

East Surrey; Mole Valley; Reigate

Transport for the South East (TfSE) has just submitted its Strategic Investment Plan to government. This plan determines the investment needed to grow the south east's economy and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

Since 2017, TfSE, the sub-national transport body for the south east, has become a powerful and effective partnership for the region, bringing together local transport authorities, local enterprise partnerships, district and borough councils, transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.

Central to the development of this plan has been engagement and consultation with all stakeholders to ensure what we put forward aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the south east, for the south east.

To the right, we have mapped the prioritised schemes for East Surrey, Mole Valley, Reigate and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

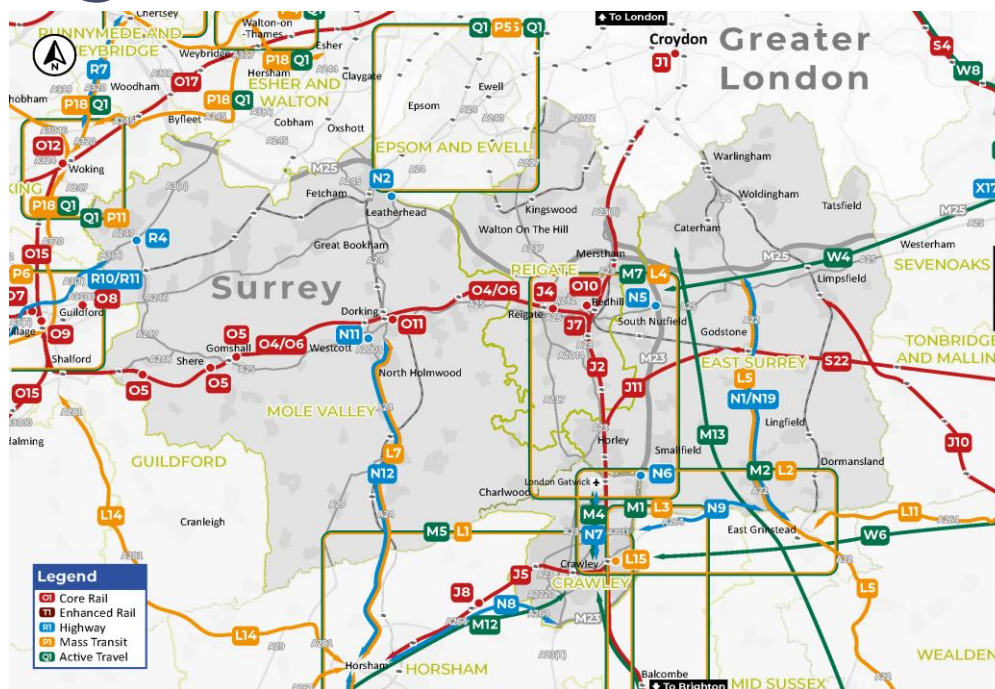








Figure 1: East Surrey; Mole Valley; Reigate schemes from TfSE's Strategic Investment Plan

In addition to place-specific schemes, a number of wider policy interventions have been identified. These include:

-  **Decarbonisation:** faster delivery on net zero carbon, including through the use and adoption of green technologies
-  **Public transport fares:** support for public transport, including subsidies for reduced fares
-  **New mobility:** capturing the benefits for new modes of travel, new ways of paying for our travel, and new technologies
-  **Road user charging:** support for a national scheme, and one that local areas can integrate with for additional measures (e.g. Clean Air Zones)
-  **Virtual access:** making best use of technology to reduce the need to travel and help plan better, more sustainable journeys
-  **Better integration:** at stations, hubs and between modes, but also better integration with spatial planning and service delivery

