

Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham

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 Earley and Woodley, Reading Central, Reading West, Mid Berkshire, Wokingham and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

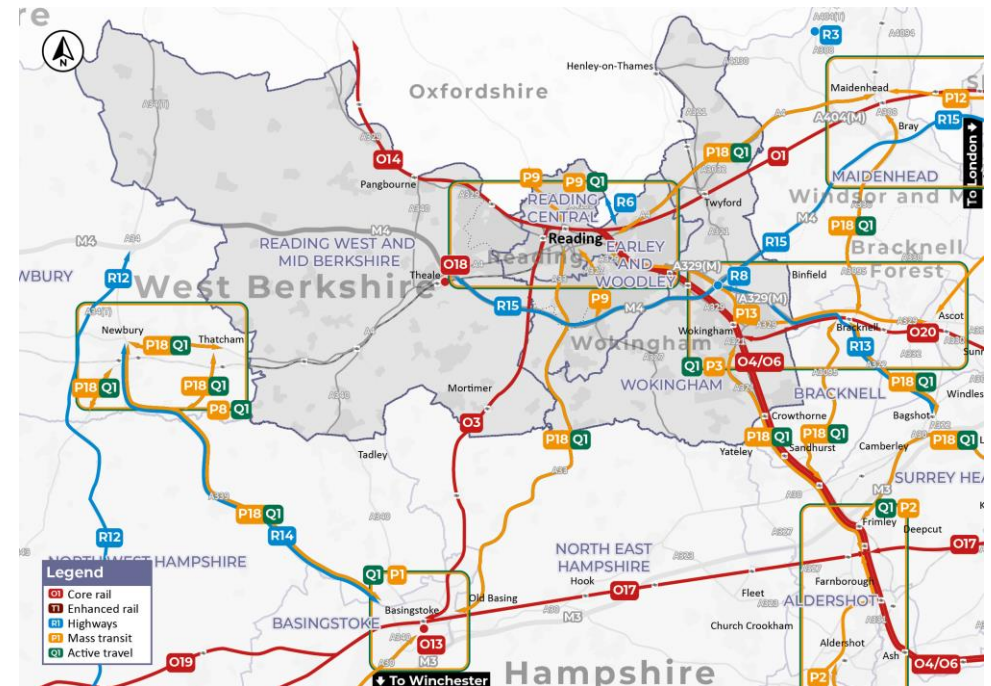








Figure 1: Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham schemes from TfSE's Strategic Investment Plan

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. 2 Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham

Figure 2: Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
O1*	Western Rail Link to Heathrow	A new direct rail link from the Great Western Main Line (between Iver and Langley) to Heathrow Airport.	Enable direct connectivity and reduce journey times to Heathrow Airport from key locations, including Bristol, Swindon, Oxford and Reading.	Medium term (2030s)
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)
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)
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)
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)
O18	Theale Strategic Rail Freight Terminal	Development of a rail freight hub at Theale.	Support more efficient rail freight operations and contribute to business growth.	Short term (2020s)
O20	Reading to Waterloo Service Enhancements	Increased line speeds on the Reading to Waterloo Line.	Reduce journey times between London, Bracknell and Ascot and enhance onward connectivity from locations on the Ascot to Guildford Line, e.g. Camberley and Bagshot.	Medium term (2030s)
P3	Bracknell/Wokingham Bus Enhancements	Urban bus enhancements connecting centres within Bracknell, Wokingham 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)
P9	Reading Mass Rapid Transit	An integrated network of new bus-based rapid transit routes across Reading.	Connect major employment and population areas locally, building on the successful South Reading Mass Rapid Transit initiative.	Short term (2020s)

*Not shown on map.

Strategic Investment Plan Factsheets

No. 2 Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Inter-urban bus enhancements along the A329/B3408, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Reading, Bracknell, Wokingham and nearby centres.	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. This will encourage cycling and help to diversify residents' travel options.	Short term (2020s)
R6	New Thames Crossing East of Reading (LLM)	A third bridge across the river Thames in Reading, including supporting infrastructure.	Relieve existing congestion in Reading town centre and provide additional capacity for access to new housing developments.	Long term (2040s)
R8	M4 Junction 10 Safety Enhancements	Changes to M4 Junction 10 with the A329(M).	Support the increased safety of all road users.	Short term (2020s)
R13	A322 and A329(M) Smart Corridor	Introduction of smart motorway interventions along the A322 and A329(M).	Support the more efficient use of existing capacity using real-time information.	Short term (2020s)
R15	M4 Junction 3 to Junction 12 Smart Motorway (SMP)	Smart motorway extension from M4 Junction 3 to M4 Junction 12.	Increase capacity and road safety and improve reliability along this section.	Short term (2020s)

Delivering interventions for Earley and Woodley, Reading Central, Reading West and Mid Berkshire, and Wokingham

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).

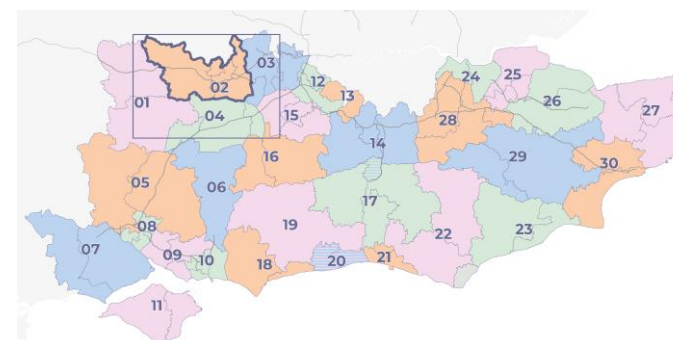


Figure 3: Map of factsheet locations and numbers