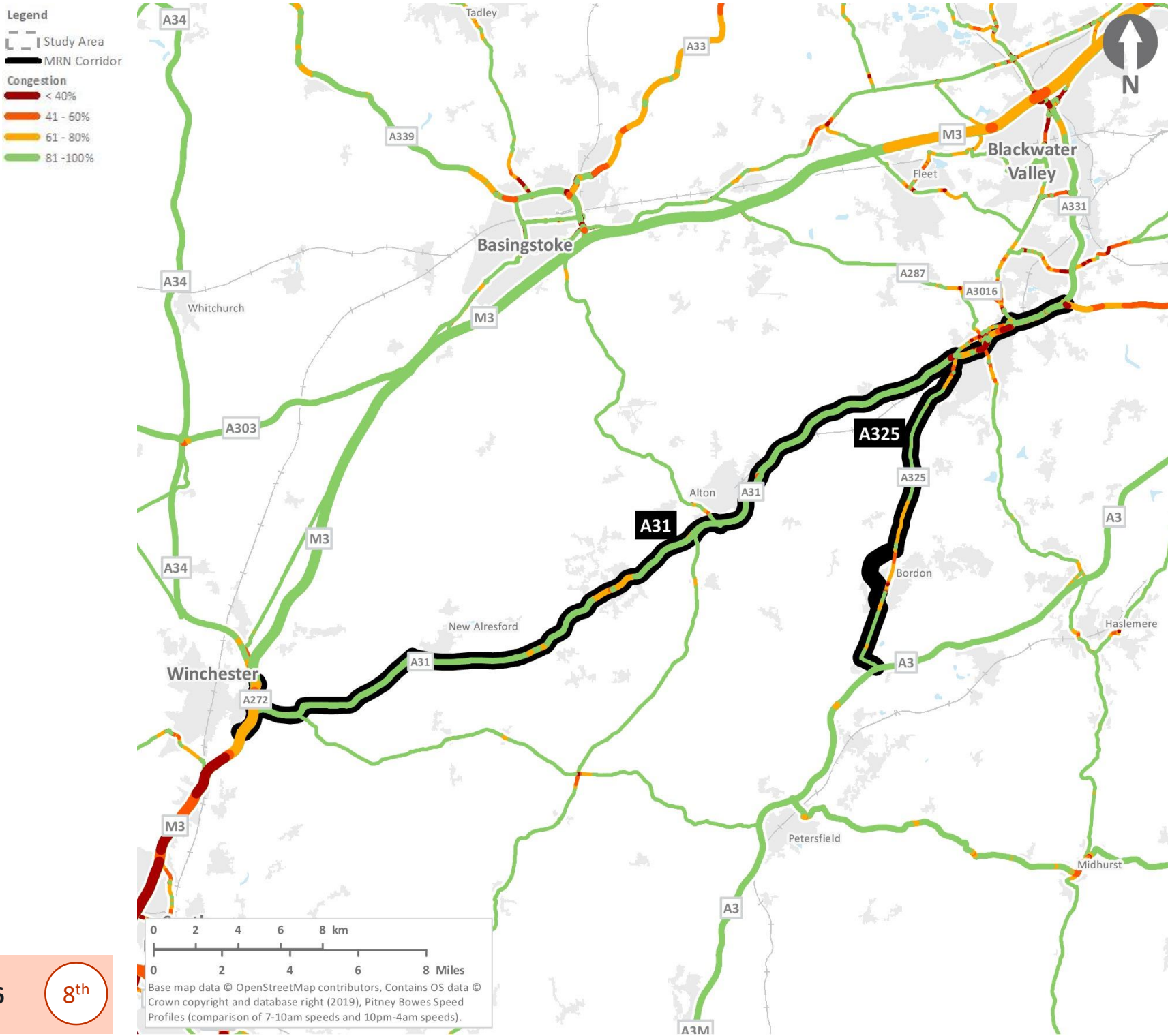
Issues and Opportunities


Although this corridor performs relatively well, there are some congestion hot-spots in the Farnham (Blackwater Valley) and Bordon areas. There are several key junctions on the A31 in the Farnham area, which experience congestion (where traffic speeds fall below 60% of free flow speed) during the AM peak.

Enhancements

This corridor has benefitted from the recently opened **Whitehill and Bordon Relief Road**, which was delivered by Hampshire County Council.

Surrey County Council is developing plans for a Large Local Major scheme at **A31 Hinkley's Corner**, which will provide an underpass to separate the A31 through traffic from local traffic.





Peak hour highway demand
(Vehicles/hour on busiest section)

2,676

8th

South East MRN Radial Corridor SW9

M271/A27/A33/A35/A326 (Southampton)

Description

This corridor combines all the Major Roads in the Southampton and River Test estuary area that provide important access between the Strategic Road Network and Southampton City Centre / the Port of Southampton. These roads will support significant economic development in the near future, including the planned expansion of the Port of Southampton as well as housing and employment sites on the western side of the River Test.

The key issues affecting this corridor are:

- **Deprivation:** There is significant deprivation in the area supported by this corridor, with a particular concentration around Southampton city centre and the western side of the city (close to the Port of Southampton).
- **Congestion:** Several parts of the Major Road Network in this area suffer from significant congestion issues during peak hours.

The key opportunities to consider for this corridor are:

- **Port of Southampton expansion:** How can this corridor develop to support the sustainable economic growth of the Port of Southampton?

Economic Context

Wealth

Median resident earnings along this corridor are £28,443, which is low for the South East area.

Priority Industrial Sectors

The priority industrial sectors on this corridor are:

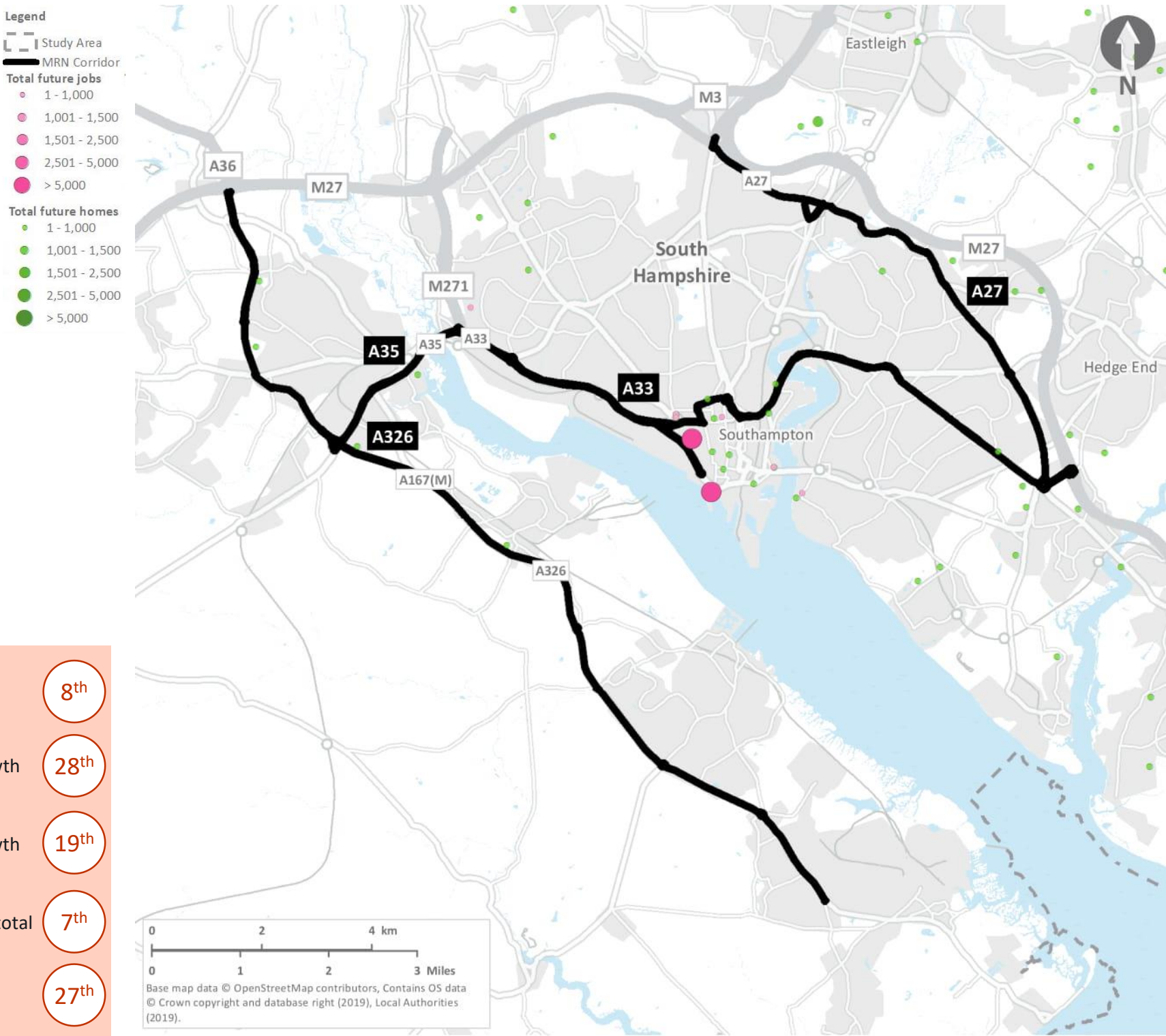
- Marine and maritime;
- Aerospace and defence; and
- Advanced manufacturing.

13% of jobs on this corridor are in Priority Industrial Sectors, which is high for the South East area.

Development

Housing development along this line will be concentrated on the northern side of the River Test in Southampton urban area. There are some particularly large employment development sites in Southampton (which hide smaller adjacent residential developments on the map to the right).

Some data may be underreported on this map as not all local plans have been adopted by all planning authorities on this corridor. More development on the waterside is envisaged, and this will be included in updated local plans (when adopted).



	Population (2018)	564,368		8 th
	Planned homes (2018 to 2035)	16,152	↑ 7% growth	28 th
	Planned Jobs (2018 to 2035)	20,950	↑ 9% growth	19 th
	Priority Sector Jobs (2017)	32,740	13% of total	7 th
	Median earnings (2018)	£28,443		27 th

Social Context

Deprivation

There are high levels of deprivation in a significant portion of the Southampton urban area, notably around the city centre and eastern side of the city. The A27 road also passes through several deprived areas on the north east side of the city.