Strategic Investment Plan Factsheets
No. 14 East Surrey; Mole Valley; Reigate

Figure 2: East Surrey; Mole Valley; Reigate scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
J1	Croydon Area Remodelling Scheme	Improvements in the Croydon area, constituting the largest and most complex part of the Brighton Main Line upgrade proposals.	Increase the capacity of the railway through this area and improve its wider reliability.	Medium term (2030s)
J2	Brighton Main Line - 100mph Operation	Infrastructure and signalling enhancements to enable 100mph operation on the Brighton Main Line.	Reduce journey times between Brighton and London.	Medium term (2030s)
J4	Reigate Station Upgrade	A new 12-car turn back platform at Reigate station.	Increase capacity and provide more reliable services to/from the station, including connectivity to Thameslink destinations in London and beyond.	Short term (2020s)
J5	Arun Valley Line - Faster Services	Increased line speeds on the Arun Valley Line.	Reduce journey times between Littlehampton, Arundel, Horsham, Crawley and Gatwick.	Short term (2020s)
J7	Brighton Main Line - Reinstate Cross Country Services	Reinstate direct Cross Country Services between Brighton, London and the Midlands.	Reduce journey times for long-distance travellers and support inbound domestic tourism.	Short term (2020s)
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Electrification of the railway from Uckfield to Hurst Green via Edenbridge.	Support the decarbonisation of the rail network and improve its cohesion.	Long term (2040s)
J11	Redhill Aerodrome Chord	A new chord connecting the Brighton Main Line and the Redhill Tonbridge Line through Redhill Aerodrome.	Facilitate through services from Gatwick Airport to locations in Kent and Medway, reducing journey times to the airport.	Medium term (2030s)
L1	Fastway Extension: Crawley - Horsham	Extension of the Fastway bus network to the west from Crawley to Horsham, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
L2	Fastway Extension: Crawley - East Grinstead	Extension of the Fastway bus network to the east from Crawley to East Grinstead, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
L3	Fastway Extension: Haywards Heath - Burgess Hill	Extension of the Fastway bus network to the south from Crawley to Haywards Heath and Burgess Hill, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
L4	Fastway Extension: Crawley - Redhill	Extension of the Fastway bus network to the north from Crawley to Redhill, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
L5	A22 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A22, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between East Grinstead and nearby centres.	Short term (2020s)
L7	A24 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A24, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Dorking, Horsham and nearby centres.	Short term (2020s)
L15	Three Bridges Strategic Mobility Hub	Development of a Strategic Mobility Hub at Three Bridges, including rail, Fastway bus services, rural bus services and active travel options.	Provide opportunities for efficient multi-modal journeys between Three Bridges and the surrounding area.	Medium term (2030s)
M4	Gatwick/Crawley Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Gatwick and Crawley.	Integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.	Short term (2020s)
M7	Reigate/Redhill Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Reigate and Redhill.	Integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.	Short term (2020s)
M9	Surrey Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across Surrey, utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage active travel and help to diversify residents' travel options.	Short term (2020s)
M10	West Sussex Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across West Sussex, utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage active travel and help to diversify residents' travel options.	Short term (2020s)
M11	New London - Brighton National Cycle Network Corridor	A new inter-urban cycling corridor between Brighton and London, utilising parts of the "Avenue Verte" and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage cycling and help to diversify residents' travel options.	Medium term (2030s)
M12	New Crawley - Chichester National Cycle Network Corridor	A new inter-urban cycling corridor between Crawley and Chichester, enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage cycling and help to diversify residents' travel options.	Medium term (2030s)
M13	London - Paris New "Avenue Verte"	A new inter-urban cycling corridor between London and Paris, utilising and enhancing the existing "Avenue Verte" and the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage cycling and increase tourism and leisure opportunities along the route.	Medium term (2030s)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Improvements to the A22 north corridor (Tandridge) between South Godstone and East Grinstead.	Resolve existing congestion issues, support access to new developments and provide new active travel infrastructure.	Medium term (2030s)
N2	A24/A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)	Improvements to the A24/A243 between the Knoll Roundabout and M25 Junction 9A.	Resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.	Medium term (2030s)
N5	M23 Junction 8a New Junction and Link Road - Redhill	A new M23 Junction 8a and link road to Redhill (and Reigate).	Provide a safer alternative access point to the strategic road network. The current access point for Redhill is M25 Junction 8 via a level crossing.	Long term (2040s)
N6	M23 Junction 9 Enhancements - Gatwick	Capacity enhancements to M23 Junction 9.	Maintain reliable access and accommodate planned growth at Gatwick Airport.	Medium term (2030s)
N7	A23 Carriageway Improvements - Gatwick to Crawley	Online improvements to the A23 between Gatwick and Crawley.	Increase road safety and improve journey time reliability through the area.	Medium term (2030s)
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Online dualling of the A264 between Crawley and East Grinstead, including new segregated walking and cycling infrastructure.	Accommodate growth in the area and help to encourage the take-up of active modes.	Medium term (2030s)
N10*	Crawley Western Link Road and Active Travel Infrastructure	A new western link road in Crawley, including new bus, walking and cycling infrastructure.	Accommodate growth to the north and west of Crawley, improve local connectivity to Gatwick Airport and help to encourage the take-up of active and sustainable modes.	Long term (2040s)
N11	A24 Dorking Bypass	Online dualling of the A24 Dorking Bypass.	Accommodate growth, increase road safety and improve journey time reliability.	Medium term (2030s)
N12	A24 Horsham to Washington Junction Improvements	A new roundabout on the A24 Capel Bypass between Horsham and Washington.	Reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Short term (2020s)
N19	A22 Smart Road Trial Proposition Study	Trial and implementation of a series of "smart road" interventions on the A22.	Reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Short term (2020s)
O4	North Downs Line - Decarbonisation	Electrification of the unelectrified sections of the North Downs line.	Support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.	Long term (2040s)

* Intervention outside of constituency area and/or off-map.

