

New Forest East; New Forest West

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 New Forest East, New Forest West and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

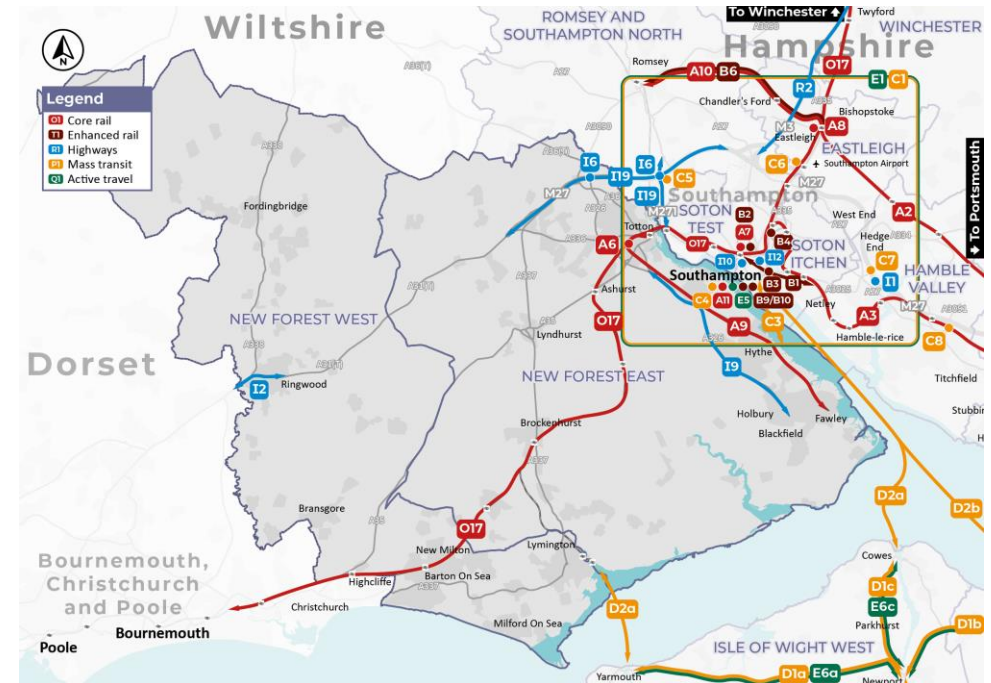








Figure 1: New Forest East; New Forest West schemes from TfSE’s Strategic Investment Plan

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. 7 New Forest East; New Forest West

Figure 2: New Forest East; New Forest West 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)
A6	South West Main Line - Totton Level Crossing Removal	Removal of the level crossing at Totton by delivering either a road underpass or a flyover.	Allow road traffic to cross the railway, alleviate a congestion pinch-point and enable increased capacity through Totton for passenger and future freight growth.	Medium term (2030s)
A9	Waterside Branch Line Reopening	The introduction of passenger services on the Fawley Branch Line Services up to a new station located in Hythe Town.	Connect communities and new development sites in Marchwood, Hythe and Fawley to the rail network and allow these communities to access the economic hub of Southampton Central via rail where this is currently not an option.	Short term (2020s)
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)
C3	New Southampton to Fawley Waterside Ferry Service	The introduction of a new ferry service between Fawley and Southampton.	Support new developments in Fawley and provide a fast, reliable and sustainable connection to the city.	Medium term (2030s)
D2a	Operating Hours and Frequency Enhancements	Extension of service hours into the early morning and late evening for existing ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth.	Increase the number of services between the island and the mainland, enabling access to the morning and late night offers of Southampton and Portsmouth.	Short term (2020s)
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)
I2	A31 Ringwood Strategic Traffic (RIS2)	Widening of the A31 at Ringwood to three lanes.	Provide more capacity for local traffic movements through the area.	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)

*Not shown on map.

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
I9	A326 Capacity Enhancements (LLM)	Enhancements to the capacity of the A326.	Ensure reliable access is maintained for both existing and forecast levels of traffic associated with significant development proposals in the area.	Short term (2020s)
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)
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)

Delivering interventions for New Forest East and New Forest West

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).

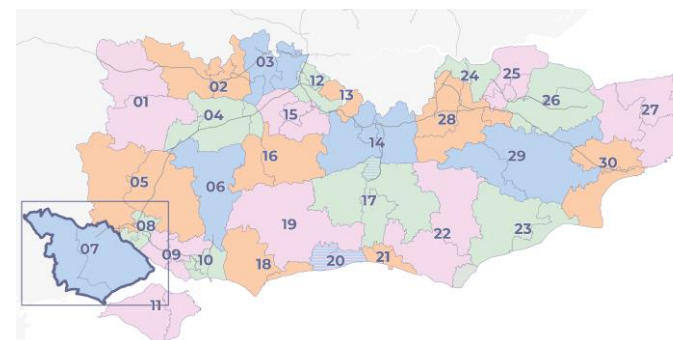


Figure 3: Map of factsheet locations and numbers