

Report to: Partnership Board –Transport for the South East

Date of meeting: 17 March 2025

By: Chief Officer, Transport for the South East

Title of report: Delivery of the Strategic Investment Plan

Purpose of report: To provide an update on work to support the delivery of the Strategic Investment Plan

RECOMMENDATION:

The members of the Partnership Board are recommended to comment on the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

1. Introduction

1.1 This report provides an update on a range of workstreams that support the delivery of the Strategic Investment Plan (SIP).

2. Background

2.1 Delivering the SIP requires several partners, including Transport for the South East (TfSE), local transport authorities, National Highways, Network Rail and Department for Transport (DfT), to work closely together to develop and deliver the schemes and policy interventions it sets out. Several different approaches to bring forward schemes are also required, taking account of the different stages of development that schemes are already at and the resources available to TfSE and the delivery partners to progress further work.

2.2 This report provides an update on the work that supports delivery of the interventions in the SIP, ensuring the required analytical tools are available, our partners have the support they need as they develop and deliver schemes, and that the reporting on benefits realisation arising from both the place-based and global interventions included in the SIP is taking place.

3. SIP Delivery Action Plan

3.1 The information within the Delivery Action Plan (DAP) for the SIP has been updated through November and December 2024 via a series of meetings with each delivery partner to review the schemes. The information gathered as part of this exercise provides valuable insight as to how partners are progressing with the delivery

of schemes across the region and helps shape the support TfSE seeks to provide partners as they bring forward schemes. An updated SIP DAP report can be found in **Appendix 1**.

3.2 The information in the DAP is fed into the prioritisation framework tool and this update will further improve our ability to filter and prioritise schemes as and when required.

3.3 We have also been able to collate information regarding the required funding level for scheme development work over the next three years based on forecasts of scheme progress and stages planned. This information will be used by TfSE to help make the case for appropriate development funding for delivery partners, ideally with longer term funding certainty. This information will be updated annually as part of the DAP update process.

4. Interactive Story Map

4.1 The Interactive Story Map is an easy map-based tool to help users find the interventions displayed in the SIP and now includes the information from the updated Delivery Action Plan.

5. Scheme Development Work

5.1 The TfSE budget has included funding to work with partners to support and undertake scheme development work to deliver SIP schemes over the last two years. This workstream supports delivery partners to progress scheme development through either feasibility study or Strategic Outline Business Case (SOBC) stage in circumstances where they are not able to fund or resource the work themselves.

5.2 The schemes that have been funded in financial years 2023/4 and 2024/5 are shown in Tables 1 & 2 in **Appendix 2**. Through this programme TfSE has been able to support 12 schemes to date. Six schemes will have progressed through Feasibility work (2 are yet to start with project scoping currently underway). Six further schemes (2 are yet to start with project scoping and contract review currently underway) are being supported through an SOBC. All 12 of these projects would not have been able to progress without support from TfSE to ensure there is a pipeline of schemes ready for delivery in the coming years.

5.3 The draft TfSE budget for 2025/26 includes a funding allocation to provide further support for scheme development work. The proposed schemes to be taken forward in 2025/26 are detailed in the separate Scheme Development Support report (Agenda Item 12).

6. Major Road Network (MRN) and Large Local Majors (LLM)

6.1 TfSE continues to manage the Major Road Network (MRN) and Large Local Majors (LLM) programmes for the region, providing support to our local transport authority promoters and liaising with DfT on the overall programme.

6.2 We continue to provide further support to scheme promoters, including training and guidance on business case development, through the Centre of Excellence and Analytical Framework.

7. Third Road Investment Strategy (RIS3)

7.1 The announcement of the Draft RIS3 has been delayed and National Highways have been given a one-year extension of RIS2 with an interim settlement. It is our understanding that the Draft RIS3 will be published Spring 2025, and we will be maintaining a dialogue with both National Highways and DfT as that process evolves.

8. Analytical Framework

8.1 We held the third TfSE Modelling and Appraisal Forum in January 2025 which focused on data collection and sharing. A presentation from Drakewell (a specialist traffic data company) showcased their latest developments and best practice related to the traffic data and analysis platform C2-Traffic, which is widely used in this region by seven LTAs. The presentation generated valuable discussions around data collection and sharing. Officers were generally supportive of sharing data with TfSE for coherent and consistent analysis and expressed interest in accessing regional data that TfSE is collecting or planning to collect, such as development logs, the regional travel survey, and mobile network data.

8.2 The regional travel survey data collection has been completed, with over 6,000 responses collected across the region. This will provide a statistically robust sample size for analysing evolving travel behavior since the pandemic. The data is currently undergoing a validation process. The final raw data and summary dashboards will be shared through the Centre of Excellence platform.

8.3 We are currently scoping options for the purchase of mobile network data, which is an essential dataset for travel demand analysis. We are gathering data specifications by engaging with several LTAs that have expressed interest in using the data for their forthcoming transport model updates.

8.4 In terms of analytical tool development, we are progressing with the development of the South East Highway Assignment Model (SEHAM) as planned. The draft report for the proof-of-concept study of the North Regional Transport Modelling System has been received and is currently being finalised. We will share the findings with the Board once the report is complete.

8.5 We participated the DfT's workshop on overcoming barriers to AI adoption at the Transport AI Conference. While gaining insights into the DfT's ambitions to accelerate AI adoption in the transport sector, we remain fully aware of key challenges, particularly around data discoverability and quality, skills and workforce readiness, and regulation and governance. We will continue to engage with the DfT on this subject and explore opportunities to accelerate the adoption of AI in our work and analysis.

9. Monitoring and Evaluation Work

9.1 The Delivery Action Plan forms the baseline from which monitoring and evaluation of delivery of schemes within the SIP are measured. The information has been updated with the current position (Dec 2024) of each of the proposed schemes with delivery partners and will be reported in the TfSE annual report. Through this exercise we are able to identify how schemes are progressing, what is in the pipeline and where schemes have faltered or paused.

9.2 Work is underway to gather and analyse data in readiness for the publication of a second “State of the Region report”, which will update the information in first version published in 2023.

9.3 To support the increasing outputs from the above workstreams, TfSE has been gathering requirements for a central system to store data. Working with our host authority, East Sussex County Council, we have agreed on a PostgreSQL database solution. In 25/26 we will build the data architecture around this central repository, creating a regional data hub.

10. Financial Considerations

10.1 The work set out in this report is being funded from the DfT grant allocation awarded to TfSE for 2024/25.

11. Conclusions

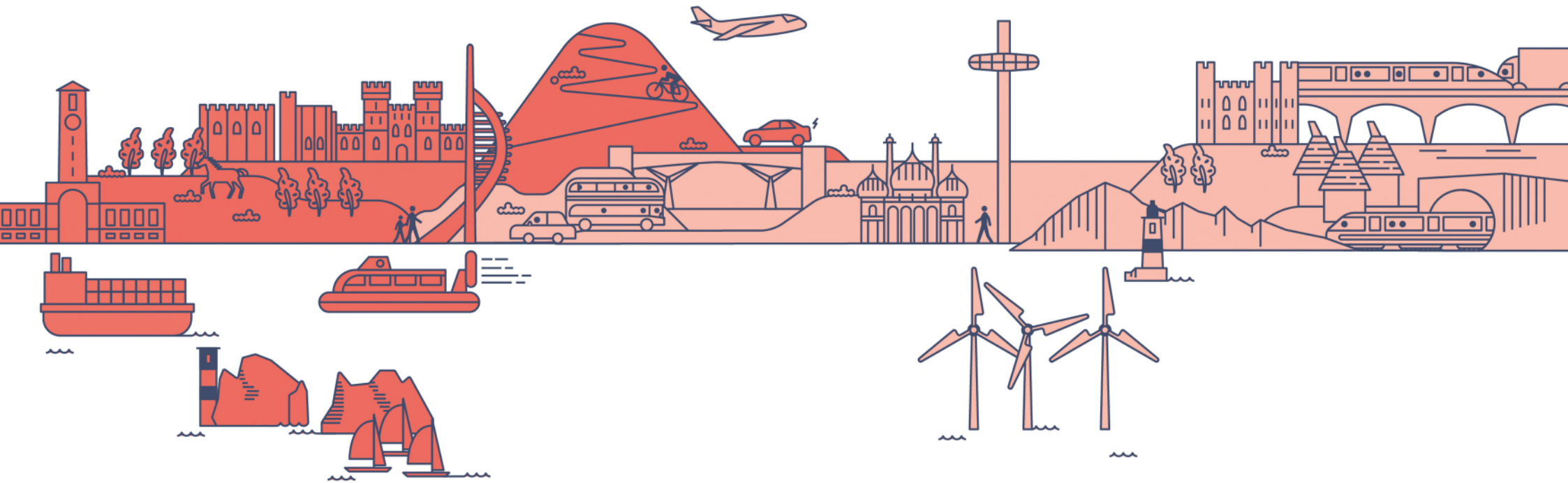
11.1 The Partnership Board is recommended to comment on the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

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Delivery Action plan



Transport for the South East
February 2025

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Delivery Action Plan

Introduction

Aims

The Delivery Action Plan builds on the Strategic Investment Plan and identifies the interventions on which progress will likely be made in the next three years. For these schemes the plan identifies who will lead the work and how TfSE can support.

Method

Steer has conducted two rounds of engagement with delivery partners including all local transport authorities in the TfSE area as well as National Highways and Network Rail. Through this engagement a database of plans for development and delivery of each intervention within the TfSE Strategic Investment Plan has been compiled.

Structure of the report

Interventions are presented by strategic corridor with the following information:

A corridor overview describing the routes included in the corridor,
The strategic role of the corridor,
Key corridor issues; and
A map showing the SIP interventions on or adjacent to the corridor.

In addition, there are tables showing:

Current and next stage of development or delivery defined as follows:

- Feasibility Study
- Strategic Outline Business Case
- Outline Business Case (including surveys, design, modelling and stakeholder engagement)
- Powers/Consents
- Procurement
- Full Business Case
- Construction/Implementation
- Opening

Progress planned in the next three years (where no progress is planned the cells are greyed out).

The profile of progress over the next three years, (where progress is expected, but the years of that progress is not yet known the entry is TBC)

The delivery partner/s which will lead on the next stage of scheme development or delivery; and

TfSE's role in supporting or leading on:

- Programme management
- Pre-feasibility work & funding
- (Joint) Scheme promoter
- Business case & scheme development & funding
- Use of analytical framework
- Advocacy & securing funding
- Procurement & sourcing
- Resource capacity & capability funding

M2/A2/Chatham Main Line (Dartford – Dover)

Corridor overview

A2 and M2 roads on an axis from the north west around Dartford to the south east at Dover,

The Chatham Main Line rail link along similar alignment.

Strategic role

The corridor connects North Kent, Medway and the Port of Dover to London and the M25. It is served by High Speed 1 and has significant new infrastructure proposals in the form of the Lower Thames Crossing.