Education

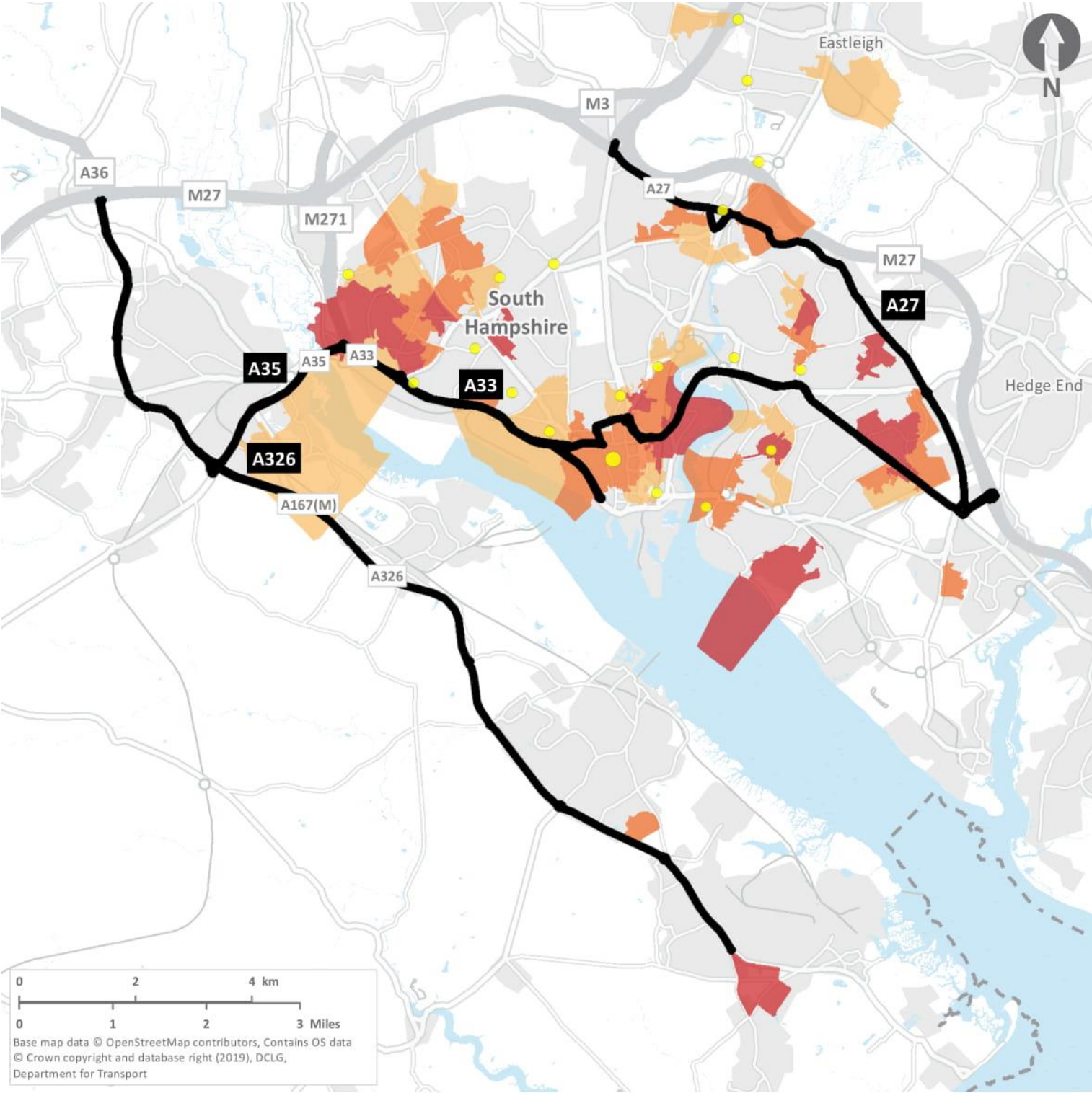
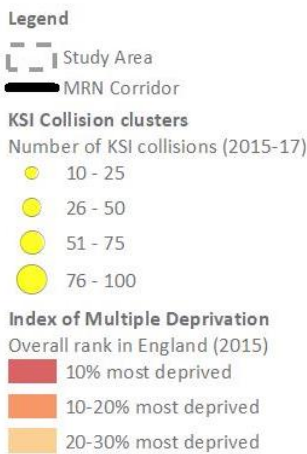
42% of the population is educated to National Vocational Qualification at level 4 or above, which around average for the South East area.

Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17. Particular ‘hot spots’ include Southampton City Centre, several points on the A33, and towards the northern end of the A27.

Housing Affordability

Average house prices are relatively low in this area. However, as average earnings are also low, housing affordability is not particularly high.



	Deprived areas (2018, England)	21%	10 th
	Highly educated population (2018, % NVQ Level 4 or above)	42%	17 th
	Average house price (2018, average of corridor's districts)	£266,362	23 rd
	Housing affordability ratio (House price / earnings)	9.4	11 th

Environmental Context

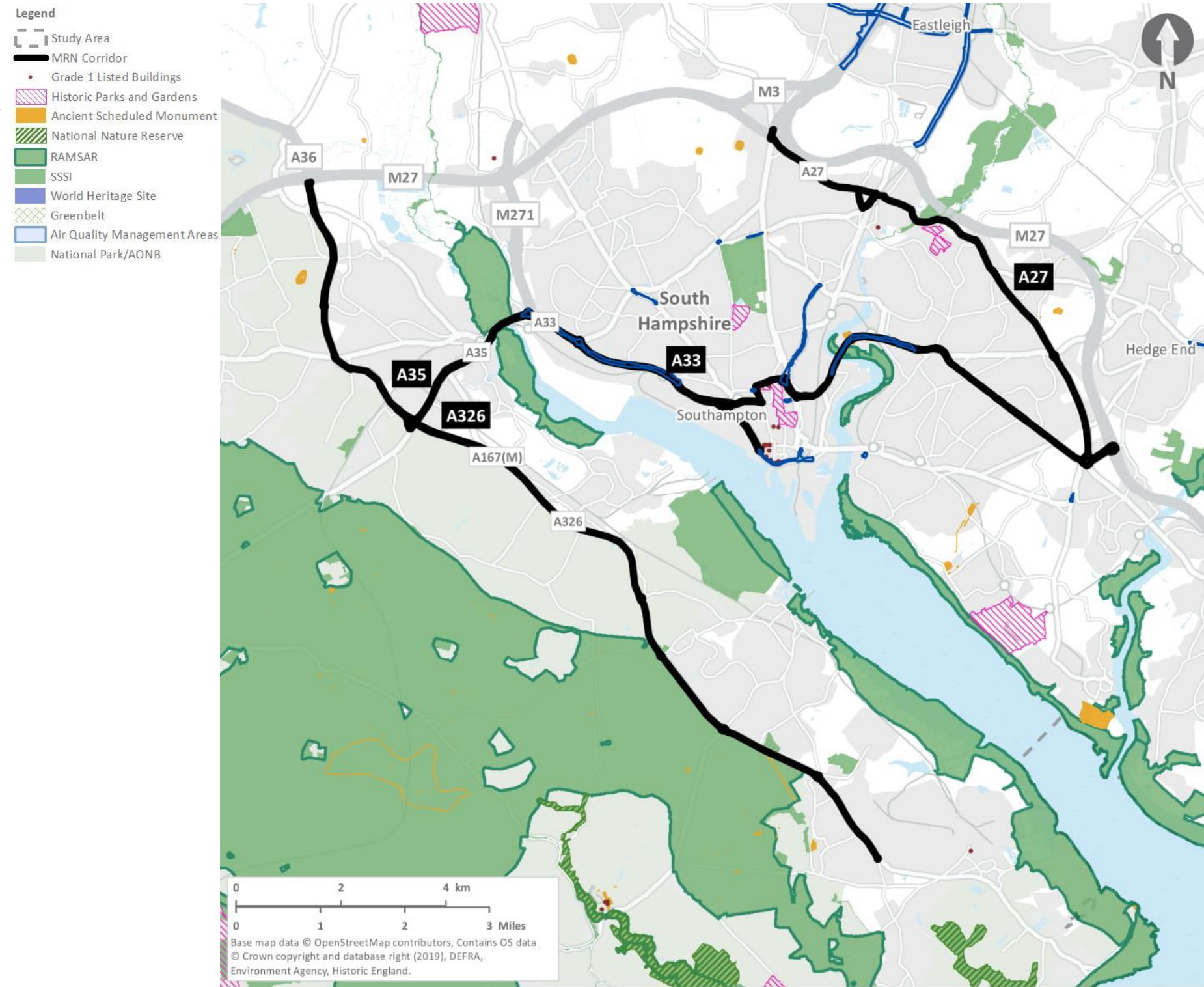
Protected Areas

This corridor runs through a number of protected areas, the most significant of which is the New Forest National Park to the south west of the River Test. There are also a number of Ramsar sites which border the River Test and the River Itchen.

There are several areas protected by maritime designations around the Test/Itchen estuaries and Southampton Water areas, which are important to port expansion in this area.

Air Quality

There are a number of relatively small Air Quality Management Areas in Southampton city centre, and on roads that connect the northern part of the city to the city centre.



Highways

Demand

This corridor includes the busiest section of the Major Road Network in the South East area. It is estimated that this corridor carries 5,369 vehicles per hour on its busiest section during the AM peak.

