

Havant; Portsmouth North; Portsmouth South

Transport for the South East (TfSE) submitted its Strategic Investment Plan to government in 2023. 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, business organisations, 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 Havant, Portsmouth North, Portsmouth South and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.



Figure 1: Havant; Portsmouth North; Portsmouth South 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. 10 Havant; Portsmouth North; Portsmouth South

Figure 2: Havant; Portsmouth North; Portsmouth South scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
A4	Fareham Loop / Platform	Conversion of the current bay platform at Fareham, Platform 2, into a through platform.	Provide a passing opportunity to free up capacity at the station and improve timetable flexibility and resilience.	Medium term (2030s)
A5	Portsmouth Station Platforms	Additional platform capacity for trains terminating at Portsmouth. Portsmouth City Council's preferred solution is to reopen the disused Platform 2 at Portsmouth Harbour station; the alternative is to provide an additional low-level platform at Portsmouth and Southsea station.	Increase rail capacity in the city and improve timetable flexibility and resilience in Portsmouth.	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)
B2	New Southampton Central Station	Improvements to Southampton Central station, including additional platform capacity and an enhanced public realm.	Better facilitate interchange at Southampton Central and enable delivery of the South Hampshire Rail (Core) Package.	Long term (2040s)
B3	New City Centre Station	A new railway station in Southampton city centre.	Provide better access to the rail network from central Southampton and the West Quay development and complement the South Hampshire Rail (Enhanced) Package, particularly the Woolston Crossing.	Long term (2040s)
B5	Cosham Station Mobility Hub	A mobility hub at Cosham station.	Provide interchange between private car, public transport, active travel and other transport modes to improve end-to-end journey quality.	Medium term (2030s)
B7	Havant Rail Freight Hub	A rail freight hub at Havant.	Support efficient rail freight operations.	Medium term (2030s)
B8	Fratton Rail Freight Hub	A rail freight hub at Fratton.	Support efficient rail freight operations.	Medium term (2030s)
C2	South East Hampshire Rapid Transit Future Phases	Transformational enhancements to Bus Rapid Transit, connecting Portsmouth with its travel to work area 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 South East Hampshire.	Medium term (2030s)

*Not shown on map.

Strategic Investment Plan Factsheets

No. 10 Havant; Portsmouth North; Portsmouth South

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
C9	Tipner Transport Hub (M275 Junction 1)	The development of a Transport Hub at Tipner, including park and ride, bus services and active travel options.	Provide opportunities for efficient multi-modal journeys, at the same time facilitating major regeneration opportunities in the city.	Medium term (2030s)
C10	Southsea Transport Hub	Enhanced coastal defence works; improvements to the public realm; and measures to encourage modal shift to public transport and active travel in the Southsea area.	Deliver reduced private car trips, better local air quality and greater resilience for the local area and its economy.	Short term (2020s)
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Enhancement of ferry services between both Gosport – Portsmouth and Hayling – Portsmouth.	Provide faster, more frequent and reliable services for residents accessing Portsea Island.	Short term (2020s)
E2	South East Hampshire Area Active Travel (including LCWIPs)	Inter-urban cycling enhancements across South East Hampshire, including by utilising the National Cycle Network.	Improve access to points of interest via segregated active travel.	Short term (2020s)
E3	Active Travel Bridge Extension	Delivery of either a new cantilevered bridge or widening of the existing bridge.	Facilitate access for people walking, wheeling or scooting along the A2030 (one of few ways to travel onto/off Portsea Island, via a narrow carriageway) and allow the route to meet minimum standards of comfort and safety.	Short term (2020s)
E4	Portsmouth Eastern Road East-West Bridge	The introduction of an additional bridge across the Eastern Road.	Safely link the paths on both sides of the bridge, as there are currently few crossing points across the busy A2030 for those walking, wheeling or scooting, etc.	Short term (2020s)
F1	West Coastway Strategic Study	Delivery of recommendations from the West Coastway Strategy Study, including increased service frequencies and timetable optimisation for local and strategic movements between Southampton, Havant, Chichester and Brighton.	Reduce wait times and the effective journey times of rail users.	Medium term (2030s)
I11	Portsmouth City Centre Road (LLM)	Measures to address issues around traffic accessing the city from the M275.	Release land for development and regeneration and support the use of all modes, including bus and active travel.	Short term (2020s)
I13	New Bridge from Horsea to Tipner	A new bridge between Tipner and Horsea serving pedestrians, cyclists and bus users.	Improve journey times for existing users and attract new pedestrians and cyclists, thus increasing physical activity.	Short term (2020s)
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Grade separation of the Portsmouth Direct Line and the South West Main Line at Woking rail junction on approach to Woking station.	Reduce Portsmouth / Guildford – London journey times and increase capacity on the South West Main Line.	Medium term (2030s)

Strategic Investment Plan Factsheets

No. 10 Havant; Portsmouth North; Portsmouth South

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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)
O15	Portsmouth Direct Line - Line Speed Enhancements	Increased line speeds on the Portsmouth Direct Line.	Reduce journey times between Portsmouth and London.	Short term (2020s)
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Increased line speeds between Havant and Petersfield by upgrading the Buriton Tunnel.	Reduce journey times between Portsmouth and London.	Long term (2040s)
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)

*Not shown on map.

Delivering interventions for Havant, Portsmouth North and Portsmouth South

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).

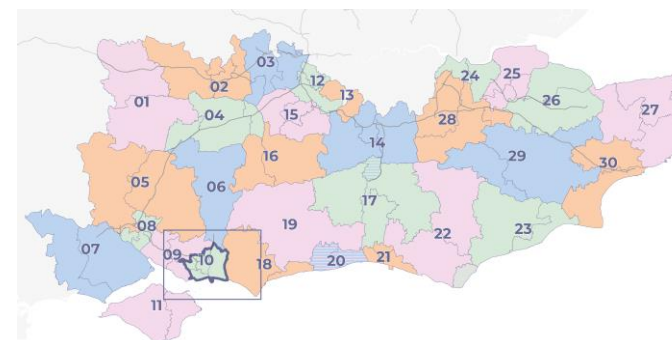


Figure 3: Map of factsheet locations and numbers