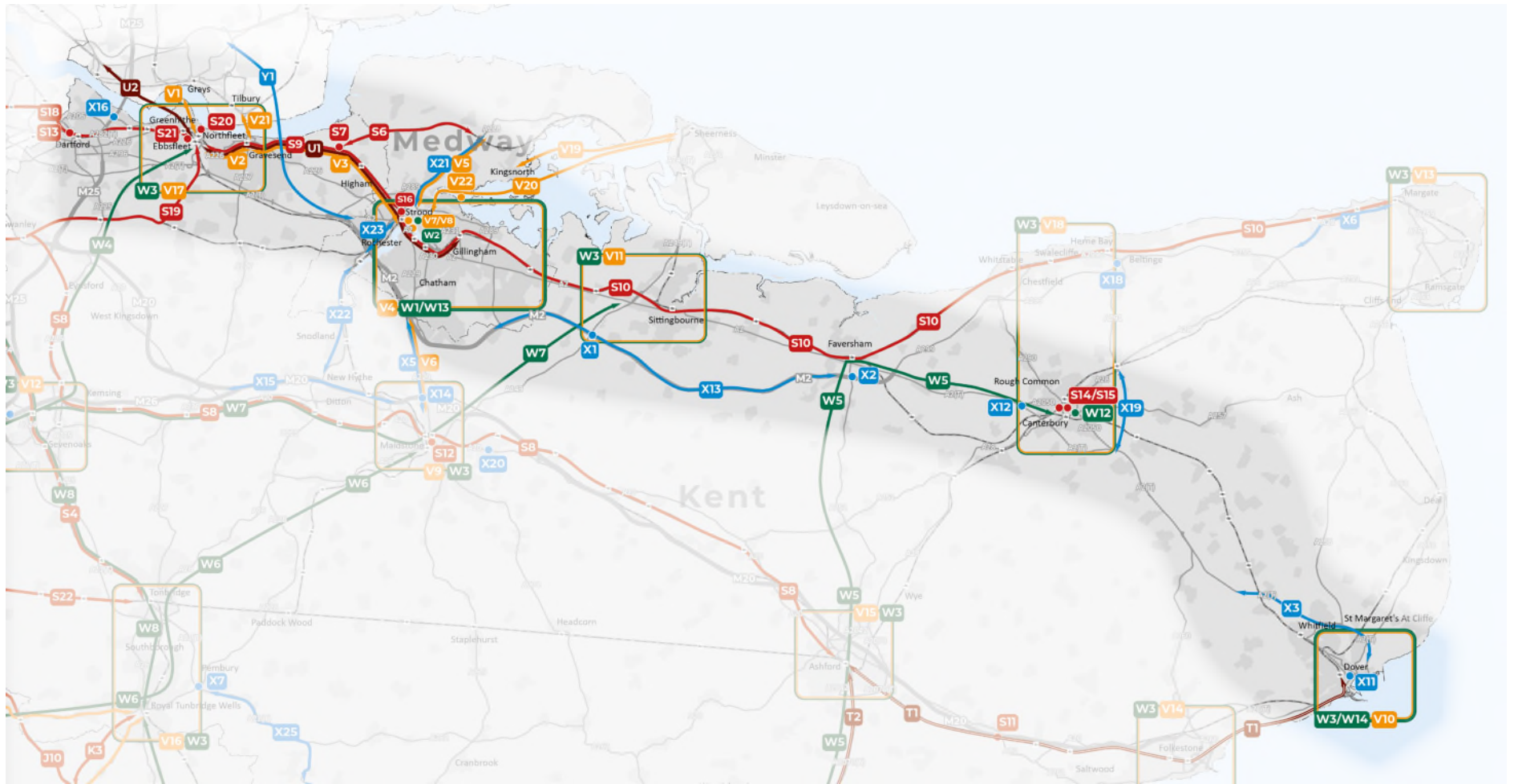
Key issues

The highway network is vulnerable to disruption at Dover due to the back-up of freight traffic and subsequent congestion. Congestion on the A2 between Dartford and the Medway Towns, particularly during the AM peak.

The corridor, though relatively large and disparate, is the third most-deprived in the South East.

There is significant out-commuting from the Medway Towns due to an imbalance of housing and jobs in the area, putting pressure on the wider transport network, with significant further housing development planned.

Thameslink and other peak-hour services to/from London stations and the corridor experience high levels of crowding. Rail links into Central London are only dual tracked in many cases, so long-distance services are forced to share tracks with metro services on approaches to London termini. This constrains rail capacity and reliability on the corridor. The flat junction at Rochester Bridge is another notable rail bottleneck.



M2/A2/Chatham Main Line (Dartford – Dover)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
S1	St Pancras International Domestic High Speed Platform Capacity	Medium (2030s)		0	0	1				HS1 Ltd	B, D, F
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	2	3	3			Network Rail	B, D, F
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	F
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)		0	0	2				Network Rail / medway	B, D, E, F
S9	North Kent Line - Service Enhancements	Short (2020s)		0	0	1	1			DfT	B, D, E, F
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Medium (2030s)		0	0	1	1			Network Rail	B, D, E, F
S13	Dartford Station Remodelling/Relocation	Medium (2030s)		1	0	1				?	F
S14	Canterbury Interchange Rail Chord	Medium (2030s)		0	0	1				Network Rail	B, D, E, F
S15	New Station - Canterbury Interchange	Long (2040s)		0	0	1				TfSE / Kent County Council / Canterbury City Council	B, D, E, F
S16	New Strood Rail Interchange	Medium (2030s)		0	1	2	TBC	TBC	TBC	Network Rail/Medway Council	B, D, E, F
S18	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Medium (2030s)		2	0	3				C2E Consortium (led by LB Bexley)	B, D, E, F

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Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium (2030s)		0	0	1				TfSE / Kent County Council	D, F
S20	Ebbsfleet International (Northfleet Connection)	Medium (2030s)		0	0	1				Ebbsfleet Development Corporation	B, D, E, F
S21	Ebbsfleet International (Swanscombe Connection)	Long (2040s)		0	0	1				Network Rail	B, D, E, F
U1	High Speed 1 - Link to Medway (Chatham)	Long (2040s)		0	0	1	N/A	N/A	N/A	TfSE / HS1 Ltd / Medway Council	B, D, E, F
U2	High Speed 1 - Additional Services to West Coast Main Line	Short (2020s)		0	0	1				HS1 Ltd	B, D, E, F
V1	Fastrack Extension - Swanscombe Peninsula	Medium (2030s)		0	0	2	N/A	N/A	N/A	Kent County Council	B, D, E, F
V2	Fastrack Optimisation and Extension - Dartford - Northfleet - Ebbsfleet - Gravesend	Short (2020s)		0	1	2	1	1	2	Kent County Council	B, D, E, F
V3	Fastrack Extension - Medway	Short (2020s)		0	1	2	1	1	2	Kent County Council	D, F
V4	Medway Mass Transit	Medium (2030s)		0	0	1				Medway Council	B, D, E, F
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium (2030s)		0	0	1	N/A	N/A	N/A	TfSE / Medway Council	B, D, F, H
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Long (2040s)		0	0	1	N/A	N/A	N/A	TfSE / Medway Council	B, D, F, H
V10	Dover Bus Rapid Transit	Short (2020s)	Housing Infrastructure Fund	7	7	8	7	8	8	Kent County Council	A, B, C, D, E, F, G, H
V11	Sittingbourne Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	A, B, C, D, E, F, G, H
V17	Thames Gateway/Gravesham Bus Enhancements	Short (2020s)	BSIP	3	6	5	3	4, 5	7	Kent County Council	B, D, E, F, H

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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Medium (2030s)		0	0	1				Private operators	B, D, E, F, H
W1	Medway Active Travel Enhancements	Short (2020s)		0	0	1	N/A	N/A	N/A	Medway Council	B, D, E, F, H
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Long (2040s)		0	0	1	N/A	N/A	N/A	Medway Council	A, B, C, D, E, F, G, H
W3	Kent Urban Active Travel Infrastructure	Short (2020s)	KCWIP	0	0	1				Kent County Council	A, B, C, D, E, F, G, H
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)	Levelling Up Fund Rnd 2	2	3	4	3	7	7	Kent County Council / Canterbury City Council	B, D, F, H
W13	Medway Placemaking and Demand Management Measures	Short (2020s)		0	0	1	N/A	N/A	N/A	Medway Council	B, D, F, H
W14	Dover Placemaking and Demand Management Measures	Short (2020s)	Levelling Up Fund Rnd 2	0	0	3	3	7	7	Kent County Council / Dover District Council	F
X1	M2 Junction 5 (RIS2)	Short (2020s)	RIS2	6	7	8	TBC	TBC	TBC	National Highways	B, D, F, H
X2	A2 Brenley Corner Enhancements (RIS3 Pipeline)	Medium (2030s)	RIS pipeline (funding subject to RIS)	2	2	3	TBC	TBC	TBC	National Highways	B, D, F
X3	A2 Dover Access (RIS3 Pipeline)	Medium (2030s)	RIS pipeline (funding subject to RIS)	2	2	3	TBC	TBC	TBC	National Highways	B, D, E, F, H
X8	Digital Operations Stack and Brock	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	B, F
X10	Kent Lorry Parks (Long Term Solution)	Short (2020s)		0	0	1	TBC	TBC	TBC	National Highways	A, D, F, H
X11	Dover Freight Diversification	Short (2020s)		0	0	1				Network Rail	A, F

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				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Short (2020s)	SMP - Paused	0	0	1	TBC	TBC	TBC	National Highways	F
X19	Canterbury East Relief Road	Long (2040s)		0	0	1	N/A			Kent County Council / Canterbury City Council	F
Y1	Lower Thames Crossing	Medium (2030s)	RIS Funded (Nationally Significant Infrastructure Project)	3	4	6	N/A	N/A	N/A	National Highways	F

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A299/Chatham Main Line (Faversham – Ramsgate)

Corridor overview

The A299 east-west road between Faversham and Ramsgate, along the North Kent coast on its way to the Thanet Towns,

The Chatham Main Line rail link along similar alignment.

Strategic role

The corridor links the Strategic Road Network (i.e. M2 junction 7) to the North Kent coastal towns of Whitstable and Herne Bay and the Thanet Towns; Margate, Broadstairs and Ramsgate. It also provides a link to the Port of Ramsgate and Manston Airport, though these are not major international gateways at present.

Key issues

1. The corridor is the most deprived in the South East with some of the highest levels of planned residential development and job growth in the region (40% job growth is planned from 2018 to 2035). Improved transport and connectivity will likely play an important role in ensuring a successful development path for these economically challenged areas.
2. Congestion hotspots exist on the Major Road Network where the A299 passes through Sevenscore Roundabout and at the Lord of the Manor junction with the A256 outside Ramsgate.

Rail journey times between London and North East Kent are relatively slow, despite improvements in recent years with the introduction of high-speed services.

The Thanet Towns are relatively isolated from other major economic hubs in the South East.



A299/Chatham Main Line (Faversham – Ramsgate)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
S14	Canterbury Interchange Rail Chord	Medium (2030s)		0	0	1				Network Rail	B, D, E, F
S15	New Station - Canterbury Interchange	Long (2040s)		0	0	1				TfSE / Kent County Council / Canterbury City Council	B, D, E, F
V13	Thanet Bus Enhancements	Short (2020s)	BSIP	7	7	8	3	8		Kent County Council	A, B, C, D, E, F, G, H
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)	Levelling Up Fund Rnd 2	2	3	4	3	7	7	Kent County Council / Canterbury City Council	B, D, F, H
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	Short (2020s)	MRN	2	3	4	3	3	4	Kent County Council	F
X18	Herne Relief Road	Short (2020s)		7	0	8				Kent County Council	F

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M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)

Corridor overview

The M20 and A20 roads on an axis from the north west around London/the M25 to the south east around Folkestone and Dover,

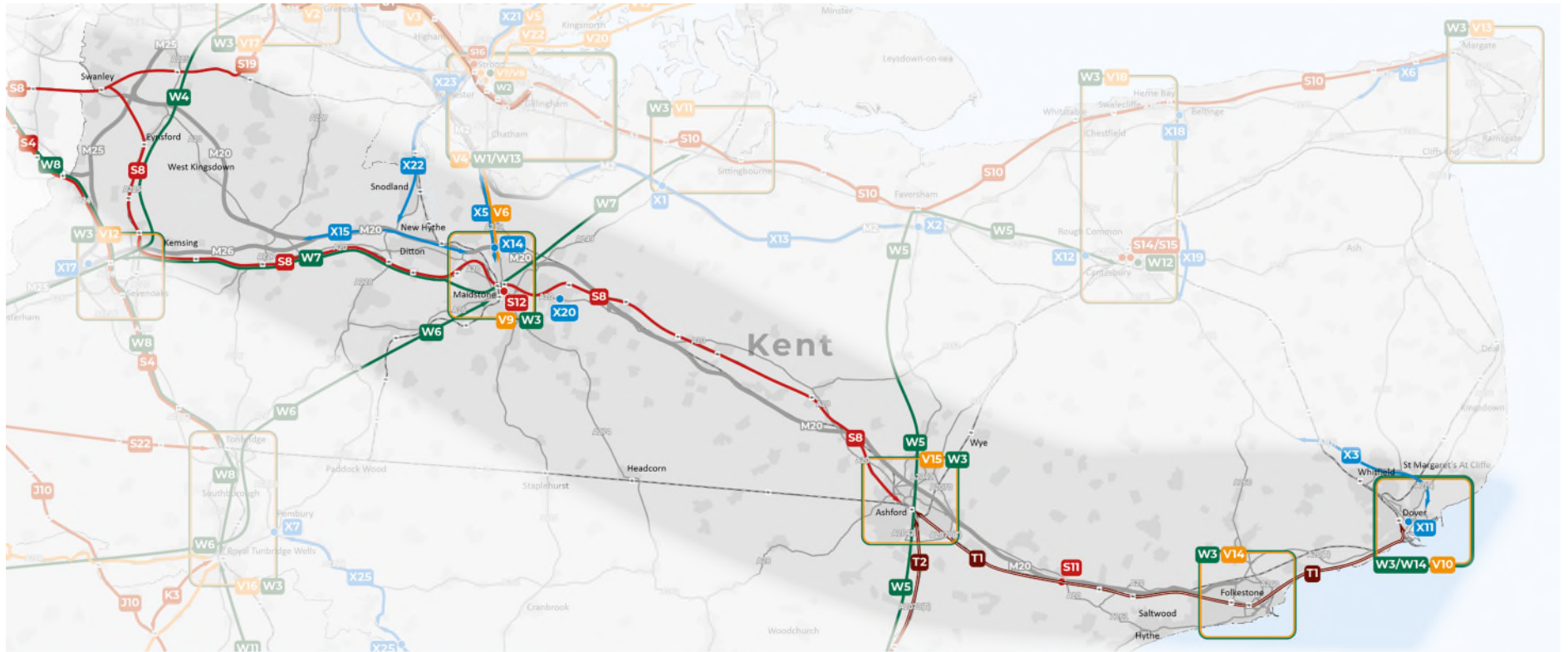
The South Eastern Main Line rail link along similar alignment, High Speed 1 from Ashford International.

