

Basingstoke; North East Hampshire

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 Basingstoke, North East Hampshire and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

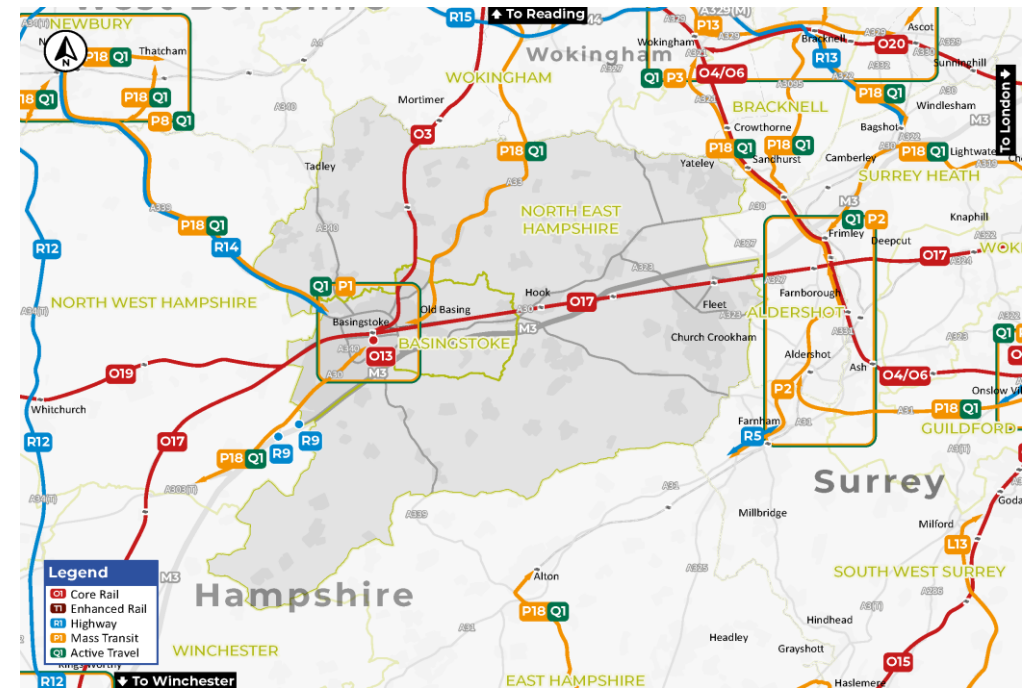








Figure 1: Basingstoke; North East Hampshire schemes from TfSE's Strategic Investment Plan

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. 4 Basingstoke; North East Hampshire

Figure 2: Basingstoke; North East Hampshire scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
O2*	Southern Access to Heathrow	A new direct rail link from Berkshire (Bracknell, Ascot), Surrey (Woking, Guildford) and Hampshire (Blackwater Valley, North/Mid-Hampshire, the Solent) to Heathrow Airport.	Help to resolve the long-term problem of rail inaccessibility to Heathrow Airport from the south, particularly from Surrey and South West London.	Long term (2040s)
O3	Reading to Basingstoke Enhancements	Electrification of the Reading to Basingstoke Line.	Support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.	Long term (2040s)
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Installation of the bi-directional Basingstoke Regulation Loop around the back of platform 5.	Relocate all freight movements from the station, increasing capacity on the South West Main Line whilst helping to provide for freight growth.	Medium term (2030s)
O14*	Cross Country Service Enhancements	Reinstatement of Cross Country services between Portsmouth and the Midlands and increased service frequencies and span between Southampton and the Midlands.	Reduce journey times between Portsmouth, Southampton and other national centres and support inbound tourism.	Short term (2020s)
O17	South West Main Line - Digital Signalling	Introduction of digital signalling on the South West Main Line.	Increase the capacity for (and safety of) rail passenger and freight movements.	Medium term (2030s)
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Electrification of the West of England Line between Basingstoke and Salisbury.	Support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.	Long term (2040s)
P1	Basingstoke Mass Rapid Transit	An integrated network of new bus-based rapid transit routes across Basingstoke.	Connect new and existing developments with the town centre and increase the attractiveness of public transport.	Short term (2020s)
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Inter-urban bus enhancements, including bus priority measures.	Enable frequent, reliable, express services to run along roads connecting major economic hubs, e.g. Guildford to the Blackwater Valley via the A31.	Short term (2020s)
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements, utilising 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.	Short term (2020s)
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Changes to M3 Junction 7 at Basingstoke and M3 Junction 8 with the A303.	Support the increased safety of all road users and accommodate growth.	Short term (2020s)

* Intervention outside of constituency area and off-map.

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R14	A339 Newbury to Basingstoke Safety Enhancements	Changes to the A339 between Basingstoke and Newbury.	Support the increased safety of all road users and improve journey time reliability for strategic freight movements.	Short term (2020s)

Delivering interventions for Basingstoke and North East Hampshire

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).

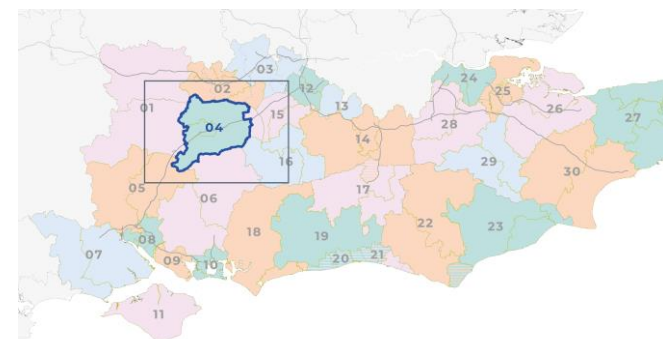


Figure 3: Map of factsheet locations and numbers