

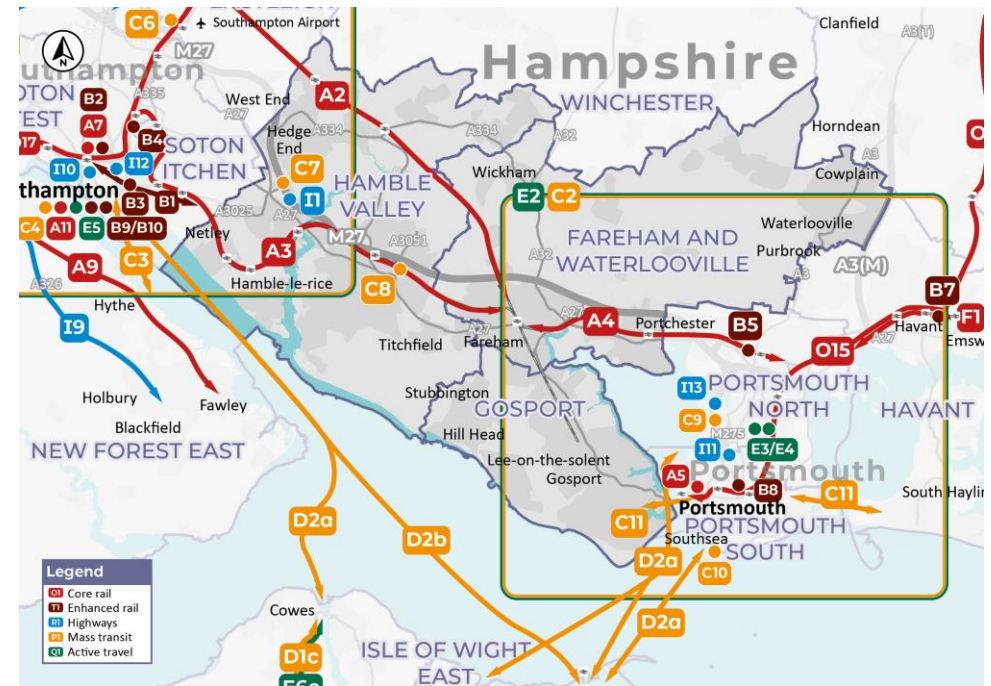
# Fareham and Waterlooville; Hamble Valley; Gosport

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 affecting Fareham and Waterlooville, Hamble Valley, Gosport and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.



**Figure 1:** Fareham and Waterlooville; Hamble Valley; Gosport 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. 9 Fareham and Waterlooville; Hamble Valley; Gosport

**Figure 2:** Fareham and Waterlooville; Hamble Valley; Gosport 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)
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)
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)
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)
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. 9 Fareham and Waterlooville; Hamble Valley; Gosport

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
C8	M27 Junction 9 Strategic Mobility Hub	The development of a Strategic Mobility Hub at M27 Junction 9, including rail, park and ride, bus services and active travel options.	Provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.	Medium term (2030s)
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)
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)
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)
I1	M27 Junction 8 (RIS2)	Improvements to the Windhover Roundabout.	Increase capacity at M27 Junction 8.	Short term (2020s)
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 Fareham and Waterlooville, Hamble Valley and Gosport**

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



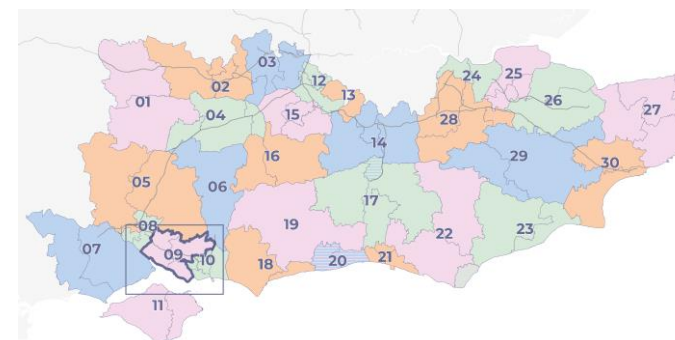
4 million fewer car trips each weekday

### **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