Strategic role

Plays an important strategic role, both in the South East and nationally, serving two of the most important international gateways in the country – the Channel Tunnel at Folkestone and the Port of Dover.

Key issues

1. Maidstone is a road congestion bottleneck in the centre of the corridor, particularly during the AM peak.
2. The ‘Operation Brock’ and ‘Operation Stack’ traffic management procedures can also cause significant congestion on southeastern parts of the corridor (and elsewhere) when there is disruption at Dover.
3. Rail journey times between London and Maidstone are relatively slow (1 hour) compared to HS1 services between London and Ashford International (around 35 minutes).
4. The corridor has significant planned residential development and job growth. 101,341 new homes are planned to 2035, along with 32% job growth. Development will be concentrated primarily around Maidstone and Ashford respectively. increasing the need to build capacity on the corridor’s transport network.



M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
S1	St Pancras International Domestic High Speed Platform Capacity	Medium (2030s)		0	0	1				HS1 Ltd	B, D, F
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	2	3	3			Network Rail	B, D, F
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	F
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium (2030s)		0	1	7	7			Network Rail	B, D, F
S5	London Victoria to Shortlands Capacity Enhancements	Medium (2030s)		0	0	1				Network Rail	F
S8	Thameslink - Extension to Maidstone and Ashford	Short (2020s)	Southeastern Timetable	7	0	9				DfT	E, F
S11	Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade	Medium (2030s)		1	0	2				Folkestone and Hythe / Homes England	F
S12	Integrated Maidstone Stations	Medium (2030s)		0	0	1				Maidstone Borough Council	B, D, E, F
S14	Canterbury Interchange Rail Chord	Medium (2030s)		0	0	1				Network Rail	B, D, E, F
S17	Rail Freight Gauge Clearance Enhancements	Short (2020s)		1	2	2				Network Rail	B, D, E, F
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium (2030s)		0	0	1				TfSE / Kent County Council	D, F
S21	Ebbsfleet International (Swanscombe Connection)	Long (2040s)		0	0	1				Network Rail	B, D, E, F
T1	High Speed East - Dollands Moor Connection	Medium (2030s)		0	0	1				HS1 Ltd	D, E, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TFSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
U2	High Speed 1 - Additional Services to West Coast Main Line	Short (2020s)		0	0	1				HS1 Ltd	B, D, E, F
V9	Maidstone Bus Enhancements	Short (2020s)		0	0	1		1	1	Kent County Council	A, B, C, D, E, F, G, H
V10	Dover Bus Rapid Transit	Short (2020s)	Housing Infrastructure Fund	7	7	8	7	8	8	Kent County Council	A, B, C, D, E, F, G, H
V14	Folkestone Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	B, D, E, F, H
V15	Ashford Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	F
W3	Kent Urban Active Travel Infrastructure	Short (2020s)	KCWIP	0	0	1				Kent County Council	A, B, C, D, E, F, G, H
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)		0	0	1				Sustrans	F
W14	Dover Placemaking and Demand Management Measures	Short (2020s)	Levelling Up Fund Rnd 2	0	0	3	3	7	7	Kent County Council / Dover District Council	F
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline	0	0	2				Kent County Council	B, F
X8	Digital Operations Stack and Brock	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	B, F
X9	A20 Enhancements for Operations Stack & Brock	Short (2020s)		0	0	1	TBC	TBC	TBC	National Highways / Kent County Council	B, F
X10	Kent Lorry Parks (Long Term Solution)	Short (2020s)		0	0	1	TBC	TBC	TBC	National Highways	A, D, F, H
X11	Dover Freight Diversification	Short (2020s)		0	0	1				Network Rail	A, F
X14	M20 Junction 6 Sandling Interchange Enhancements	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	F

Legend	
1. Feasibility Study	A. Programme management
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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
X15	M20 Junction 3 - Junction 5 Smart Motorway	Medium (2030s)	SMP	8	0		N/A	N/A	N/A	National Highways	F
X20	New Maidstone South East Relief Road	Long (2040s)		0	0	1				Kent County Council / Maidstone Borough Council	F

Legend	
1. Feasibility Study	A. Programme management
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A21/Hastings Line (Hastings – Sevenoaks)

Corridor overview

The A21 north-south road between Sevenoaks in West Kent and Hastings on the East Sussex coast,

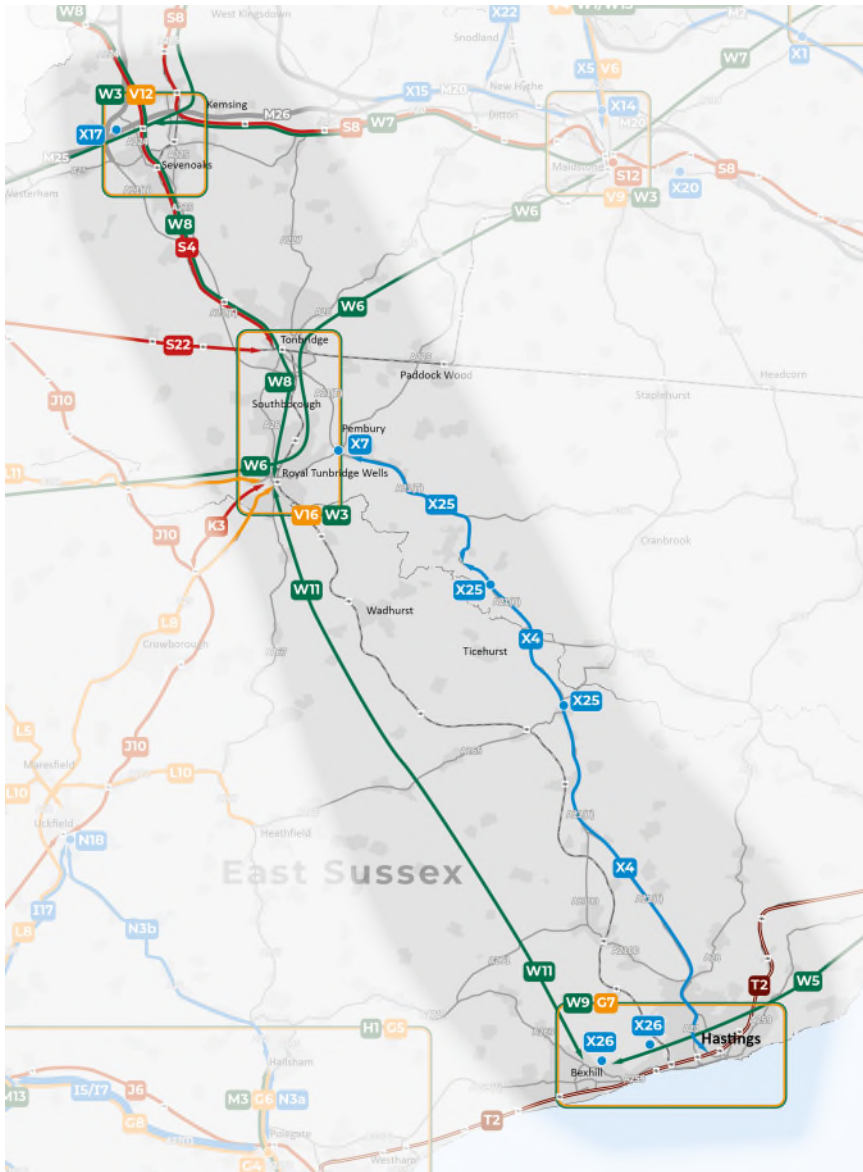
The Hastings Line rail link along similar alignment.

Strategic role

There are significant variations in socioeconomic outcomes across the corridor; it connects some of the South East's wealthiest districts, Sevenoaks and Tunbridge Wells, to one of its most deprived towns, Hastings.

Key issues

1. Poor road and rail connectivity, especially south of Royal Tunbridge Wells. Journey times both to/from London and along the Sussex coast are slower than other corridors in the South East.
2. Most of the corridor is in environmentally protected areas, including the Metropolitan Green Belt, the Kent Downs and High Weald Areas of Outstanding Natural Beauty, and several historic parks and gardens. This may materially constrain its development potential.
3. The least developed part of the Strategic Road Network in the region.



A21/Hastings Line (Hastings – Sevenoaks)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
G7	Hastings/Bexhill Mass Rapid Transit	Medium (2030s)		0	1	1				East Sussex County Council	B, D, E, F, H
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium (2030s)		1	1	2				TfSE	B, D, F
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short (2020s)	BSIP (East Sussex)	0	1	1	7	7		East Sussex County Council	A, B, C, D, E, F, G, H
L11	A264 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1				Sustrans / East Sussex County Council	F
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	2	3	3			Network Rail	B, D, F
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	F
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium (2030s)		0	1	7	7			Network Rail	B, D, F
S5	London Victoria to Shortlands Capacity Enhancements	Medium (2030s)		0	0	1				Network Rail	F
V12	Sevenoaks Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	A, B, C, D, E, F, G, H
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Short (2020s)		0	0	2				Kent County Council	B, D, E, F, H

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)		0	0	1				Sustrans	F
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	Short (2020s)		0	0	1				Sustrans	F
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1				Sustrans / East Sussex County Council	B, D, F, H
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Short (2020s)		0	0	1				Sustrans / East Sussex County Council	B, D, F, H
X4	A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)	Medium (2030s)	RIS 2	3	7	1	N/A	N/A	N/A	National Highways	A, B, C, D, E, F, G, H
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline	0	0	2				Kent County Council	B, F
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long (2040s)		0	0	1	TBC	TBC	TBC	National Highways	F
X26	Hastings and Bexhill Distributor Roads	Long (2040s)		1	0	1	N/A	N/A	N/A	Rother District Council	B, D, F, H

A22/A264/Oxted Line (Crawley – Eastbourne)

