

# Romsey and Southampton North; Winchester

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 Romsey and Southampton North, Winchester and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

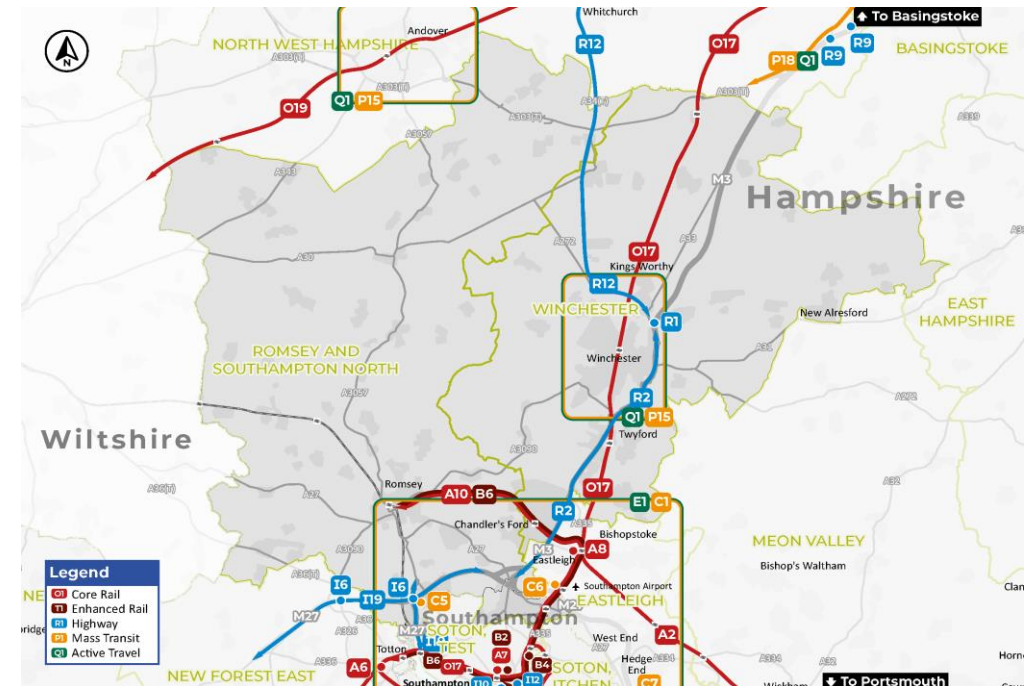








Figure 1: Romsey and Southampton North; Winchester schemes from TfSE's Strategic Investment Plan

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. 5 Romsey and Southampton North; Winchester**

**Figure 2:** Romsey and Southampton North; Winchester scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
A1	Solent Connectivity Strategic Study	Delivering recommendations to increase the frequency of running services through Southampton Central, connecting multiple local routes from Totton, Fareham, Netley etc.	Improve rail connectivity into Southampton, reducing wait times and the effective journey times of rail users.	Medium term (2030s)
A10	West of England Service Enhancements	Service frequency enhancements between Salisbury and Yeovil Junction.	Support local trips between adjacent centres on the line to be made by rail and reduce the need to travel using private car.	Medium term (2030s)
B1	Southampton Central Station - Woolston Crossing	Construction of a new rail tunnel between Southampton Central and Woolston crossing the River Itchen.	Provide additional capacity and reduce journey times between Southampton and Portsmouth.	Long term (2040s)
B6	Eastleigh to Romsey Line - Electrification	Electrification of the Eastleigh to Romsey Line.	Support the decarbonisation of the rail network and improve its cohesion.	Medium term (2030s)
C1	Southampton Mass Transit	Transformational enhancements to Mass Rapid Transit, connecting centres within Southampton and adjacent hubs in the Solent by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate.	Reduce journey times and wait times for public transport in the Solent.	Short term (2020s)
C5	M271 Junction 1 Strategic Mobility Hub	The development of a Strategic Mobility Hub at M271 Junction 1, including rail, park and ride, bus services and active travel options.	Provide opportunities for efficient multi-modal journeys between the M27 and Southampton city centre.	Short term (2020s)
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	The development of a Strategic Mobility Hub at M27 Junction 5, including the airport, rail, park and ride, bus service and active travel options.	Provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.	Medium term (2030s)
E1	Southampton Area Active Travel (including LCWIPs)	Inter-urban cycling enhancements across Southampton, including by utilising the National Cycle Network.	Improve access to points of interest via segregated active travel.	Short term (2020s)
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Improvements to M27 Junctions 2 and 3.	Increase capacity and improve the flow of traffic, with each junction being looked at separately.	Medium term (2030s)
I19	M27/M271 Smart Motorway(s)	Smart motorway interventions along the M27 and M271.	Increase capacity and reduce congestion in particularly busy areas.	Long term (2040s)

**Strategic Investment Plan Factsheets**  
**No. 5 Romsey and Southampton North; Winchester**

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)
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)
P14	Winchester Bus Enhancements	Urban bus enhancements connecting centres within Winchester and adjacent economic hubs, 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)
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)
R1	M3 Junction 9 (RIS2)	Upgrades to the M3 Junction 9.	Facilitate better movement from the A34 to the M3, including key strategic freight movements, and help to accommodate future growth.	Short term (2020s)
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Smart motorway extension from M3 Junction 9 to M3 Junction 14.	Increase capacity and road safety and improve reliability along this section.	Short term (2020s)
R12	A34 Junction and Safety Enhancements	Changes to A34 junctions between Winchester and Newbury.	Support the increased safety of all road users and improve journey time reliability for strategic freight movements.	Short term (2020s)

\* Intervention outside of constituency area and off-map.

## **Delivering interventions for Romsey and Southampton North and Winchester**

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 CO<sub>2</sub> equivalent emitted each year and a pathway to net zero identified



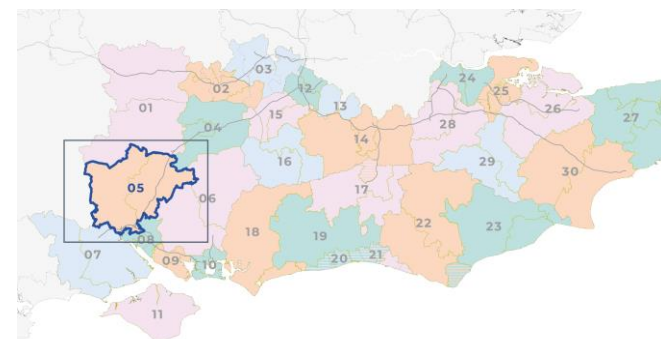
4 million fewer car trips each weekday

### **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](http://www.tfse.org.uk), along with other factsheets.

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



**Figure 3:** Map of factsheet locations and numbers