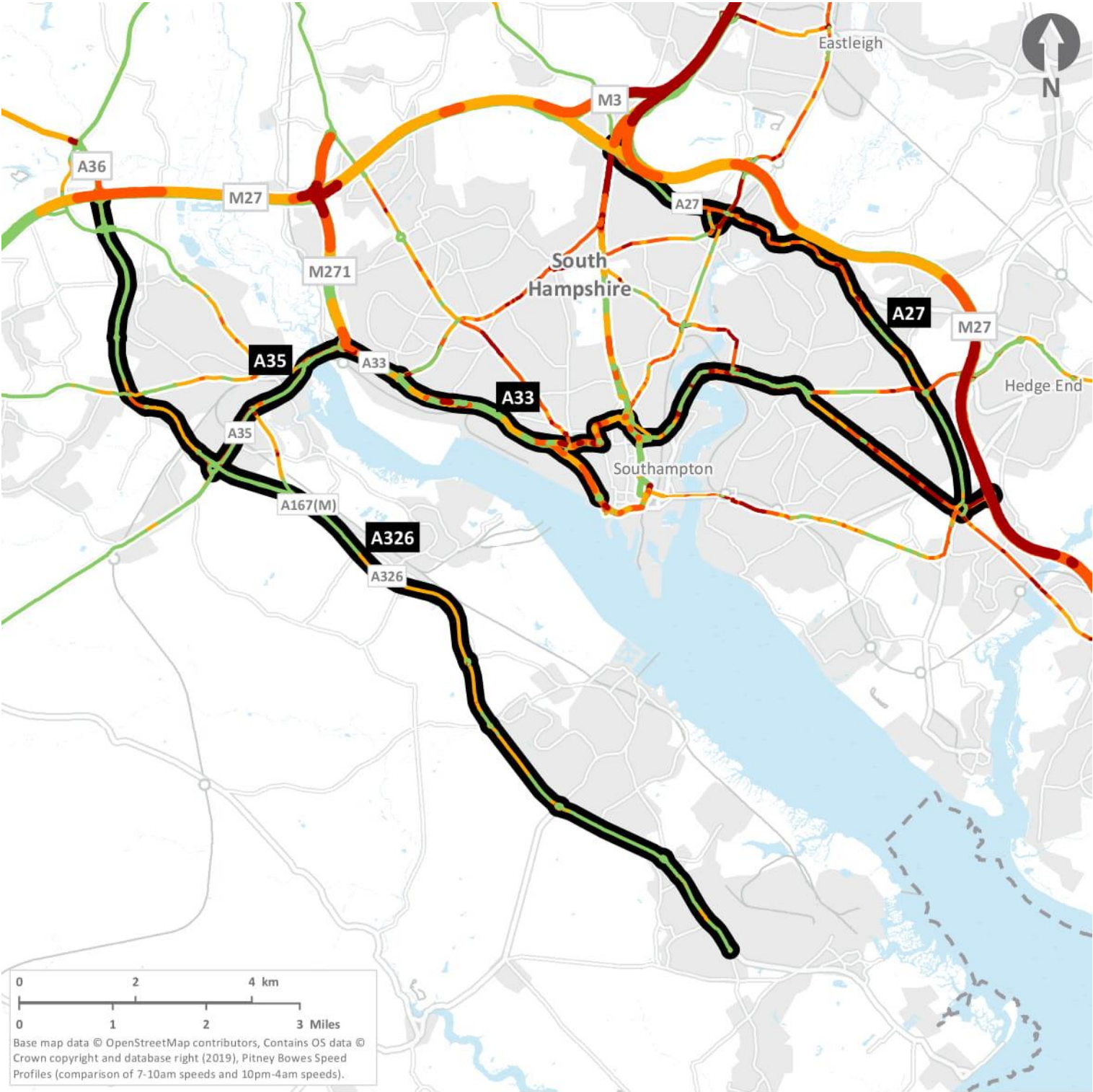
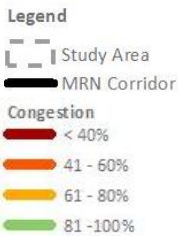
Issues and Opportunities

Significant sections of the Major Road Network in Southampton suffers from congestion during the AM peak. Congestion ‘hot spots’, where average AM peak speeds fall below 40% of free flow speeds, include Southampton City Centre, Junction 7 of the M27, and much of the A27 in the north west of the city.

Enhancements

Hampshire County Council and boroughs and districts in South Hampshire are developing proposals for a mass transit scheme, called the **Solent Metro**, which could serve a large part of the South Hampshire built-up urban area. Southampton City Council and Hampshire County Council are also promoting several Major Road Network and Large Local Major schemes in South Hampshire, including the **A326, Redbridge Causeway, Northam Rail Bridge and West Quay realignment** schemes.

Highways England is upgrading the **M27** to a **Smart Motorway** between junctions 4 (M3 Interchange) and 11 (Fareham), and are planning to improve **junction 8 of the M27**.



Peak hour highway demand
(Vehicles/hour on busiest section)

5,369

1st

South East MRN Radial Corridor SW10

M275/A3/A32/A2030 (Portsmouth)

Description

This corridor encompasses the Major Road Network serving Portsmouth and Gosport. These roads connect the Strategic Road Network to Portsmouth city centre and Gosport town centre. They also provide important connectivity to Portsmouth International Port and other gateways and maritime hubs in the area. They serve an area with a particularly high concentration of Priority Industrial Sector jobs.

The classification of the A2090 has recently changed and Portsmouth City Council is exploring the implications for this change on the Major Road Network in this area.

The key issues affecting this corridor are:

- **Deprivation:** This is one of the most deprived areas of the South East. Residents' earnings and educational attainment are also low.

The key opportunities to consider for this corridor are:

- **Priority Industrial Sector jobs:** How can the growth high concentration of high growth jobs in this area be fostered to enable sustainable economic growth here?
- **The South East Hampshire Rapid Transit network scheme:** How can this planned mass-transit scheme improve connectivity and reduce congestion along this corridor?

Economic Context

Wealth

Median resident earnings along this corridor are £28,702, which is low for the South East area.

Priority Industrial Sectors






The priority industrial sectors on this corridor are:

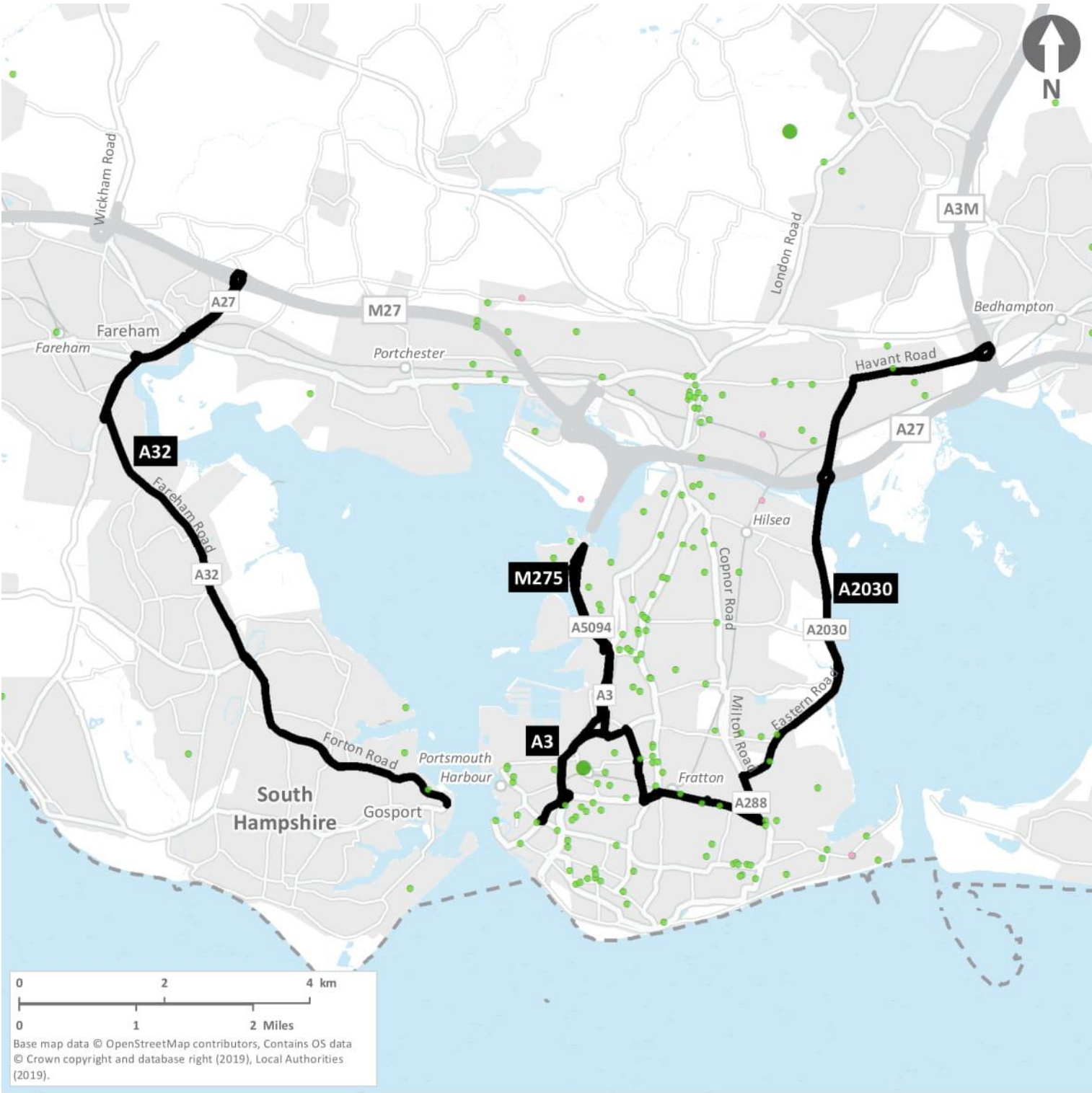
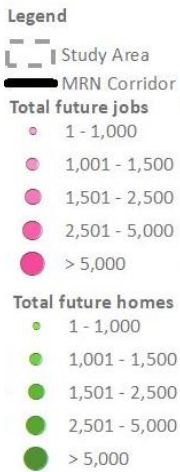
- Marine and maritime;
- Aerospace and defence; and
- Advanced manufacturing.

17% of jobs on this corridor are in Priority Industrial Sectors, which is the second highest concentration of these jobs in the South East area.

Development

Housing development is spread across the Portsmouth urban area, with particular concentrations in the City Centre. Some data may be underreported on this map as not all local plans have been adopted by all planning authorities on this corridor. For example, a large (6k home) development is planned at Welbourne to the north of Fareham, but is not shown on this map. Furthermore, some metrics for employment growth data was missing from the development data provided for this corridor, so it is likely that this indicator (and the indicator for “Planned Jobs” below) is being underreported.

	Population (2018)	542,568		12 th
	Planned homes (2018 to 2035)	23,093	↑ 10% growth	26 th
	Planned Jobs (2018 to 2035)	736	↑ <1% growth	28 th
	Priority Sector Jobs (2017)	36,285	17% of total	8 th
	Median earnings (2018)	£28,702		2 nd



Social Context

Deprivation

This corridor has significant areas of deprivation, particularly in the centre and north of the Portsmouth urban area, but also in western parts of Gosport.