Corridor overview

The A264 and A22 north-south roads between Crawley/Gatwick and Eastbourne,

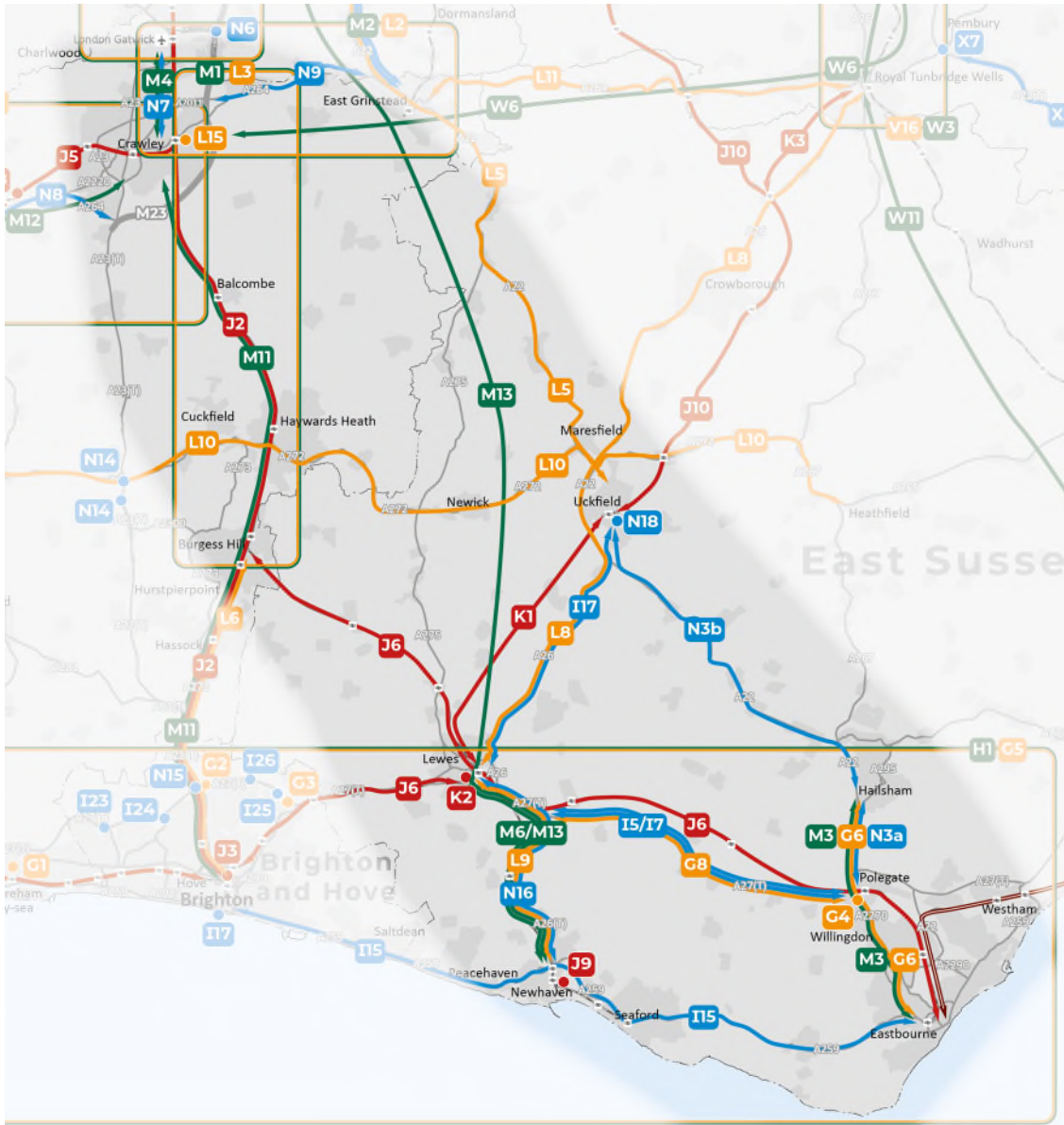
The Oxted Line rail links two branches terminating in East Grinstead and Uckfield respectively.

Strategic role

Links Gatwick Airport to Eastbourne via East Grinstead and Uckfield. The key highways on this corridor form part of the Major Road Network. Passes through diverse geography, from 'Gatwick Diamond' economic hub (Gatwick and Crawley), through rural countryside to Eastbourne. At its southern end it includes short sections of the A2270 and A2021 roads, which link the A22 to the A259 corridor.

Key issues

1. There is no continuous railway route along this corridor, although many towns are served by stations on routes that cut across this corridor.
2. There is socioeconomic disparity on the corridor. There is a large concentration of priority sector jobs in the Crawley/Gatwick area to its north and pockets of deprivation and lower levels of educational attainment in Hailsham and Eastbourne to its south. Much of the rest of the corridor passes through rural and relatively affluent areas.
3. There are several road traffic congestion hotspots on the corridor. These include the A27/A22 junction north of Eastbourne and between East Grinstead and Felbridge, where the A264 merges with the A22. There is also a significant pinch-point at Boship Roundabout outside Hailsham as the dual carriageway narrows to a single lane.
4. Poor inter-urban public transport connectivity, no direct rail services between East Grinstead and Uckfield or Uckfield and Eastbourne. Similarly, there are few (if any) direct bus services between Uckfield and Hailsham/Lewes/Eastbourne.



A22/A264/Oxted Line (Crawley – Eastbourne)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium (2030s)		0	1	1				Network Rail / East Sussex County Council	
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		0	1	2			1	TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	B, D, E, F
G6	Eastbourne/Wealden Mass Rapid Transit	Short (2020s)	BSIP	2	1	4	3, 4, 5	5, 6, 7	7	East Sussex County Council	B, D, F
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)		7	1	1	1,2,3,4,5,6,7	1,2,3,4,5,6,7	1,2,3,4,5,6,7	West Sussex County Council/Brighton & Hove City Council	B, D, E, F, H
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (BSIP)	Short (2020s)	BSIP	2	1	7	3,4,5	5,6,7	7	East Sussex County Council	A, D, F, H
	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	2	1	3	2, 3	3, 4	4, 6	East Sussex County Council	A, B, D, F, H
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Medium (2030s)		2	1	3				Network Rail	B, D, E, F
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1	1	2				TfSE	F
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium (2030s)		1	1	2				TfSE	B, D, F
L1	Fastway+B106 Extension: Crawley - Horsham	Medium (2030s)		0	1	1				TfSE / West Sussex County Council	B, D, E, F

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
L2	Fastway Extension: Crawley - East Grinstead	Short (2020s)	MRN Pipeline	0	1	1				TfSE / West Sussex County Council / Surrey County Council	B, D, E, F
L4	Fastway Extension: Crawley - Redhill	Short (2020s)		0	1	1			1	TfSE / Surrey County Council / West Sussex County Council	B, D, E, F
L5	A22 Corridor Rural Bus Service Enhancements	Short (2020s)		0	1	1		1	1	Surrey County Council / East Sussex County Council	B, D, E, F
	A22 Corridor Rural Bus Service Enhancements	Short (2020s)	BSIP (East Sussex)	0	1	1	7	7		Surrey County Council / East Sussex County Council	B, D, E, F
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short (2020s)	BSIP (East Sussex)	0	1	1	7	7		East Sussex County Council	A, B, C, D, E, F, G, H
L11	A264 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H
L15	Three Bridges Strategic Mobility Hub	Short (2020s)	Crawley Growth Programme	3	1	5				West Sussex County Council	B, D, E, F, H
M2	East Grinstead Local Active Travel Infrastructure	Short (2020s)		0						West Sussex County Council	B, D, E, F, H
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Short (2020s)		0	1	1	1	3	4, 5, 6, 7	East Sussex County Council	B, D, E, F, H
M4	Gatwick/Crawley Local Active Travel Infrastructure	Short (2020s)	Crawley Growth Programme	0						West Sussex County Council	B, D, E, F, H
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1				Sustrans / East Sussex County Council	F

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0						West Sussex County Council	F
M13	London - Paris New "Avenue Verte"	Medium (2030s)		0	1	1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Short (2020s)	LLM Pipeline	0	0	1		1	2	Surrey County Council / West Sussex County Council	B, D, F, H
N3a	A22 Corridor Package	Short (2020s)	MRN	6	6	5	4, 5	6, 7	7	East Sussex County Council	B, D, F, H
N3b	A22 Corridor - Hailsham to Uckfield (MRN Pipeline)	Short (2020s)	MRN Pipeline	1	2	1	1	1, 2	3	East Sussex County Council	B, D, F, H
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Short (2020s)	MRN Pipeline	0	1	1	1	1	2	East Sussex County Council	B, D, F, H
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium (2030s)		0	1	1	TBC	TBC	TBC	National Highways	A, F
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Short (2020s)	MRN pipeline	0	1	3		1	2	West Sussex County Council	A, B, D, F, H
N17	A26 Lewes - Uckfield Enhancements	Medium (2030s)		0	1	1	1	1	2	East Sussex County Council	F
N18	A22 Uckfield Bypass Dualling	Short (2020s)	MRN pipeline	0	1	1	1	1, 2	3	East Sussex County Council	F
N19	A22 Smart Road Trial Proposition Study	Short (2020s)		3	1	4				Surrey County Council	F
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)		0	0	1				Sustrans	F
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1				Sustrans / East Sussex County Council	B, D, F, H

M23/A23/Brighton Main Line (Brighton – Coulsdon)

Corridor overview

The M23/A23 north-south roads between Coulsdon and Brighton and Hove,

Parts of the A27 and A26 roads around Brighton and Hove,

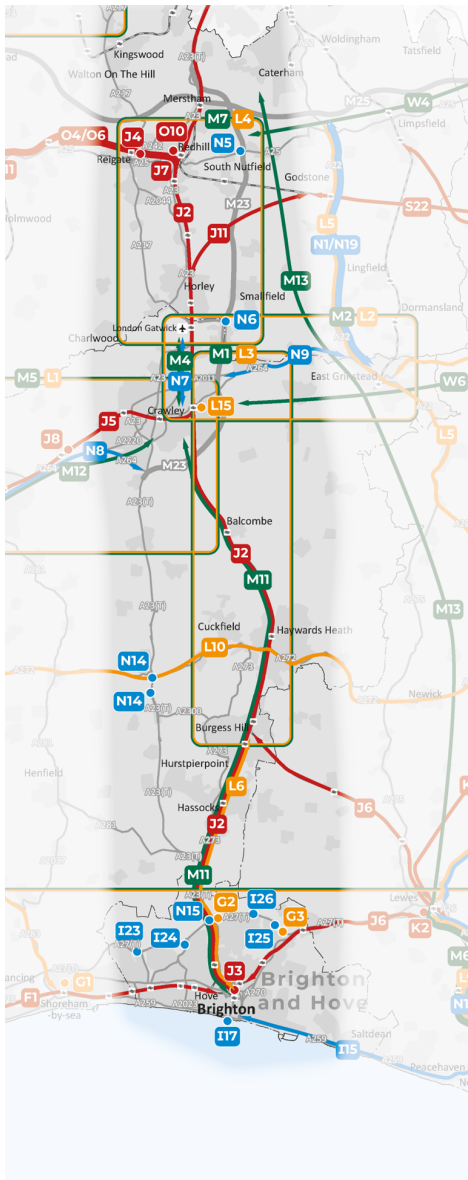
The Brighton Main Line rail link (and the East Coastway Line between Wivelsfield and Seaford) also serves the corridor along similar alignment.

Strategic role

Connects one of the region's largest urban areas, Brighton and Hove, to Gatwick Airport and London to the North. The corridor also serves the Port of Newhaven and Shoreham.

Key issues

1. The Brighton Main Line is one of the busiest rail links in the South East and serves its two busiest stations (Gatwick Airport and Brighton). Its services terminate or pass through some of the busiest stations in London with high levels of crowding. There are also capacity constraints at Three Bridges in Crawley, where several parts of the rail network merge.
2. There are several road traffic congestion hotspots on the corridor. These include its intersection with the M25, parts of the A23 and A27 around Brighton and Hove and Lewes respectively, and parts of the M23 on approach to Gatwick Airport.
3. The corridor is encompassed by several protected areas, including the Metropolitan Greenbelt, the South Downs National Park and the High Weald/Surrey Hills Areas of Outstanding Natural Beauty. Partly because of this, it also has some of the lowest levels of planned development and housing affordability in the South East.



