

Eastleigh; Southampton Itchen; Southampton Test

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 Eastleigh, Southampton Itchen, Southampton Test and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

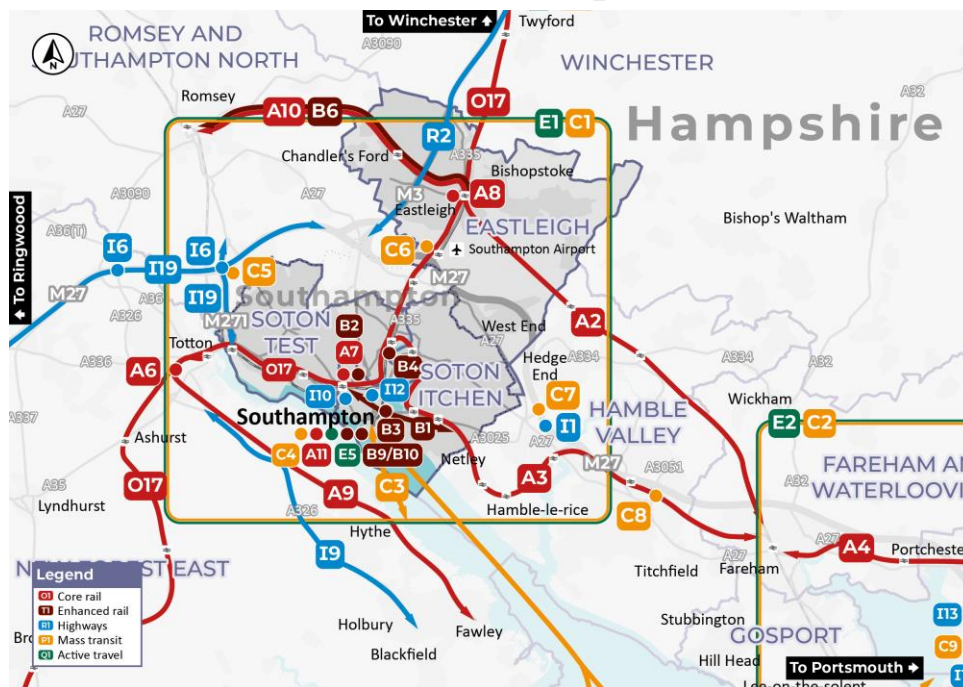








Figure 1: Eastleigh; Southampton Itchen; Southampton Test schemes from TfSE's Strategic Investment Plan

- 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. 8 Eastleigh; Southampton Itchen; Southampton Test

Figure 2: Eastleigh; Southampton Itchen; Southampton Test 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) |
| A2 | Botley Line Double Tracking | Double tracking of the Botley Line between Eastleigh and Fareham. | Facilitate an increase in passenger and freight service frequency and reliability. | Medium term (2030s) |
| A3 | Netley Line Signalling and Rail Service Enhancements | Signalling improvements on the Netley Line between Southampton and Fareham. | Increase capacity for passenger and freight services. | Medium term (2030s) |
| A7 | Southampton Central Station Upgrade and Timetabling | Three options for Southampton Central will be explored: the conversion of bay platform 5 to a through platform, the addition of a platform 0, or an additional bay platform(s) to the south east of the station. | Facilitate an increase in passenger and freight service frequency. | Medium term (2030s) |
| A8 | Eastleigh Station Platform Flexibility | Signalling alterations at Eastleigh station to allow platform 1 to operate as a bi-directional platform, where at present it can only be accessed in the Up direction | Be key to enabling additional rail services and improved reliability through the area. | 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) |
| A11 | Additional Rail Freight Paths to Southampton | A programme of works such as strategic passing loops and timetable optimisation to realise the Network Rail Freight Strategy Vision. | Increase freight capacity to accommodate the anticipated growth in container traffic at the Port of Southampton. | Short term (2020s) |
| 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) |

*Not shown on map.

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| B4 | South West Main Line - Mount Pleasant Level Crossing Removal | Removal of the Mount Pleasant level crossing between St Denys and Southampton Central. | Reduce the risk of accidents at the level crossing and increase the safety and reliability of the South West Main Line. | 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) |
| B9 | Southampton Container Port Rail Freight Access and Loading Upgrades | Upgrades to rail freight access and loading at Southampton Existing Automotive Port, including extending the loading area and junction improvements. | Increase capacity for freight services on the South West Main Line. | Medium term (2030s) |
| B10 | Southampton Automotive Port Rail Freight Access and Loading Upgrades | Upgrades to rail freight access and loading at Southampton Container Port, including extending the loading area and junction improvements. | Increase capacity for freight services on the South West Main Line. | 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) |
| 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) |
| C4 | Southampton Cruise Terminal Access for Mass Transit | Consideration of options for extending Mass Rapid Transit and/or rail to serve Southampton Cruise Terminal, including by working with cruise lines. | Improve connectivity to the terminal via sustainable modes during cruise departure days. | Medium term (2030s) |
| 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) |
| E5 | Southampton City Centre Placemaking | Placemaking measures in Southampton city centre. | Encourage the take-up of walking and cycling and improve perceptions of the urban realm. | Short term (2020s) |
| I10 | West Quay Realignment (LLM) | Realignment of West Quay Road to segregate through traffic using the 'Inner Ring Road' from access-only traffic to the city centre. | Reduce conflicts between road users and improve journey times for through traffic. | Short term (2020s) |
| I12 | Northam Rail Bridge Replacement and Enhancement (MRN) | Removal of a major bottleneck caused by the single lane of Northam Rail Bridge between two sections of dual carriageway on the A3024. | Increase capacity, reduce journey times and improve network resilience for private cars, goods vehicles and buses. | Short term (2020s) |

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| 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) |
| 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) |

*Not shown on map.

Delivering interventions for Eastleigh, Southampton Itchen and Southampton Test

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).

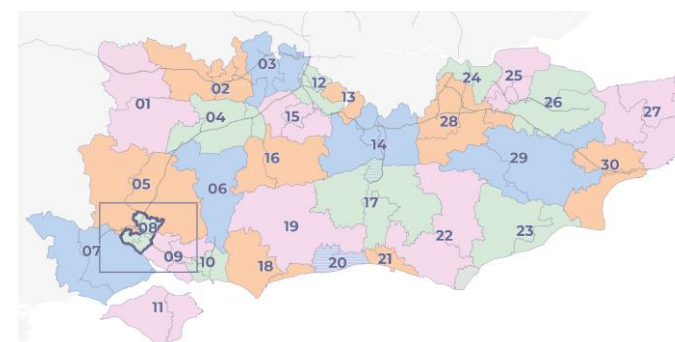


Figure 3: Map of factsheet locations and numbers