Education

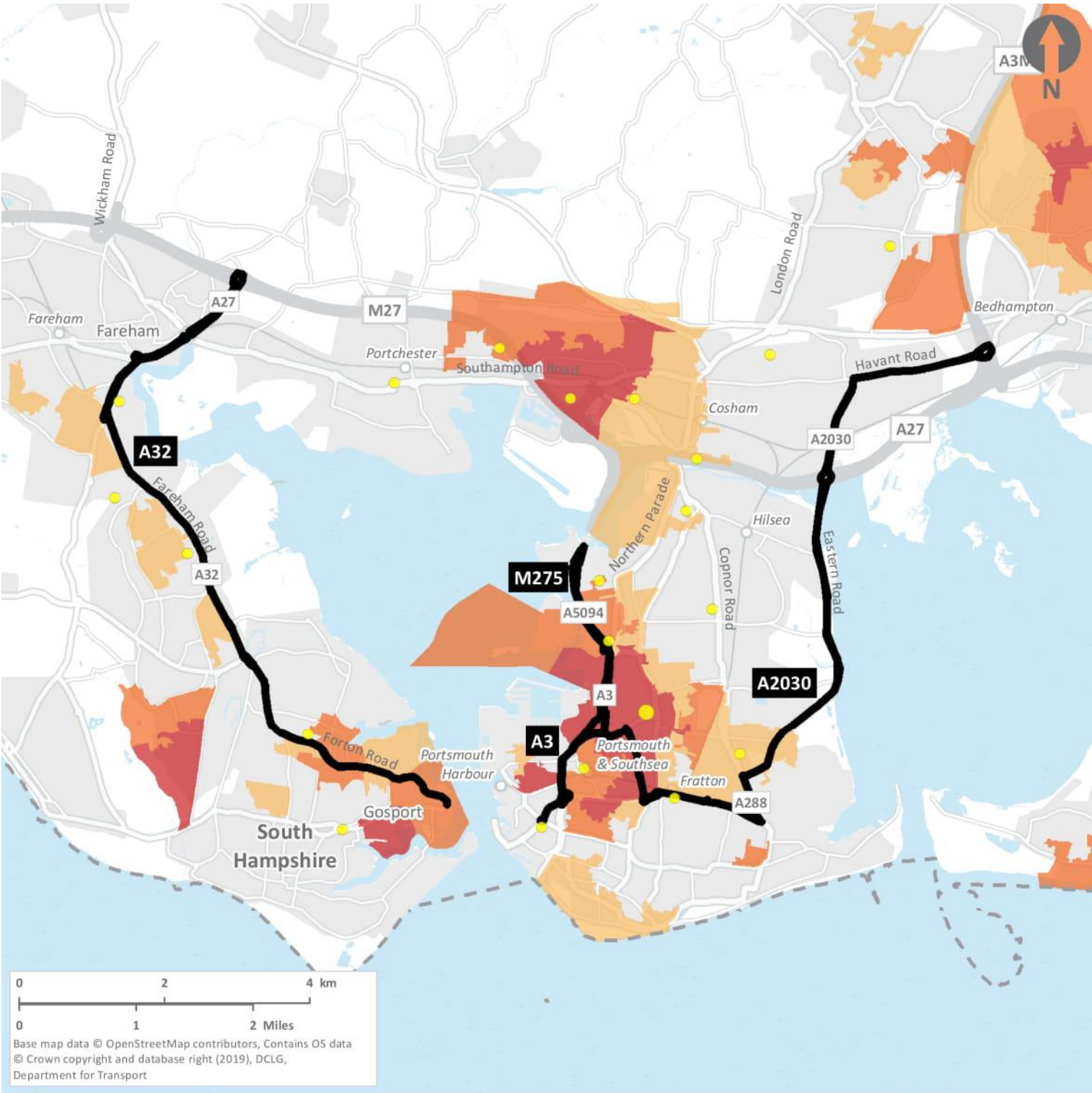
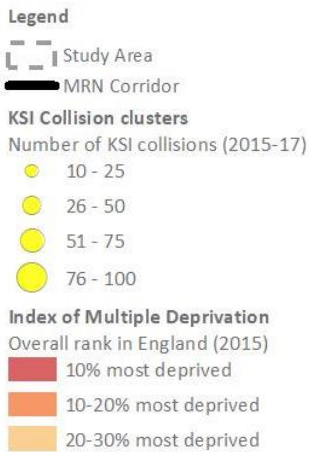
31% of the population is educated to National Vocational Qualification at level 4 or above, which is very low for the South East area.





Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17. Particular ‘hot spots’ are located in Portsmouth city centre and on roads that carry heavy traffic towards/from the city centre.

Housing Affordability

Housing affordability is relatively high when compared to other corridors in the South East area. This is due to low house prices, which are among the lowest in the South East area.



	Deprived areas (2018, England)	28%	7 th
	Highly educated population (2018, % NVQ Level 4 or above)	31%	26 th
	Average house price (2018, average of corridor's districts)	£236,761	27 th
	Housing affordability ratio (House price / earnings)	8.2	4 th

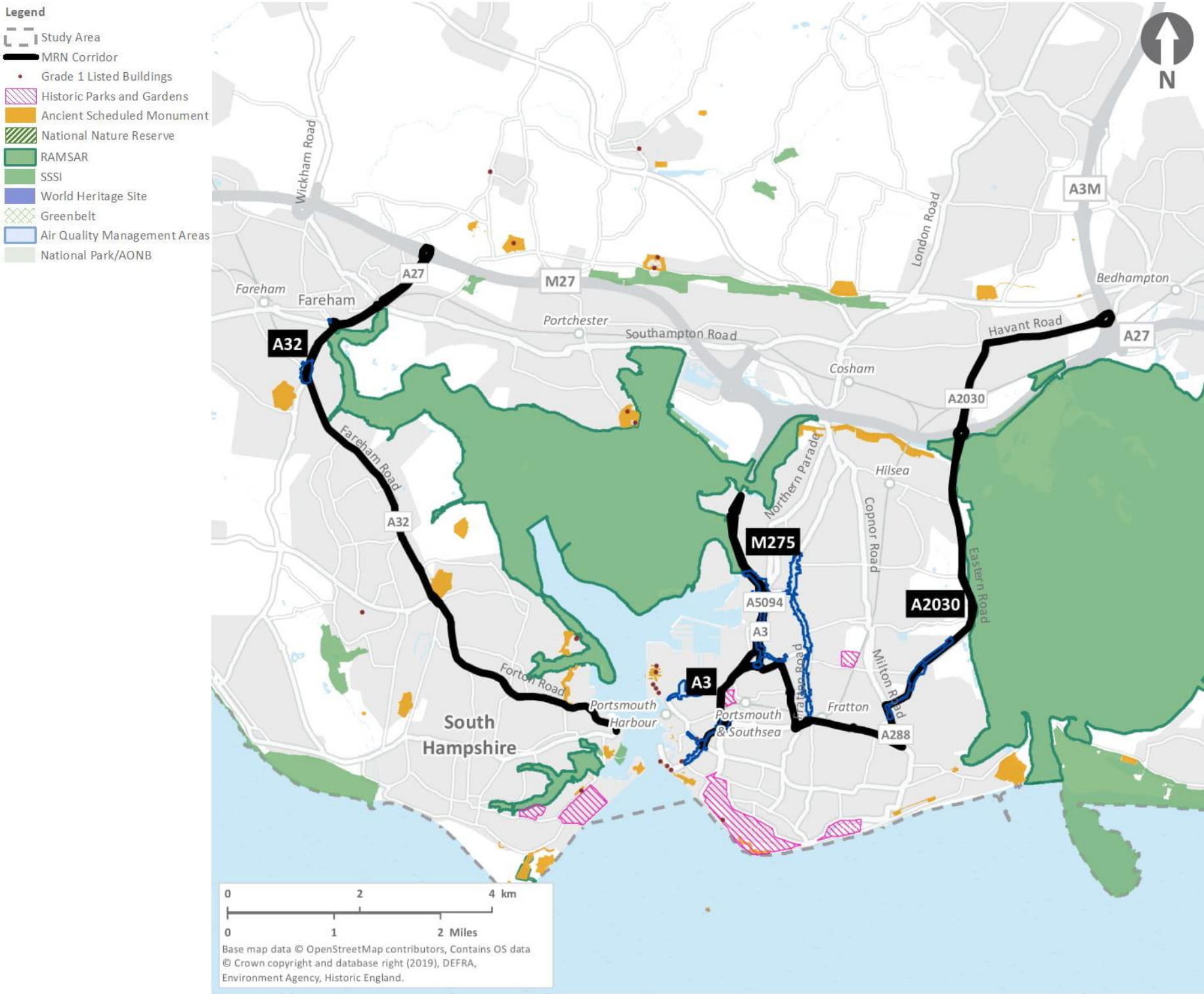
Environmental Context

Protected Areas

This corridor runs adjacent to a number of significant environmental protected areas, including Ramsar sites in Portsmouth Harbour and Langstone Harbour.

Air Quality

Several roads in the Portsmouth urban area are covered by Air Quality Management Areas, including part of the A3 (which is included in this corridor).



Highways

Demand

It is estimated that this corridor carries 1,818 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

Many of the Major Roads in this area suffer from congestion during the AM peak, where journey speeds can fall to below 40% of the free flow speed. Congestion is particularly acute on the A32, which connects Gosport to the M27, as well as the A2030, which provides one of only three highway links between Portsmouth island and the mainland.