M23/A23/Brighton Main Line (Brighton – Coulsdon)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short (2020s)	TfSE Scheme Development Fund	0	1	2	1	2	3	Brighton & Hove City Council	
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		0	1	2			1	TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	B, D, E, F
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)		7	1	1	1,2,3,4,5,6,7	1,2,3,4,5,6,7	1,2,3,4,5,6,7	West Sussex County Council/Brighton & Hove City Council	B, D, E, F, H
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (BSIP)	Short (2020s)	BSIP	2	1	7	3,4,5	5,6,7	7	East Sussex County Council	A, D, F, H
	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	2	1	3	2, 3	3, 4	4, 6	East Sussex County Council	A, B, D, F, H
I23	A27 Hangleton Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	B&H	F
I24	A27 Devils Dyke Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	B&H	F
I25	A27 Falmer Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	B&H	B, D, E, F
J1	Croydon Area Remodelling Scheme	Long (2040s)	Brighton Main Line Upgrade Programme	3	1	6				Network Rail	B, D, E, F
J2	Brighton Main Line - 100mph Operation	Medium (2030s)		0	1	1				Network Rail	F

Legend	
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8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
J3	Brighton Station Additional Platform	Medium (2030s)		0	1	1				Network Rail	F
J7	Brighton Main Line - Reinstate Cross Country Services	Long (2040s)		0	1	1				TfSE / DfT / Surrey County Council / West Sussex County Council	B, D, E, F
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium (2030s)		0	1	1				Newhaven Port Authority	F
J11	Redhill Aerodrome Chord	Medium (2030s)		0	1	1				Network Rail	B, D, E, F
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1	1	2				TfSE	F
L1	Fastway+B106 Extension: Crawley - Horsham	Medium (2030s)		0	1	1				TfSE / West Sussex County Council	B, D, E, F
L3	Fastway Extension: Haywards Heath - Burgess Hill	Medium (2030s)		0	1	1				TfSE / West Sussex County Council	B, D, E, F
L4	Fastway Extension: Crawley - Redhill	Short (2020s)		0	1	1			1	TfSE / Surrey County Council / West Sussex County Council	B, D, E, F
L6	A23 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	A, B, C, D, E, F, G, H
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Short (2020s)	BSIP	0	1	1				East Sussex County Council	A, B, C, D, E, F, G, H
L11	A264 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H
L15	Three Bridges Strategic Mobility Hub	Short (2020s)	Crawley Growth Programme	3	1	5				West Sussex County Council	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure	Short (2020s)	Burgess Hill Growth Programme	0						West Sussex County Council	B, D, E, F, H
M4	Gatwick/Crawley Local Active Travel Infrastructure	Short (2020s)	Crawley Growth Programme	0						West Sussex County Council	B, D, E, F, H
M6	Lewes/Newhaven Local Active Travel Infrastructure	Short (2020s)		0	1	1	1	3	4, 5, 6, 7	East Sussex County Council	F
M7	Reigate/Redhill Local Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0						West Sussex County Council	F
M11	New London - Brighton National Cycle Network Corridor	Medium (2030s)		0	1	1				Surrey County Council / West Sussex County Council / East Sussex County Council	F
M13	London - Paris New "Avenue Verte"	Medium (2030s)		0	1	1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Short (2020s)	LLM Pipeline	0	0	1		1	2	Surrey County Council / West Sussex County Council	B, D, F, H
N5	M23 Junction 8a New Junction and Link Road - Redhill	Long (2040s)		0	1	1	TBC	TBC	TBC	National Highways	A, B, D, F, H
N6	M23 Junction 9 Enhancements - Gatwick	Medium (2030s)		0	1	1	TBC	TBC	TBC	National Highways	A, B, D, F, H
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium (2030s)		0	1	1	TBC	TBC	TBC	National Highways	A, F
N10	Crawley Western Link Road and Active Travel Infrastructure	Medium (2030s)		0	1	1				West Sussex County Council	F

Legend	
1. Feasibility Study	A. Programme management
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8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
N14	A23 Hickstead and Bolney Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	National Highways	F
N15	A23/A27 Patcham Interchange Junction Enhancements	Short (2020s)		1	1	1	1	2,3	4,5,6,7	Brighton & Hove City Council/National Highways	F
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Short (2020s)		0	1	1				National Highways	F
N19	A22 Smart Road Trial Proposition Study	Short (2020s)		3	1	4				Surrey County Council	F
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1	0	2	2			Network Rail	B, D, E, F
S22	Gatwick - Kent Service Enhancements	Short (2020s)	Strategic Advice	1	0	2	1			DfT	B, D, E, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A24/A264/A29/Arun Valley Line (Crawley – Fontwell)

Corridor overview

The A264, A24 and A29 north-south roads between Crawley and Fontwell/Chichester,

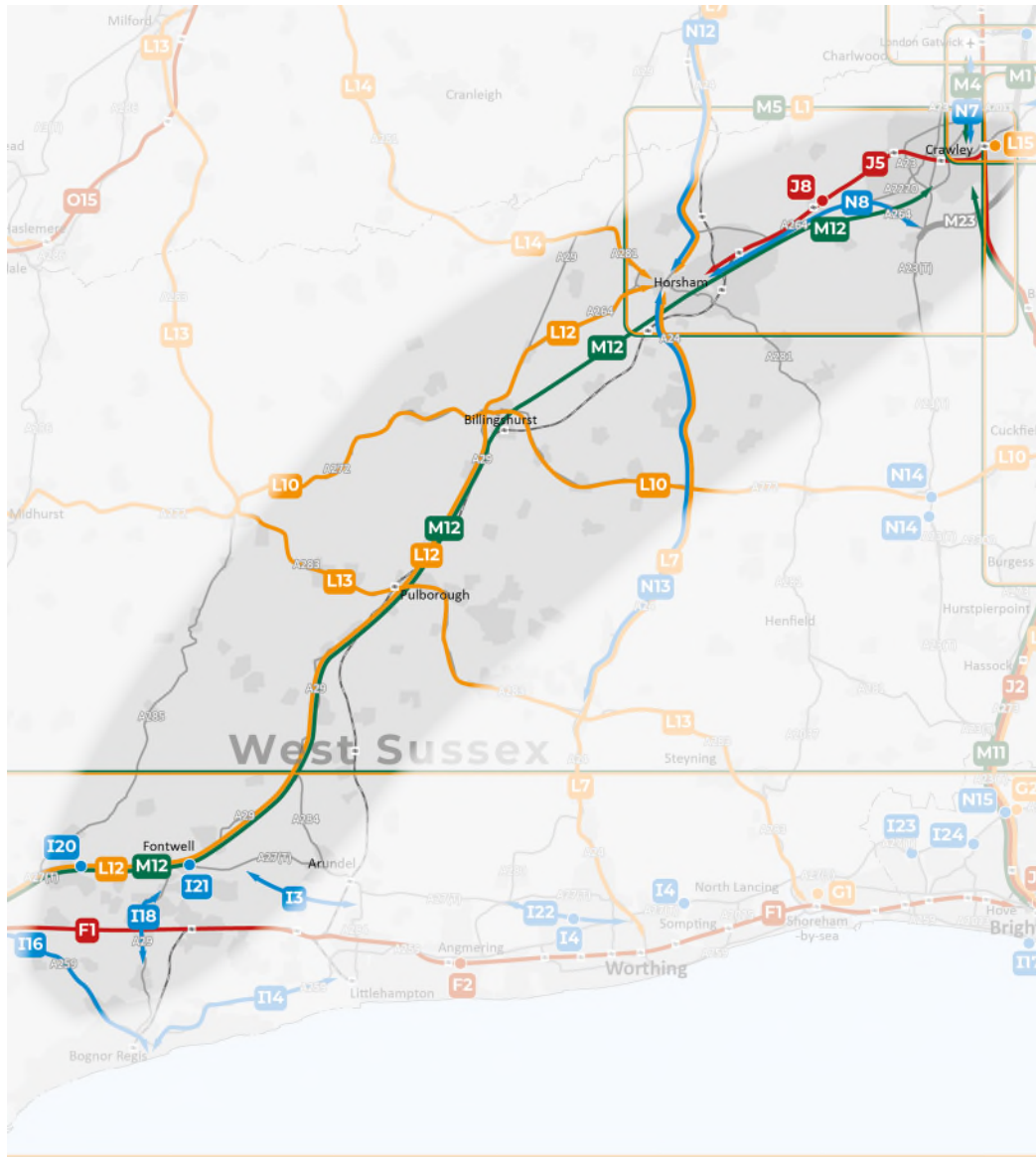
The Arun Valley Line rail link along similar alignment.

Strategic role

The corridor provides rapid onward connectivity to/from Gatwick Airport, the UK's second-busiest airport, as far south as Fontwell/Chichester.

Key issues

1. The corridor has the highest concentration of priority sector jobs of any corridor in this study (16%). Despite this, its median earnings and levels of housing affordability are below the regional average.
2. Much of the corridor passes through protected areas, such as the High Weald Area of Outstanding Natural Beauty and the South Downs National Park, which could limit the scope for future development. Though there is notable planned residential development in both Horsham and Crawley, overall levels of planned residential development and job growth on the corridor are slightly below the regional average.
3. Journey times by rail on the corridor are relatively slow due to track alignment south of Horsham. Some stations also have relatively short platforms, limiting capacity for stopping services. As with the Brighton Main Line, radial passenger services between the corridor and London experience high levels of crowding.



A24/A264/A29/Arun Valley Line (Crawley – Fontwell)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		0	1	2			1	TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	B, D, E, F
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)		7	1	1	1,2,3,4,5,6,7	1,2,3,4,5,6,7	1,2,3,4,5,6,7	West Sussex County Council/Brighton & Hove City Council	B, D, E, F, H
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short (2020s)	MRN	3	1	6	3	4	6	West Sussex County Council	B, F
I18	A29 Realignment including combined Cycleway and Footway	Short (2020s)		5	1	7				West Sussex County Council	F
I21	A27 Fontwell Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	National Highways	A, B, D, F, H
J5	Arun Valley Line - Faster Services	Short (2020s)		0	1	1		1		Network Rail	F
J8	New Station to the North East of Horsham	Medium (2030s)		0	1	1				Network Rail/Third Party	B, D, E, F
L1	Fastway+B106 Extension: Crawley - Horsham	Medium (2030s)		0	1	1				TfSE / West Sussex County Council	B, D, E, F
L7	A24 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	A, B, C, D, E, F, G, H
L11	A264 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
L12	A29 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H
L13	A283 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H
L14	A281 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H
L15	Three Bridges Strategic Mobility Hub	Short (2020s)	Crawley Growth Programme	3	1	5				West Sussex County Council	B, D, E, F, H
M5	Horsham Local Active Travel Infrastructure	Short (2020s)		0						West Sussex County Council	B, D, F, H
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0						West Sussex County Council	F
M12	New Crawley - Chichester National Cycle Network Corridor	Medium (2030s)		0	1	1				West Sussex County Council	F
N2	A24/A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)	Medium (2030s)	MRN Pipeline	0	0	1	1	1	2	Surrey County Council	B, D, F, H
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium (2030s)		0	1	3				West Sussex County Council	A, F
N10	Crawley Western Link Road and Active Travel Infrastructure	Medium (2030s)		0	1	1				West Sussex County Council	F
N11	A24 Dorking Bypass	Medium (2030s)		0	1	1				Surrey County Council	F
N12	A24 Horsham to Washington Junction Improvements	Short (2020s)		0	1	1				West Sussex County Council	F
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Short (2020s)	MRN pipeline	1	2	2		1	2	Surrey County Council / West Sussex County Council	F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
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6. Full Business Case	F. Advocacy & securing funding
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8. Opening	H. Resource capacity & capability funding

A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)

Corridor overview

The A3 north-south road between the M25 and Portsmouth,

The A27 and M275 roads around Portsmouth,

The Portsmouth Direct Line rail link also serves the corridor along similar alignment,