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
O5	North Downs Line - Level Crossing Removals	Level crossing removals on the North Downs Line.	Reduce journey times for rail services along the line and increase safety for all road users.	Medium term (2030s)
O6	North Downs Line - Service Level and Capacity Enhancements	Station upgrades and level crossing removals to enable four trains per hour to run at peak times on the North Downs Line.	Increase rail service frequencies which will increase capacity, helping to attract more local residents onto the railway.	Short term (2020s)
O10	Redhill Station Track Capacity Improvement	Improvements at Redhill station.	Increase track capacity and provide easier interchange between the North Downs Line, the Brighton Main Line and the Redhill – Tonbridge Line.	Medium term (2030s)
O11	Dorking Deepdene Station Upgrade	An improved pedestrian link between Dorking Deepdene and Dorking stations.	Provide easier interchange between the North Downs Line and the Mole Valley Line.	Medium term (2030s)
R4	A3/A247 Ripley South (RIS3 Pipeline)	Upgrades to Ripley South junction.	Relieve existing congestion along the A3, segregate strategic and local movements and provide additional capacity for access to new developments.	Medium term (2030s)
R11	A3 Guildford Long Term Solution	Long-term solution to issues on the A3 in and around Guildford, potentially including at-grade or tunnelling options.	Improve journey time reliability and air quality along the A3 through Guildford whilst supporting strategic freight movements.	Long term (2040s)
S22	Gatwick - Kent Service Enhancements	Enabling of direct rail services between Gatwick Airport and Kent.	Provide an alternative to private car for trips between Gatwick Airport and Kent and reduce journey times.	Short term (2020s)
W4	Kent Inter-urban Active Travel Infrastructure	A series of Inter-urban walking and cycling enhancements across Medway and Kent, utilising and enhancing the National Cycle Network.	Facilitate strategic active travel movements (for example Ebbsfleet – Swanley – Sevenoaks – Oxted – Redhill) and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Maidstone and Tonbridge (and onwards towards East Grinstead and Crawley), utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)

Delivering interventions for East Surrey, Mole Valley and Reigate

Working with our partners we will now begin delivery of the nearly 300 interventions within the Strategic Investment Plan. Appropriate scheme and business case development will be required for each intervention, along with stakeholder engagement. Delivery will be dependent on each individual intervention and its local context, the complexity of the scheme, the stage of the scheme and business case development, as well as funding.

TfSE's role will be to support the appropriate delivery partners as we progress each scheme and secure funding for scheme development and delivery.

Along with local transport authorities, central government and its agencies, and other delivery partners, we will establish appropriate governance to oversee the development, delivery, and benefits realisation arising from interventions included in this strategy as we work to achieve the vision set out in our Transport Strategy.

By 2050, delivery of the Strategic Investment Plan will achieve for the south east:



21,000 additional new jobs



500,000 more rail trips each weekday



an additional £4 billion in GVA each year by 2050



1.5 million more bus, mass transit and ferry trips each weekday



1.4 mega tonnes less CO₂ equivalent emitted each year and a pathway to net zero identified



4 million fewer car trips each weekday

Help us to secure investment in the region's transport network

Please promote this investment plan in your local communities. We have submitted this plan to government and asked them to consider it when making future investment decisions for the region. Collectively we can deliver this ambitious plan and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improving the quality of life for all residents.

You can find the Strategic Investment Plan, the technical work behind it and our Transport Strategy on the TfSE website - www.tfse.org.uk, along with other factsheets.

For more information contact TfSE at tfse@eastsussex.gov.uk or [0300 3309574](tel:03003309574).

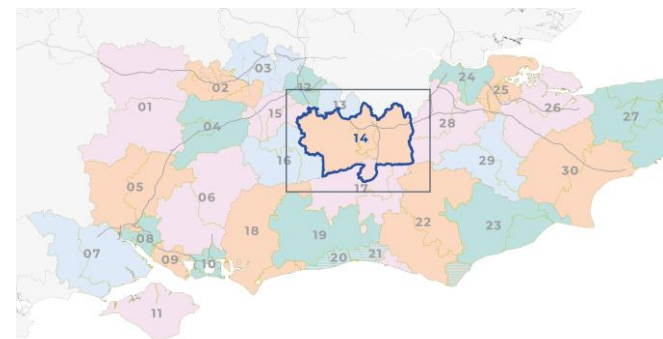


Figure 3: Map of factsheet locations and numbers