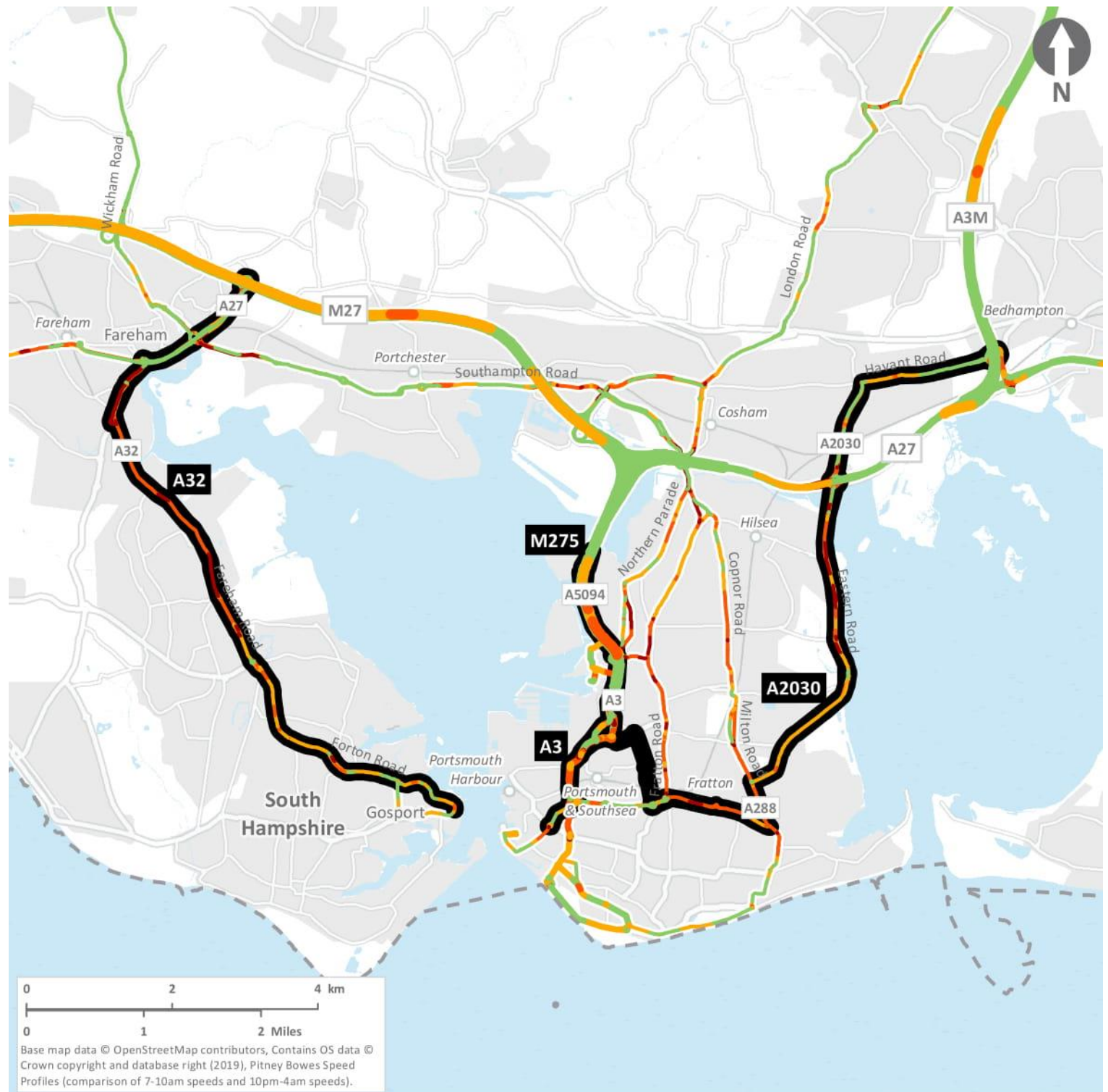
Enhancements

Portsmouth City Council and Hampshire County Council are promoting a **South East Hampshire Rapid Transit network scheme** at the southern end of the corridor. This scheme will serve the following corridors:

- Gosport – Fareham;
- Portsmouth - Fareham;
- Portsmouth – Horndean;
- Portsmouth – Wecock Farm; and
- Portsmouth – Leigh Park.

The scheme has been shortlisted for Transforming City Fund funding.

Portsmouth City Council is also promoting a Large Local Major scheme to improve the **A3 in Portsmouth City Centre.**



Peak hour highway demand
(Vehicles/hour on busiest section)

1,818

21st

South East MRN Radial Corridor SW11

A338
(New Forest)

Description

This relatively short corridor links Salisbury in Wiltshire to the Bournemouth/Christchurch/Poole conurbation in South East Dorset. It therefore has particular strategic importance for the Western Gateway area. It also serves communities in Fordingbridge and Ringwood, which lie in the South East area. This corridor passes through one of the most environmentally sensitive parts of the South East area.

The key issues affecting this corridor are:

- **Environmental protection:** This corridor passes close to the New Forest National Park and several large Sites of Special Scientific Interest. The impact of transport on these protected areas therefore needs careful management.

The key opportunities to consider for this corridor are:

- **Air quality:** Could more be done to protect this sensitive area from poor air quality arising from traffic on this corridor?

Economic Context

Wealth

Median resident earnings along this corridor are £30,267, which is low for the South East area.

Priority Industrial Sectors

The priority industrial sectors on this corridor are:

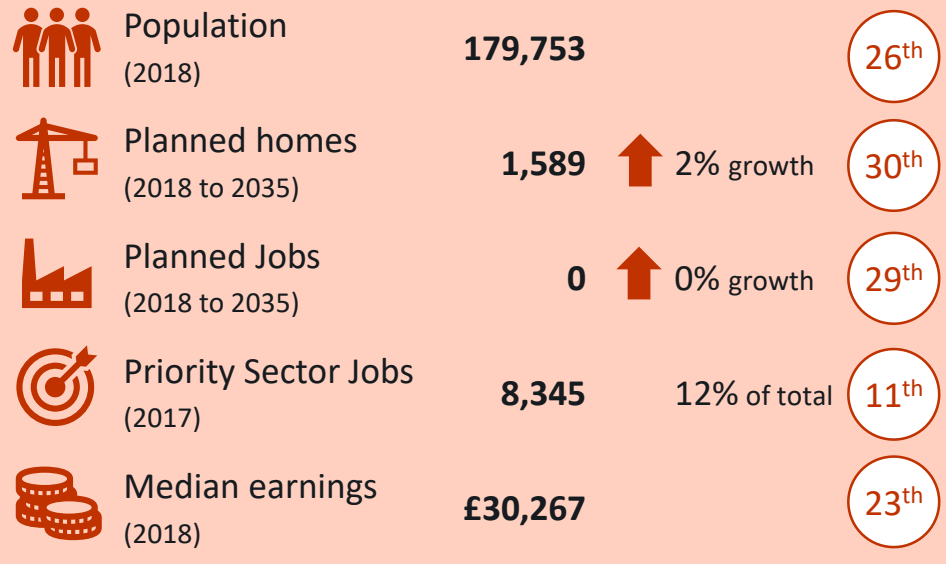
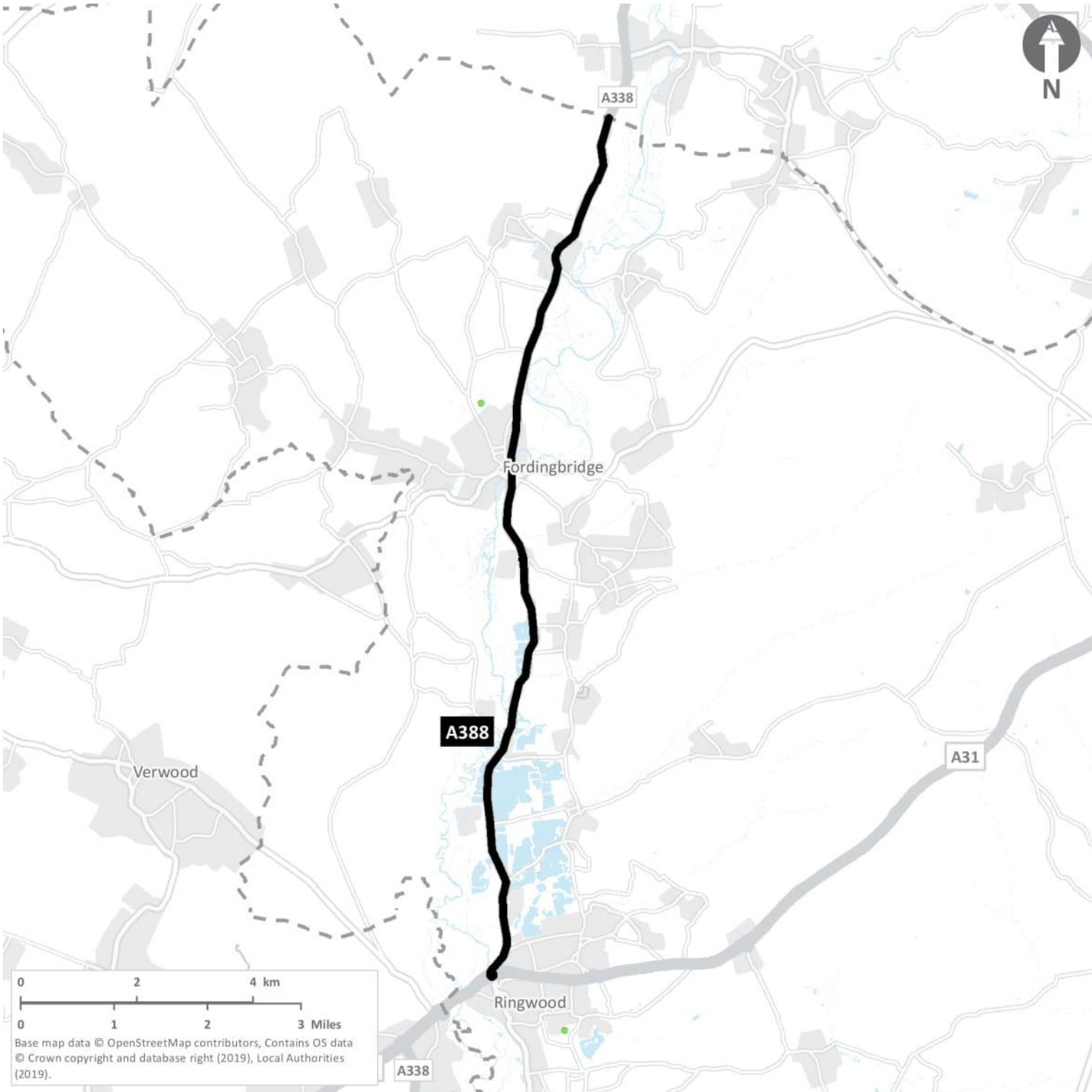
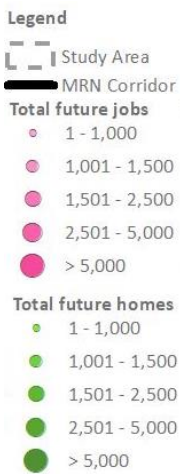
- Marine and maritime;
- Aerospace and defence; and
- Advanced manufacturing.

12% of jobs on this corridor are in Priority Industrial Sectors, which is low for the South East area.

Development

There are no major housing or employment developments planned for the length of this corridor.

Some data may be underreported as the New Forest District Local Plan is not yet adopted.



Social Context

Deprivation

This is one of the least deprived corridors in the South East area.