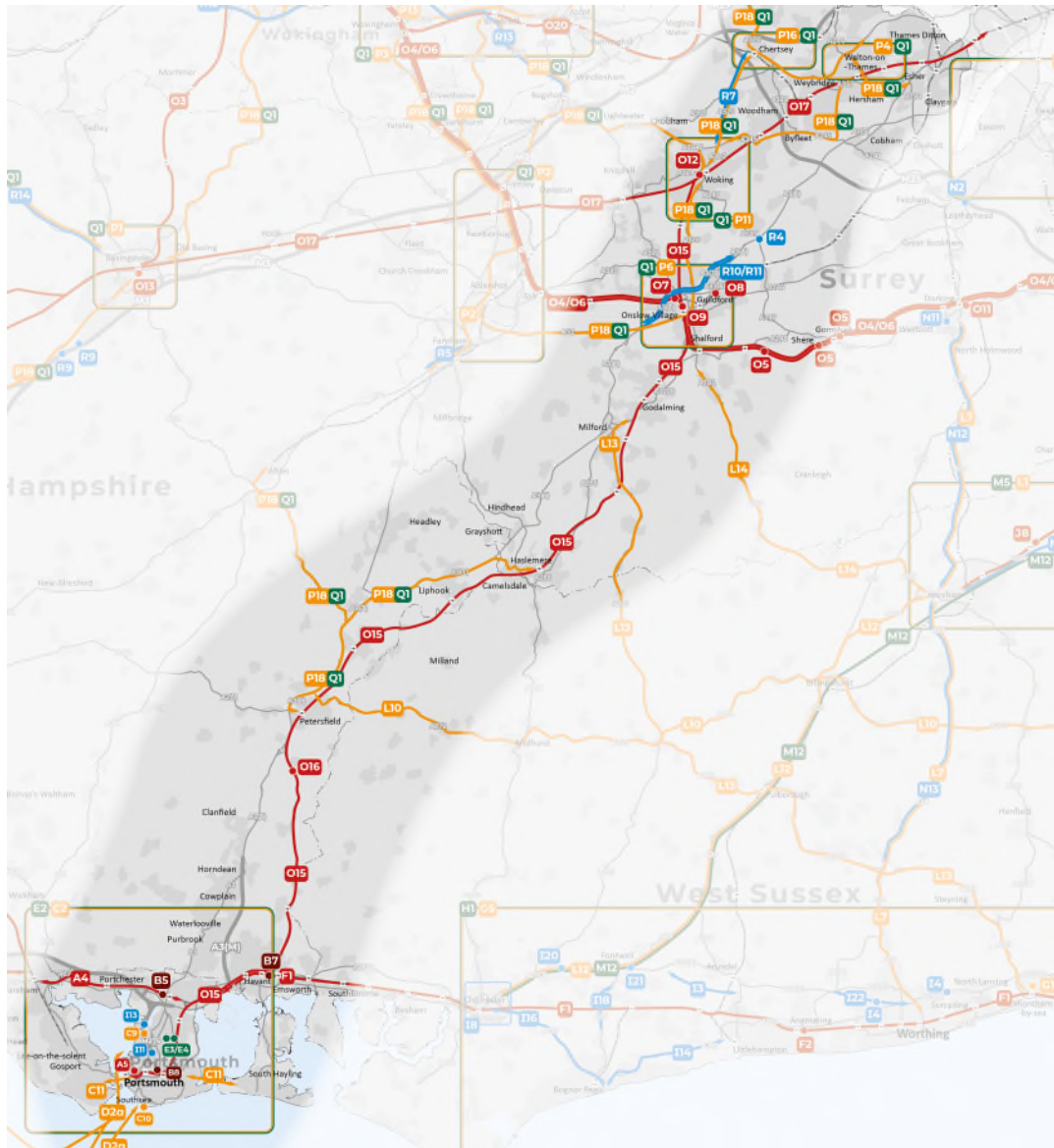
There are ferry services between Portsmouth and the Isle of Wight, the Channel Islands and mainland Europe.

Strategic role

The corridor connects Portsmouth International Port, a major international gateway, to the Strategic Road Network. It also serves two of the region's largest urban areas, Portsmouth and Guildford, on a direct route to London/the M25.

Key issues

1. Journey times between London and Portsmouth by rail are typically ninety minutes or more on the Portsmouth Direct Line, whereas journey times between London and Southampton by rail (over approximately the same distance) can be as low as seventy-one minutes. Radial passenger services between the corridor and London also experience high levels of crowding.
2. The corridor encompasses several protected areas, including the Metropolitan Greenbelt, the Chichester Harbour Area of Outstanding Natural Beauty and the South Downs National Park, which could limit the scope for future development. Though there is notable planned residential development in Portsmouth and on the northern end of the corridor, Housing is expensive on this corridor, and this is unlikely to improve in the near future as the number of new homes planned for this (relatively long) corridor is low.
3. While most of this corridor passes through relatively prosperous areas, there are significant pockets of deprivation in Portsmouth and its surrounding urban area.
4. Parts of the Strategic Road Network pass through urban areas at several points on the corridor, including Portsmouth city centre (between the M275 and Portsmouth International Port) and where the A3 passes close to Guildford town centre. This negatively impacts air quality and road safety in these areas.



A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
A5	Portsmouth Station Platforms	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	B, D, F, H
B7	Havant Rail Freight Hub	Medium (2030s)		0	1	1				TfSE	B, D, E, F
B8	Fratton Rail Freight Hub	Long (2040s)	Not in any formal programme	0	1	1	1	1	1	Network Rail & PIP	B, D, E, F
C2	South East Hampshire Rapid Transit Future Phases	Medium (2030s)		0	1	1	3	3	3	Portsmouth City Council / Hampshire County Council	B, D, E, F
C9	Tipner Transport Hub (M275 Junction 1)	Medium (2030s)		0	1	3	5, 6	5, 6	5, 6	Portsmouth City Council	B, D, F, H
C10	Southsea Transport Hub	Short (2020s)	Feasibility underway - PCC internal	0	1	1	1	2	4,5,7	Portsmouth City Council	B, D, F
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Short (2020s)		0	1	1	1	1	1	Hampshire County Council / Portsmouth City Council	B, D, F, H
D1	Isle of Wight Mass Transit System	Medium (2030s)		0	1	1				Isle of Wight Council	B, D, F, H
D1a	Bus Mass Transit - Newport to Yarmouth	Medium (2030s)		0	1	1				Isle of Wight Council	B, D, F, H
D1b	Bus Mass Transit - Newport to Ryde	Medium (2030s)		1	1	2				Isle of Wight Council	B, D, F, H
D1c	Bus Mass Transit - Newport to Cowes	Medium (2030s)		2	1	4				Isle of Wight Council	B, D, F, H

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
D1d	Isle of Wight Railway Service Enhancements	Medium (2030s)		6	1	8	8	8	8	South Western Railways / Network Rail / Isle of Wight Council	B, D, F, G, H
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium (2030s)		2	1	3				Isle of Wight Council	B, D, F, G, H
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium (2030s)		0	1	1				Isle of Wight Council	B, D, F
D2	Isle of Wight Ferry Service Enhancements	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
D2a	Operating Hours and Frequency Enhancements	Short (2020s)		0	1	1				Operator / Isle of Wight Council / Solent Transport	B, D, F
E2	South East Hampshire Area Active Travel (including LCWIPs)	Short (2020s)	Ongoing. Some (relatively minor) infrastructure elements of the Portsmouth LCWIP will be delivered through ATF 4 funding	0	1	1	1 to 7 for different elements	1 to 7 for different elements	1 to 7 for different elements	Portsmouth City Council / Hampshire County Council	B, D, F
E3	Active Travel Bridge Extension	Medium (2030s)		0	1	1	1	1	1	Portsmouth City Council	B, D, F
E4	Portsmouth Eastern Road East-West Bridge	Medium (2030s)		0	1	1	1	1	1	Portsmouth City Council	A, B, D, F
E6	Isle of Wight Active Travel Enhancements	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
E6a	Active Travel Enhancements - Newport to Yarmouth	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
E6b	Active Travel Enhancements - Newport to Ryde	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
E6c	Active Travel Enhancements - Newport to Cowes	Short (2020s)		0	1	1				Isle of Wight Council	
I11	Portsmouth City Centre Road (LLM)	Medium (2030s)	LLM	1	1	3	2	3	4	PCC	F
I13	New Bridge from Horsea to Tipner	Medium (2030s)	Not in any formal programme	0	1	1	1	1	1	PCC	B, F
L13	A283 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				Surrey County Council / West Sussex County Council	B, D, E, F, H
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
O2	Southern Access to Heathrow	Long (2040s)		1	1	1				DfT	F
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Long (2040s)	Main Line Phase 2 Strategic Study	1	1	2				Network Rail	B, D, E, F
O15	Portsmouth Direct Line - Line Speed Enhancements	Short (2020s)	Main Line Phase 2 Strategic Study	1	0	2				Network Rail	B, D, E, F
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Long (2040s)		0	0	1				Network Rail	B, D, E, F
P2	Blackwater Valley Mass Rapid Transit	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F
P6	Guildford Sustainable Movement Corridor	Short (2020s)		0	1	1				Surrey County Council	B, D, E, F, H
P11	Woking Bus Enhancements	Short (2020s)		0	0	1	1			Surrey County Council	B, D, E, F, H

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H
R4	A3/A247 Ripley South (RIS3 Pipeline)	Medium (2030s)	RIS pipeline (funding subject to RIS)	1	1	2	TBC	TBC	TBC	National Highways	B, D, E, F, H
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	A, F
R11	A3 Guildford Long Term Solution	Long (2040s)		0	0	1	TBC	TBC	TBC	National Highways	A, B, D, F, H

M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)

Corridor overview

The M3 north-south road between Sunbury and Southampton,

The M27, M271, A33 and A326 roads around Southampton,

The Port of Southampton,

The South Western Main Line rail link also serves the corridor along similar alignment,

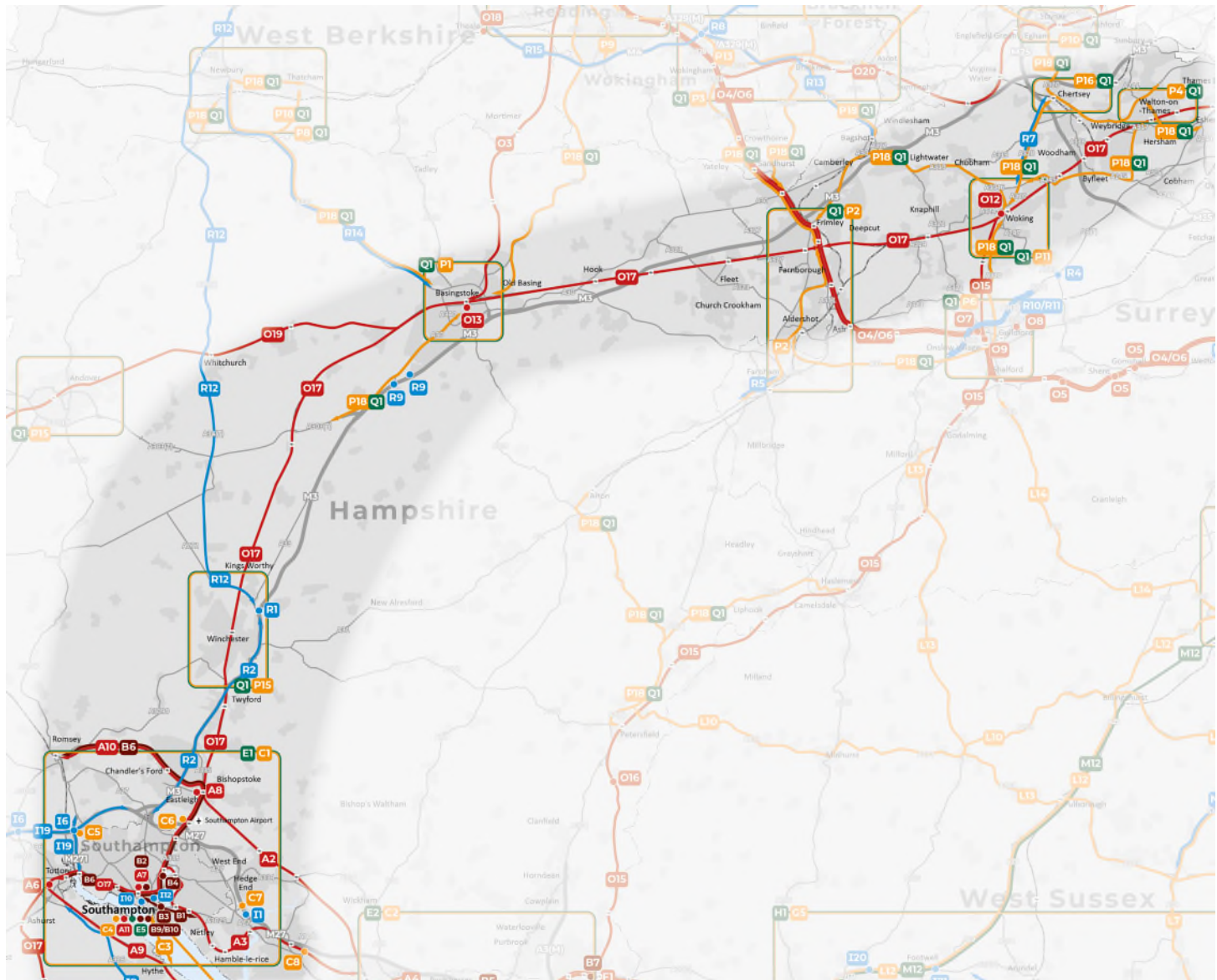
There are ferry services between Southampton and the Isle of Wight.