Education

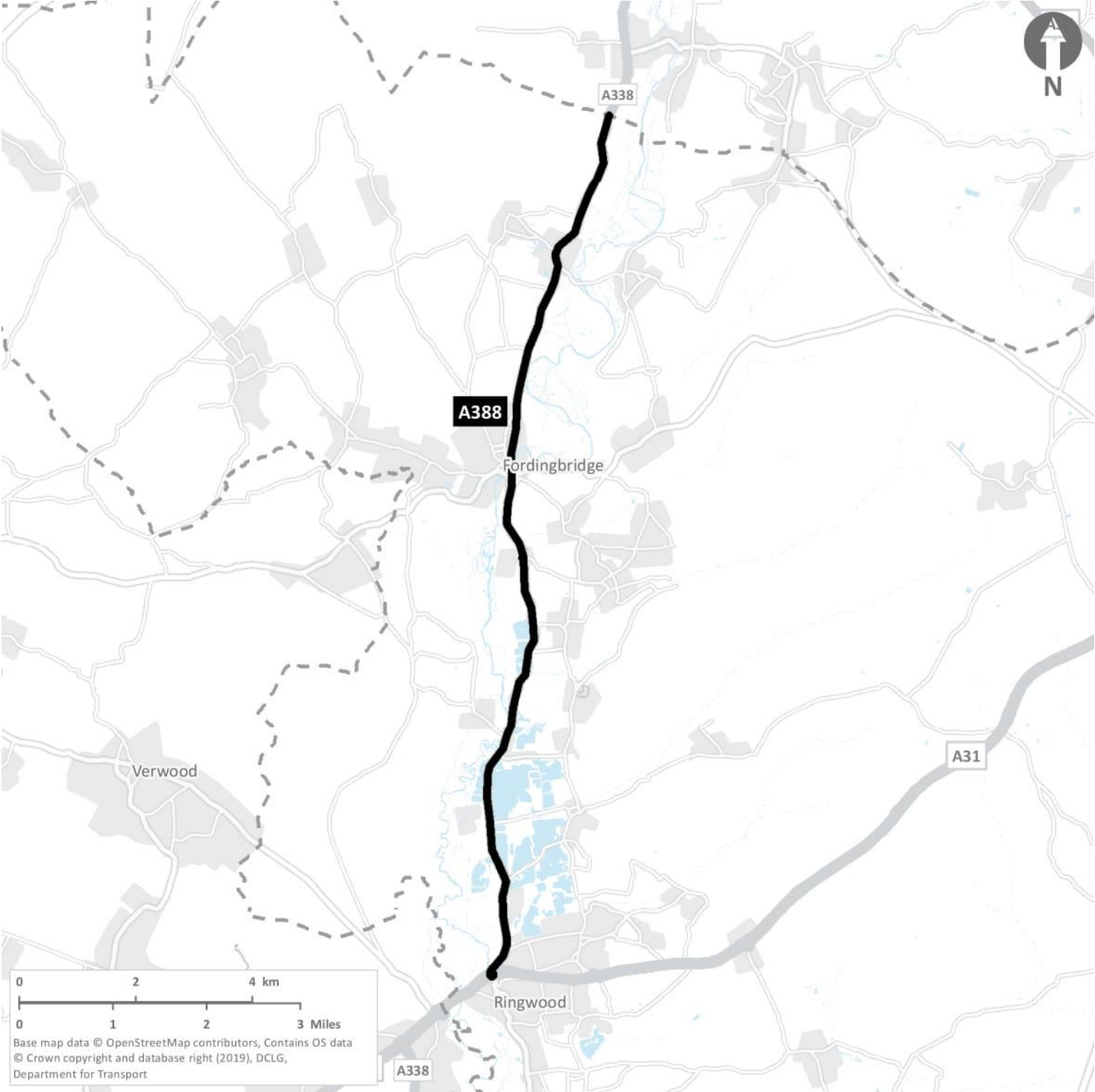
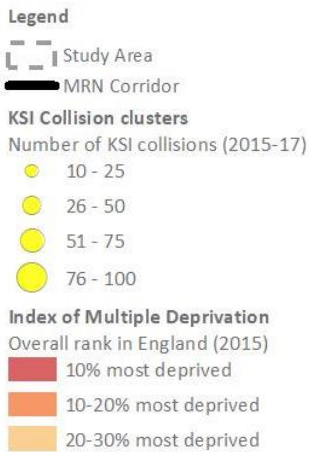
40% of the population is educated to National Vocational Qualification at level 4 or above, which is just below average for the South East area.





Safety

There were no clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17.

Housing Affordability

Although house prices are close to the average for the South East on this corridor, local residents' earnings are low. This means housing is not very affordable on this corridor.



	Deprived areas (2018, England)	5%	23 rd
	Highly educated population (2018, % NVQ Level 4 or above)	40%	18 th
	Average house price (2018, average of corridor's districts)	£322,250	16 th
	Housing affordability ratio (House price / earnings)	10.6	21 st

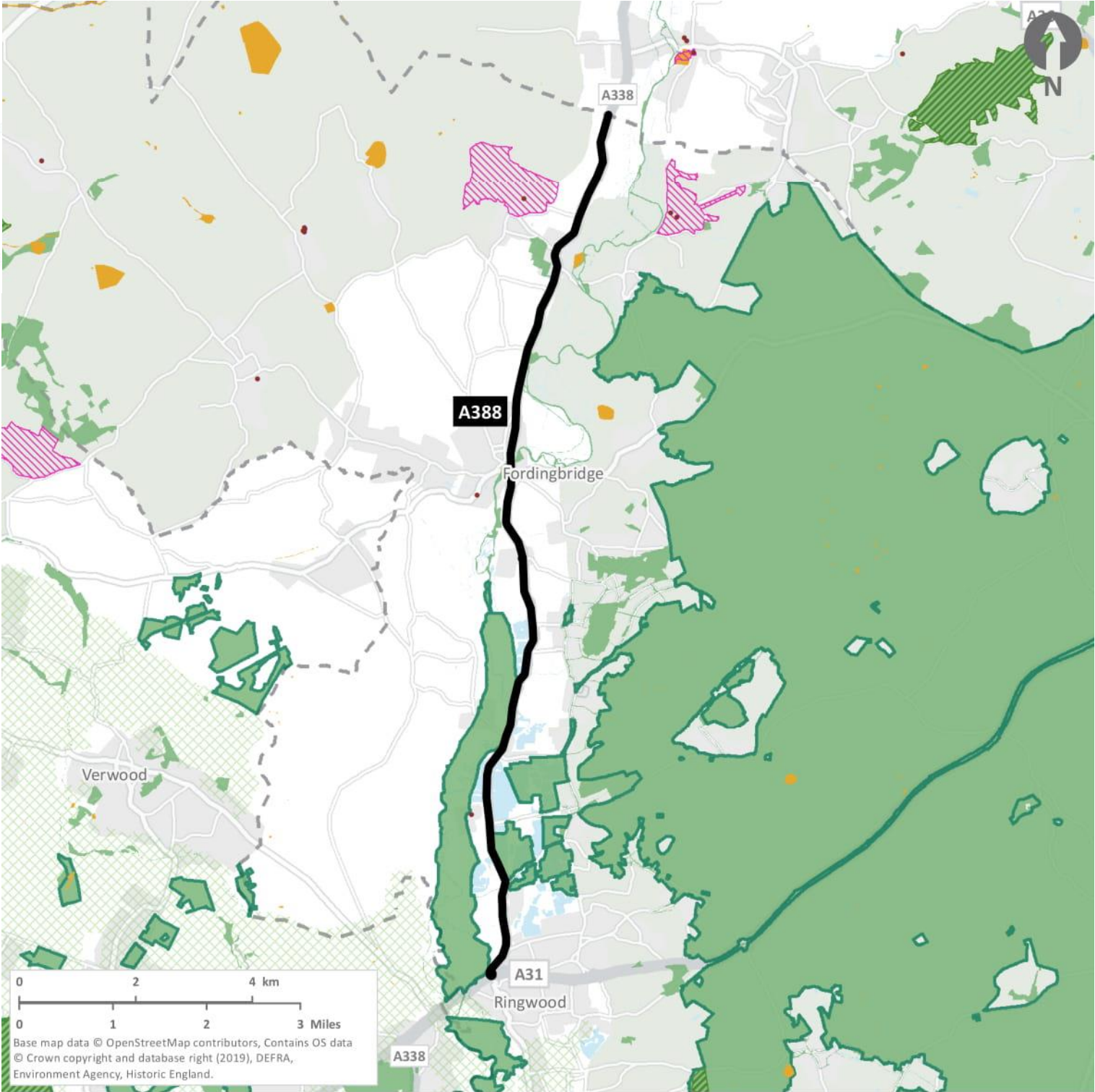
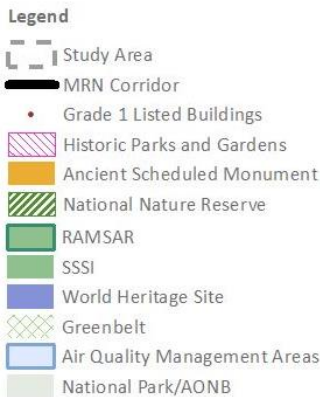
Environmental Context

Protected Areas

This corridor runs alongside the western border of the New Forest National Park. It also passes close to two historic parks at its northern end. It also passes close several Sites of Special Scientific Interest (which includes part of the New Forest), particularly at its southern end.

Air Quality

There are no Air Quality Management Areas close to this corridor.



Highways

Demand

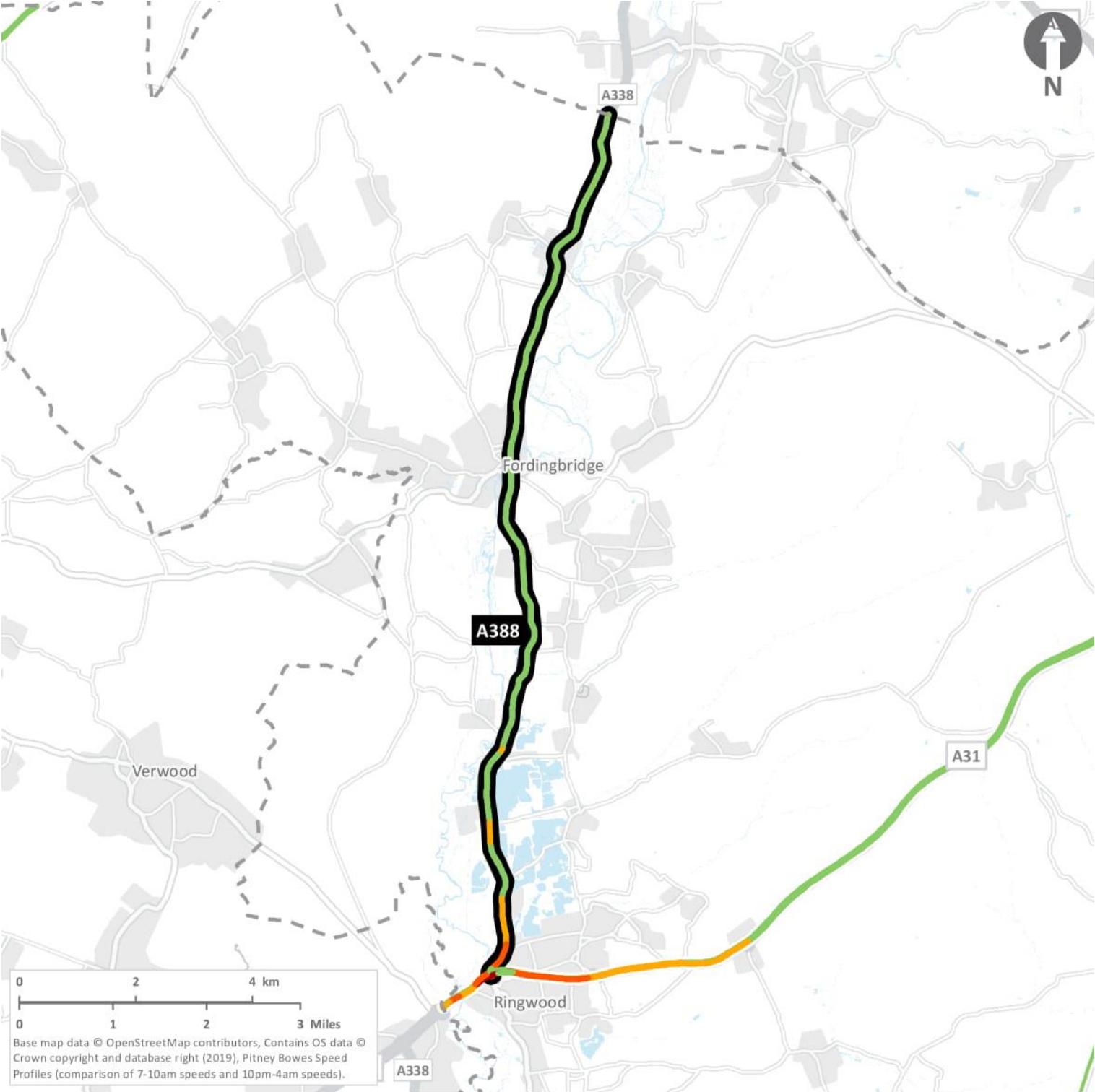
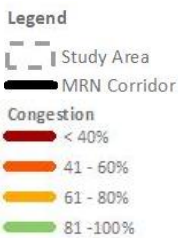
It is estimated that this corridor carries 1,684 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

There are some issues with congestion at the bottom end of this corridor where it joins the A31 at Ringwood. Here, AM peak traffic speed falls below 60% of free flow speeds.

Enhancements

Highways England is developing proposals to widen the **A31 to three lanes at Ringwood**, which should relieve some pressure at the junction with the A338.



Peak hour highway demand
(Vehicles/hour on busiest section)

1,684

24th

South East MRN Radial Corridor SW12

A3020/A3021/A3054 (Isle of Wight)

Description

This corridor encompasses all of the Major Road Network on the Isle of Wight. These roads generally serve local and inter-urban journeys, as well as trips between ports at Cowes and Ryde with Newport, the largest town on the island. Although the Isle of Wight is famous for its tourism industry, it also supports a high concentration of Priority Sector Jobs.

The key issues affecting this corridor are:

- **Deprivation:** The Isle of Wight has relatively high deprivation lows and relatively low earnings and educational attainment levels.

The key opportunities to consider for this corridor are:

- **Island Line investment:** How can recently announced investment in the Island Line help drive sustainable economic growth in the Isle of Wight?

Economic Context

Wealth

Median resident earnings along this corridor are £25,474, which is very low for the South East area.

Priority Industrial Sectors

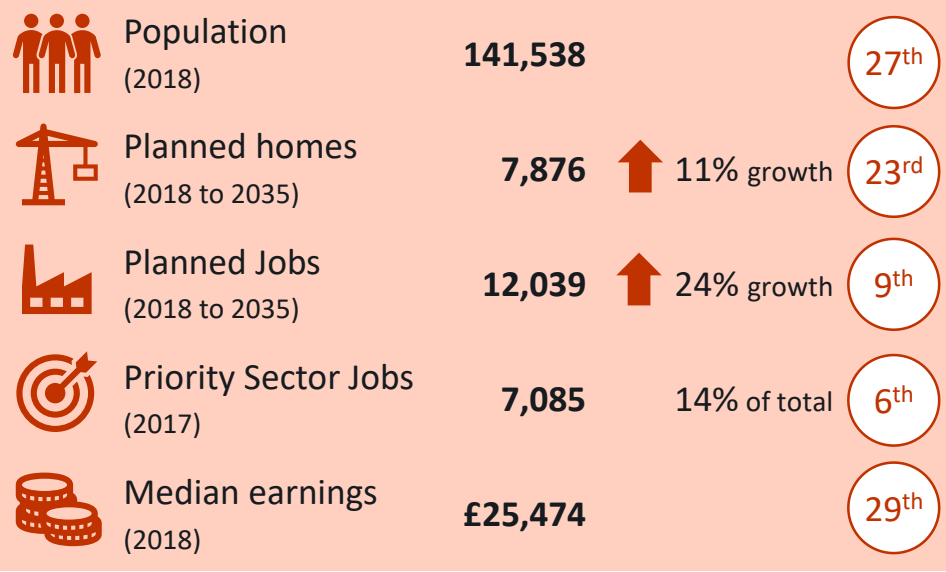
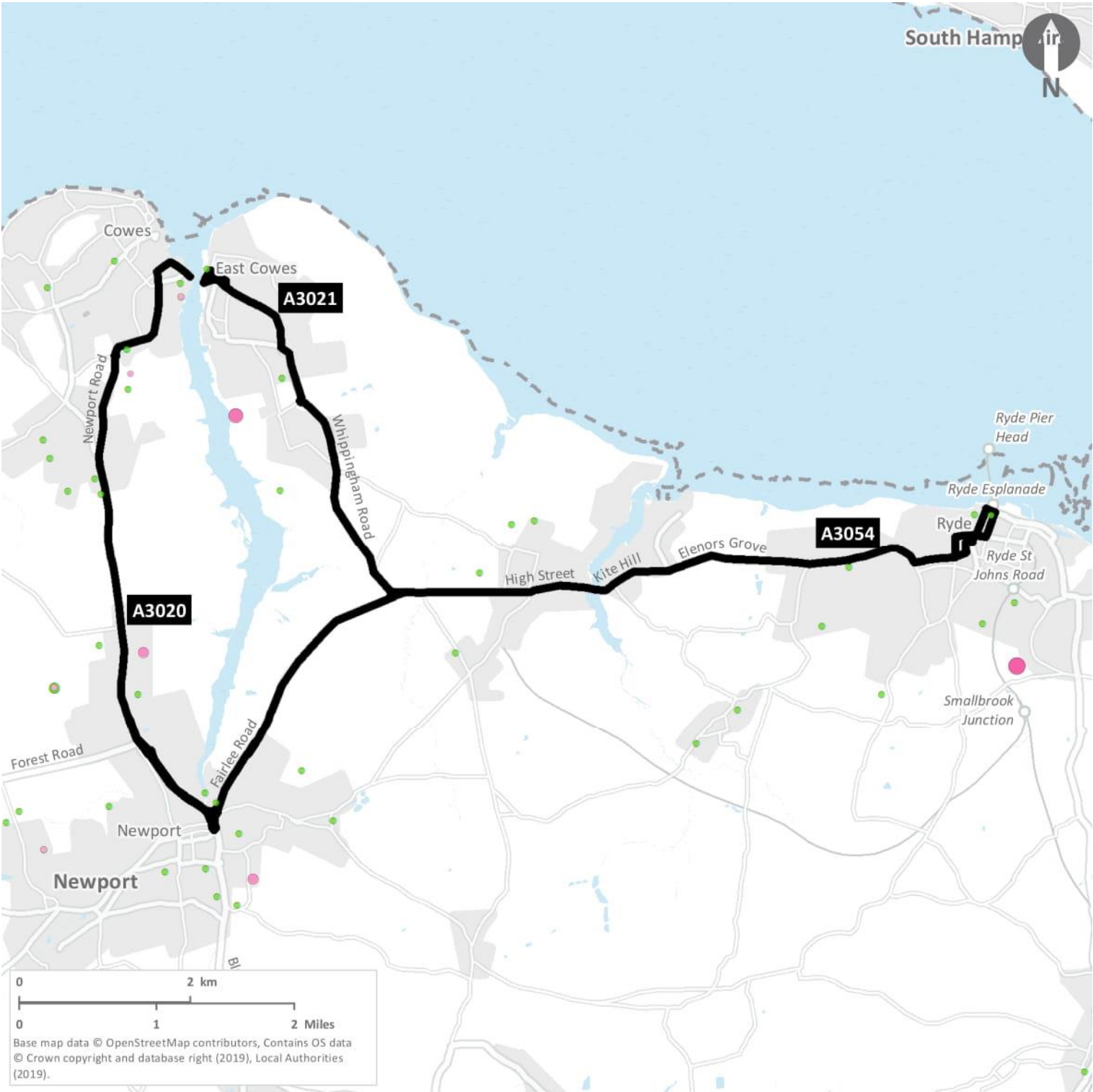
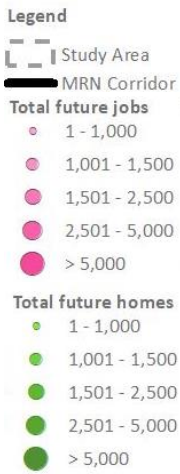
The priority industrial sectors on this corridor are:

- Marine and maritime;
- Aerospace and defence; and
- Advanced manufacturing.

14% of jobs on this corridor are in Priority Industrial Sectors, which is high for the South East area.