Strategic role

The corridor connects the Port of Southampton, a major international gateway and one of the busiest ports in the country, to the Strategic Road Network. Southampton Airport, which typically serves between 1.5 and 2 million passengers per year, is also on the corridor's road and rail network. Southampton is the largest city in the region and Basingstoke is one of its fastest-growing towns.

Key issues

1. There are several road traffic congestion hotspots on the corridor. These include the M3 between Winchester and Southampton, the M3 between Fleet and the M25, and some of the access roads and junctions between the M3 and the Port of Southampton (i.e., the M27, M271, A33 and A326). This congestion slows down freight movements on the corridor and has the potential to worsen as the Port of Southampton expands.
2. There are clusters of historic road traffic incidents on the corridor where it enters Southampton, particularly on and around the M271 and A33, including incidents resulting in people being killed or seriously injured.
3. The South Western Main Line experiences significant crowding during peak hours. Many peak hour trains are already operating at maximum length, limiting the scope for additional capacity on these services.
4. There is a significant imbalance in the development of jobs and homes along this corridor. Housing development is focused on Basingstoke, while employment growth is more concentrated in Southampton.



M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
A6	South West Main Line - Totton Level Crossing Removal	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	B, C, D, E, F, G, H
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	D, E, F
A8	Eastleigh Station Platform Flexibility	Medium (2030s)	Solent Connectivity demand modelling	1	1	2	2	2	2	Network Rail/ Solent Transport	D, E, F
A9	Waterside Branch Line Reopening	Short (2020s)		6	1	2	6			Network Rail	D, E, F
A11	Additional Rail Freight Paths to Southampton	Medium (2030s)	Solent to Reading Freight Study	0	1	2	1	1	2	Network Rail/ National Highways	D, E, F
B2	New Southampton Central Station	Medium (2030s)	Solent Transport Prospectus	0	1	1				Southampton/Network Rail	D, E, F
B3	New City Centre Station	Long (2040s)		0	1	1				Southampton City Council	D, E, F
B4	South West Main Line - Mount Pleasant Level Crossing Removal	Long (2040s)		0	1	2	3			Network Rail	D, E, F
B6	Eastleigh to Romsey Line - Electrification	Medium (2030s)	Class 158/159 Replacement/ West of England Line Decarbonisation	1	1	2		2		Network Rail/ SWR/ DfT	D, E, F
B9	Southampton Container Port Rail Freight Access and Loading Upgrades	Medium (2030s)		0	1	1				ABP	B, D, E, F
B10	Southampton Automotive Port Rail Freight Access and Loading Upgrades	Medium (2030s)		0	1	1				ABP	B, D, E, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
C1	Southampton Mass Transit	Medium (2030s)	BSIP	1	1	2				Hampshire County Council / Southampton City Council	B, D, E, F
C3	New Southampton to Fawley Waterside Ferry Service	Medium (2030s)		0	1	1				Hampshire County Council / Southampton City Council	B, D, E, F
C4	Southampton Cruise Terminal Access for Mass Transit	Medium (2030s)		0	1	1				Southampton City Council	B, D, E, F
C5	M271 Junction 1 Strategic Mobility Hub	Short (2020s)		1	1	5	5	6	7	Southampton City Council / Hampshire County Council	B, D, F
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Short (2020s)		0	1	1				Hampshire County Council / Southampton City Council	B, D, F
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium (2030s)		0	1	1				Hampshire County Council	F
C8	M27 Junction 9 Strategic Mobility Hub	Medium (2030s)		0	1	1				Hampshire County Council	F
D1	Isle of Wight Mass Transit System	Medium (2030s)		0	1	1				Isle of Wight Council	B, D, F, H
D1a	Bus Mass Transit - Newport to Yarmouth	Medium (2030s)		0	1	1				Isle of Wight Council	B, D, F, H
D1b	Bus Mass Transit - Newport to Ryde	Medium (2030s)		1	1	2				Isle of Wight Council	B, D, F, H
D1c	Bus Mass Transit - Newport to Cowes	Medium (2030s)		2	1	4				Isle of Wight Council	B, D, F, H
D1d	Isle of Wight Railway Service Enhancements	Medium (2030s)		6	1	8	8	8	8	South Western Railways / Network Rail / Isle of Wight Council	B, D, F, G, H
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium (2030s)		2	1	3				Isle of Wight Council	B, D, F, G, H

Legend	
1. Feasibility Study	A. Programme management
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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium (2030s)		0	1	1				Isle of Wight Council	B, D, F
D2	Isle of Wight Ferry Service Enhancements	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
D2a	Operating Hours and Frequency Enhancements	Short (2020s)		0	1	1				Operator / Isle of Wight Council / Solent Transport	B, D, F
D2b	New Summer Route - Ryde to Southampton	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)	TCF/ATF/LTP/Developer	1	1	2	N/A	N/A	N/A	Southampton	B, D, F
E5	Southampton City Centre Placemaking	Short (2020s)	TCF	1	1	2	N/A	N/A	N/A	Southampton	B, D, F
E6	Isle of Wight Active Travel Enhancements	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
E6a	Active Travel Enhancements - Newport to Yarmouth	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
E6b	Active Travel Enhancements - Newport to Ryde	Short (2020s)		0	1	1				Isle of Wight Council	B, D, F
E6c	Active Travel Enhancements - Newport to Cowes	Short (2020s)		0	1	1				Isle of Wight Council	
I1	M27 Junction 8 (RIS2)	Short (2020s)		3	1	4	TBC	TBC	TBC	National Highways	B, D, E, F, H
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Medium (2030s)	RIS Pipeline (subject to Funding)	3	1	4	TBC	TBC	TBC	National Highways	F
I9	A326 Capacity Enhancements (LLM)	Short (2020s)	LLM	2	1	4	3	3	4	HCC	F
I10	West Quay Realignment (LLM)	Medium (2030s)	LLM	1	2	3		3		Southampton City Council	F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
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8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2	3	6	3	6	7	Southampton/Network Rail	B, F
I19	M27/M271 Smart Motorway(s)	Long (2040s)		0	1	1	TBC	TBC	TBC	National Highways	A, F
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
O2	Southern Access to Heathrow	Long (2040s)		1	1	1				DfT	F
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Long (2040s)	Main Line Phase 2 Strategic Study	1	1	2				Network Rail	B, D, E, F
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)	Main Line Phase 2 and Solent to Reading Strategic Studies	1	1	2				Network Rail	B, D, E, F
O17	South West Main Line - Digital Signalling	Medium (2030s)	SWML Strategic Study/ Main Line Phase 2 Strategic Study	0	0	1				Network Rail	B, D, E, F
O20	Reading to Waterloo Service Enhancements	Medium (2030s)	Wessex Suburban Strategic Study (Phase 2)	0	1	2	1			Network Rail/ SWR	B, D, E, F
P1	Basingstoke Mass Rapid Transit	Short (2020s)		0	0	1				Hampshire County Council	B, D, E, F
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)		0	1	1	1	2	2	Joint	B, D, F
P4	Elmbridge Bus Enhancements	Short (2020s)		0	0	1	1			Surrey County Council	B, D, E, F
P10	Spelthorne Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council	B, D, E, F, H
P11	Woking Bus Enhancements	Short (2020s)		0	0	1	1			Surrey County Council	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
P14	Winchester Bus Enhancements	Short (2020s)		0	0	1				Hampshire County Council	B, D, E, F, H
P16	Runnymede Bus Enhancements	Short (2020s)		0	0	1	1			Surrey County Council	B, D, E, F, H
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)		0	0	1				Surrey County Council	A, B, C, D, E, F, G, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H
R1	M3 Junction 9 (RIS2)	Short (2020s)	RIS2	3	4	5	TBC	5	TBC	National Highways	B, D, E, F, H
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Short (2020s)		7	7	8	TBC	TBC	TBC	National Highways	B, D, E, F, H
R7	A320 North Corridor (HIF)	Short (2020s)	HIF	2	5	7	5	5	5	Surrey County Council	F
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short (2020s)		0	0	1				Hampshire County Council	B, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A33/Basingstoke – Reading Line (Basingstoke – Reading)

Corridor overview

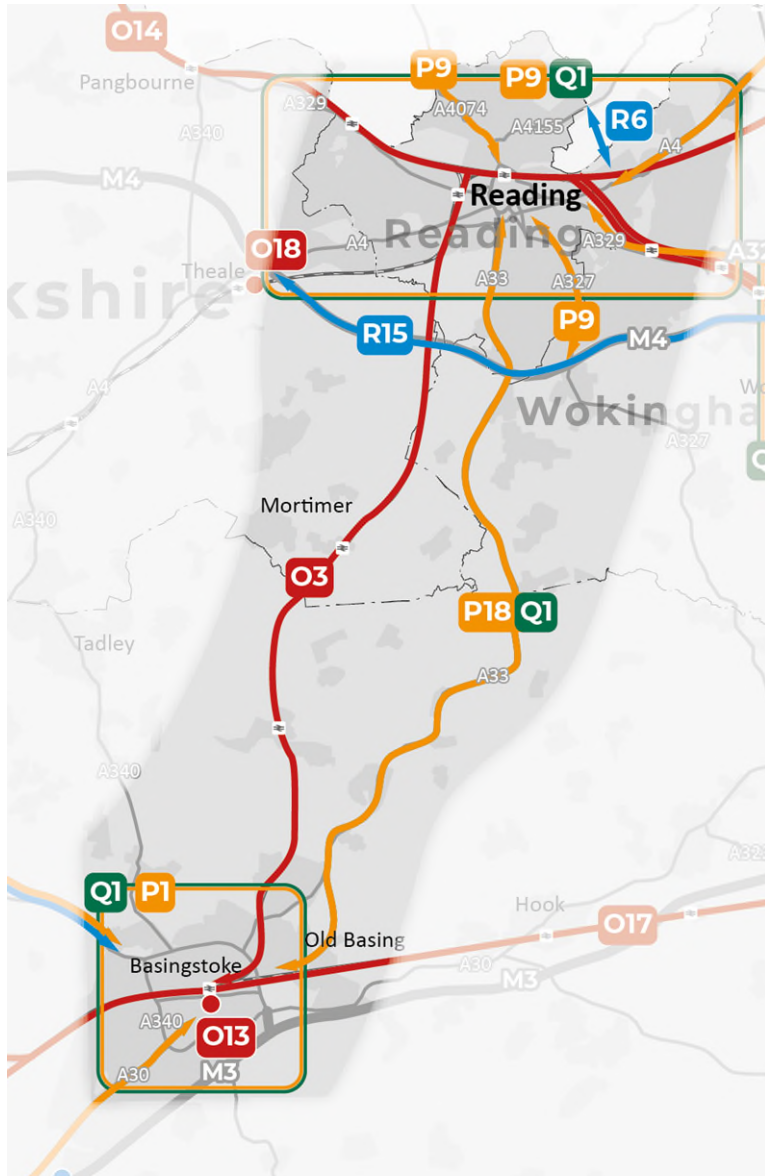
The A33 north-south road between Reading and Basingstoke, The Basingstoke – Reading Line rail link along a similar alignment.

Strategic role

The corridor connects Reading and Basingstoke, two major economic hubs in the region with significant commuter demand. It also connects to one of the most important east-west corridors in the country, i.e. the M4 and Great Western Main Line.

Key issues

1. Much of the northern end of the corridor is covered by Air Quality Management Areas (AQMAs). This includes Reading town centre and its radial routes and parts of the M4 intersecting the corridor.
2. Road traffic congestion hotspots can be identified on the corridor, particularly where the A33 intersects the M4, as well as more moderate congestion along several stretches of the A33 between Swallowfield and Basingstoke.
3. The Basingstoke – Reading Line is very crowded during peak hours. It is also not electrified, limiting capacity for through services from Reading to destinations such as Southampton and precluding electric services to/from London Paddington. Some of the intermediate stations on the platform have short platforms, limiting capacity for stopping services.
4. Significant housing development is planned for this corridor. However, the number of planned homes outnumbers the number of planned jobs by nearly 3 to 1.