Development

Housing development along this line will be concentrated around the River Medina near both Cowes and Newport.



Social Context

Deprivation

Around 30% of the Isle of Wight is classified in the bottom three declines of deprivation in England (not all appear on the map to the right). The Major Road Network connects several clusters of deprivation, notably in Newport and Ryde.

Education

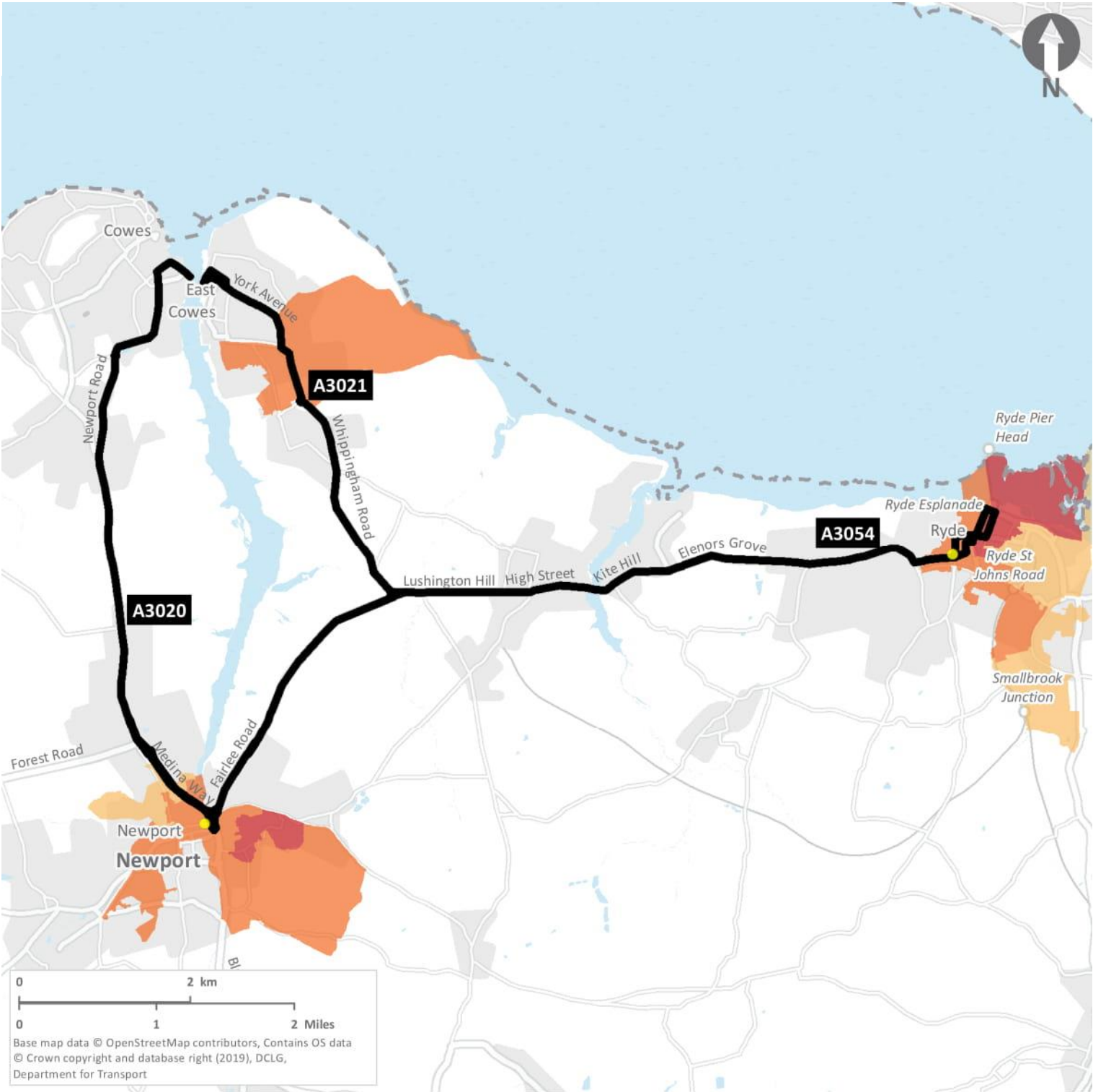
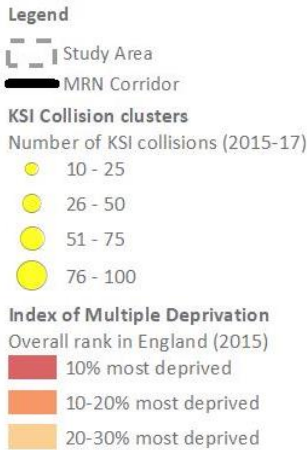
30% of the population is educated to National Vocational Qualification at level 4 or above, which is among the lowest level in the South East area.





Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably in Ryde and Newport. These clusters appear to be focussed on the major roads that serve these towns.

Housing Affordability

This corridor has the lowest average house price for the South East area and consequently has a among the most affordable housing in the South East area.



	Deprived areas (2018, England)	30%	6 th
	Highly educated population (2018, % NVQ Level 4 or above)	30%	28 th
	Average house price (2018, average of corridor's districts)	£203,000	30 th
	Housing affordability ratio (House price / earnings)	8.0	3 rd

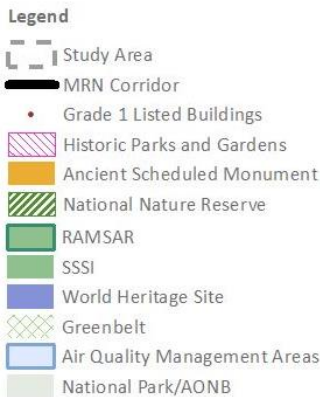
Environmental Context

Protected Areas

There are significant protected areas associated with this corridor, the most significant of which are Ramsar sites around the River Medina and immediately to the North of Ryde. Parts of the Isle of Wight Area of Outstanding Natural Beauty also lie close to this corridor, including a historic park to the north east of East Cowes.

Air Quality

There are no Air Quality Management Areas close to this corridor.



Highways

Demand

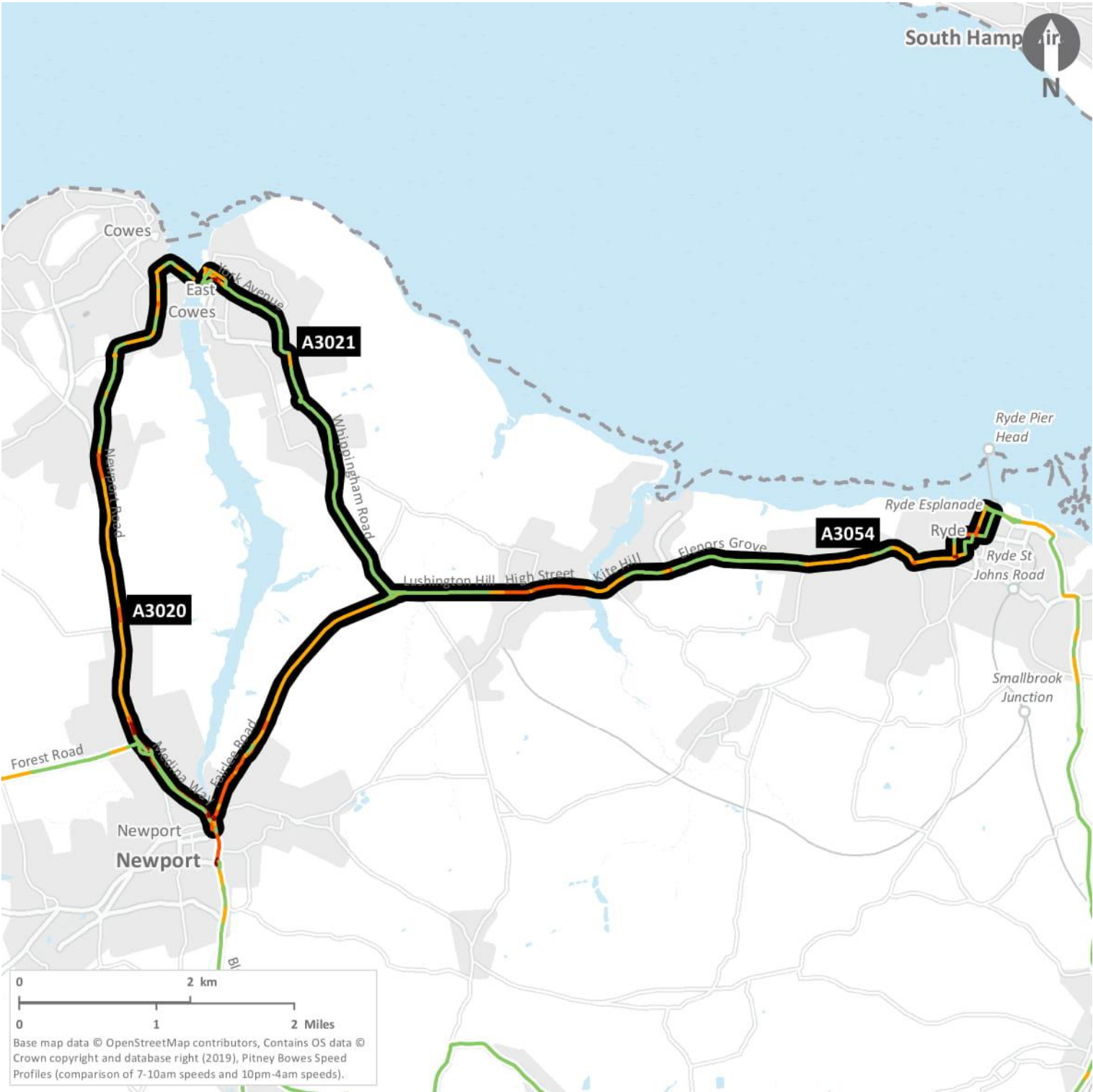
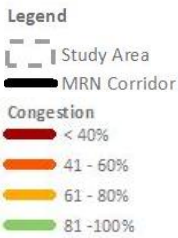
No demand data for this part of the Major Road Network was available.

Issues and Opportunities

There are some issues with congestion during the AM peak on the A3054, particularly at its western end in Newport, and on the A3020 between Newport and Cowes. There are some ‘hot spots’ where AM peak traffic speeds all below 60% of the free flow speed.

Enhancements

No significant enhancements to the Major Road Network are currently planned for this corridor.



South West MRN Radial Corridors

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