A33/Basingstoke – Reading Line (Basingstoke – Reading)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
O3	Reading to Basingstoke Enhancements	Long (2040s)		1	1	2				Network Rail	F
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)	Main Line Phase 2 and Solent to Reading Strategic Studies	1	1	2				Network Rail	B, D, E, F
O14	Cross Country Service Enhancements	Short (2020s)	Main Line Phase 2 Strategic Study	1	0	1				CrossCountry/ DfT	B, D, E, F
P1	Basingstoke Mass Rapid Transit	Short (2020s)		0	0	1				Hampshire County Council	B, D, E, F
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6				Reading Borough Council	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A34/South Western Main Line/Basingstoke – Reading Line (Basingstoke - Reading)

Corridor overview

The A34 north-south road between the Berkshire – Oxfordshire border and Winchester,

The Basingstoke – Reading Line rail link serves the corridor on an adjacent alignment to the east,

Parts of the Great Western Main Line north west of Reading,

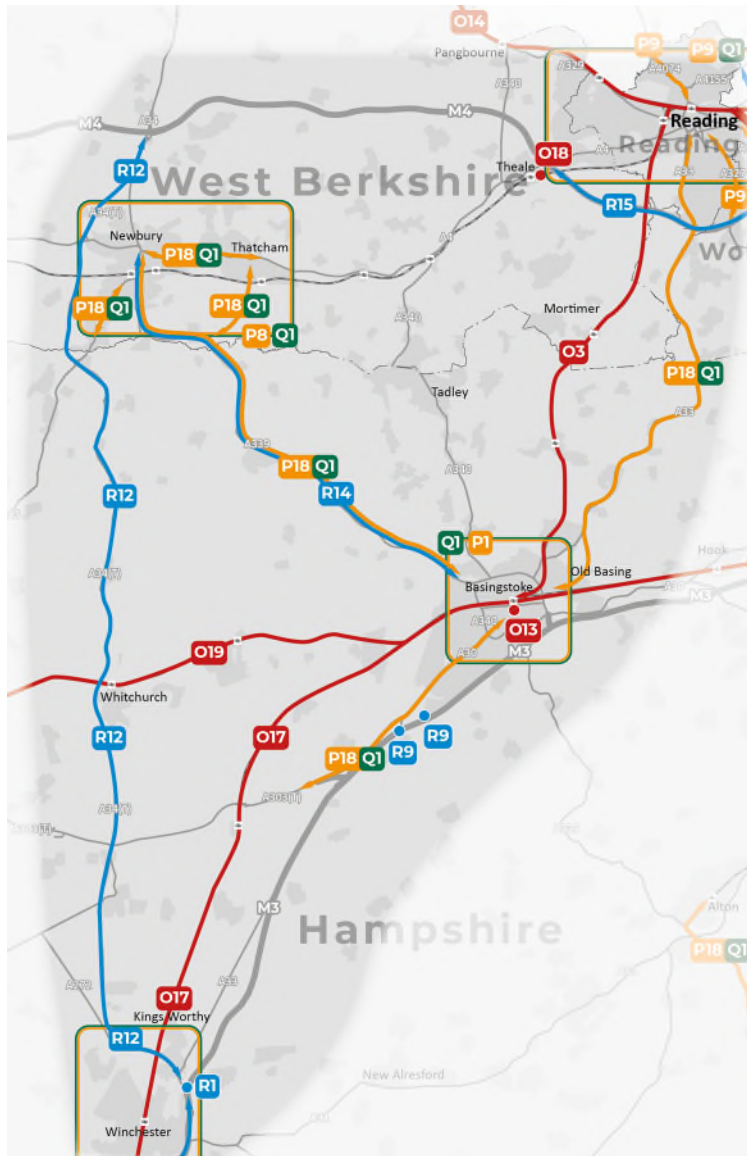
The South Western Main Line between Basingstoke and Winchester.

Strategic role

Supports freight movements in the region connecting the Port of Southampton to the Midlands via Newbury. It also connects to one of the most important east-west corridors in the country, i.e. the M4 and Great Western Main Line.

Key issues

1. There is a notable cluster of historic road traffic incidents on the corridor around the A34/A303 junction, including incidents resulting in people being killed or seriously injured.
2. Congestion hotspot just outside Winchester on approach to junction 9 of the M3. This junction forms the southern end of the A34.
3. Significant residential development is planned for the corridor. However, the number of planned homes greatly exceeds the number of planned jobs. Many new residents may travel outside the corridor to seek employment. The Basingstoke – Reading Line is very crowded during peak hours, and increased demand for travel from new residents would likely further worsen this issue.



A34/South Western Main Line/Basingstoke – Reading Line (Basingstoke - Reading)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)	Main Line Phase 2 and Solent to Reading Strategic Studies	1	1	2				Network Rail	B, D, E, F
O14	Cross Country Service Enhancements	Short (2020s)	Main Line Phase 2 Strategic Study	1	0	1				CrossCountry/ DfT	B, D, E, F
O17	South West Main Line - Digital Signalling	Medium (2030s)	SWML Strategic Study/ Main Line Phase 2 Strategic Study	0	0	1				Network Rail	B, D, E, F
P1	Basingstoke Mass Rapid Transit	Short (2020s)		0	0	1				Hampshire County Council	B, D, E, F
P8	Newbury/Thatcham Bus Enhancements	Short (2020s)	Jet Black Bus Services	7	8	0	N/A	N/A	N/A	West Berks Council	B, D, E, F, H
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6				Reading Borough Council	B, D, E, F, H
P14	Winchester Bus Enhancements	Short (2020s)		0	0	1				Hampshire County Council	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Short (2020s)		7	7	8	TBC	TBC	TBC	National Highways	B, D, E, F, H
R12	A34 Junction and Safety Enhancements	Short (2020s)		1	0	2	TBC	TBC	TBC	National Highways	F
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)	Joint A339 Corridor Study concluded, with Hants CC withdrawing	8	0	2	N/A	N/A	N/A	Hampshire	F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A36/Wessex Main Line (New Forest)

Corridor overview

The A36 road on an axis from the south east around the M27 to the north west around the Hampshire – Wiltshire border,

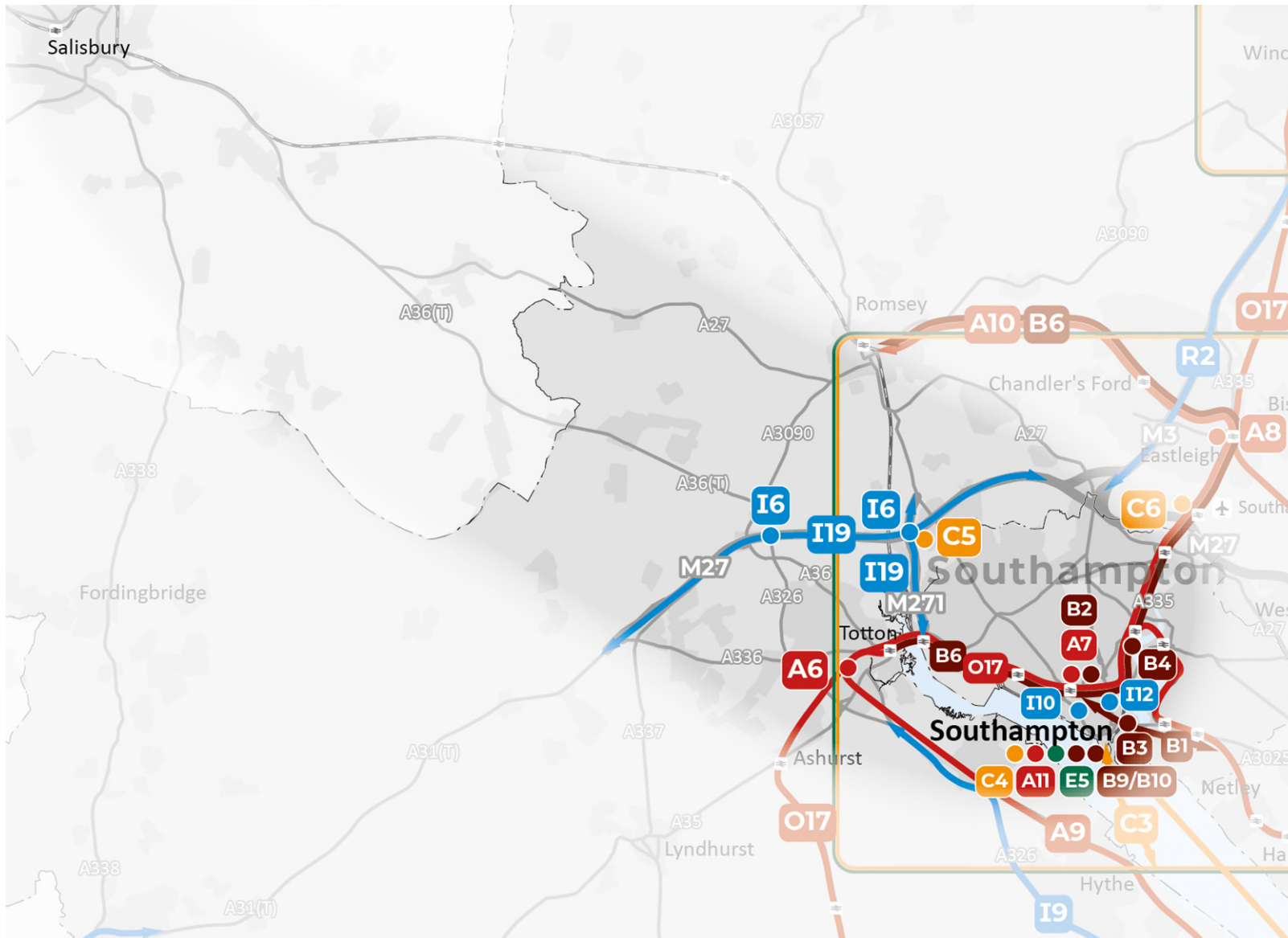
The Wessex Main Line rail link also serves the corridor along an adjacent alignment to the north east.

Strategic role

While this corridor is relatively short, it provides important east – west connectivity between the South East, the South West and the West of England. It is also close to the Port of Southampton.

Key issues

1. Median earnings on the corridor are markedly lower than the regional average. There are also significant areas of deprivation in western and central parts of Southampton that are directly served by the Wessex Main Line.
2. The Wessex Main Line experiences high levels of crowding during peak hours. There is some planned residential development along its route, i.e. in Romsey, but this is unlikely to be significant enough to materially affect demand for travel. The cascading of additional rolling stock to the Wessex Main Line is intended to help alleviate crowding and other capacity issues.
3. There are some road traffic congestion hotspots on the corridor. The most significant congestion exists where the A36 intersects the A3090 and M27, respectively, but more moderate congestion continues along the A36 as far as Blackhill. Peak hour highway demand is the lowest of any corridor in this study, but the proposed expansion of the Port of Southampton to the west has the potential to increase the volume of freight traffic moving along the corridor.



A36/Wessex Main Line (New Forest)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	D, E, F
B2	New Southampton Central Station	Medium (2030s)	Solent Transport Prospectus	0	1	1				Southampton/Network Rail	D, E, F
B3	New City Centre Station	Long (2040s)		0	1	1				Southampton City Council	D, E, F
B6	Eastleigh to Romsey Line - Electrification	Medium (2030s)	Class 158/159 Replacement/ West of England Line Decarbonisation	1	1	2		2		Network Rail/ SWR/ DfT	D, E, F
C1	Southampton Mass Transit	Medium (2030s)	BSIP	1	1	2				Hampshire County Council / Southampton City Council	B, D, E, F
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)	TCF/ATF/LTP/Developer	1	1	2	N/A	N/A	N/A	Southampton	B, D, F
E5	Southampton City Centre Placemaking	Short (2020s)	TCF	1	1	2	N/A	N/A	N/A	Southampton	B, D, F
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2	3	6	3	6	7	Southampton/Network Rail	B, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A303/West of England Main Line (Andover – Basingstoke)

Corridor overview

The A303 east-west road between Basingstoke and the Hampshire – Wiltshire border,

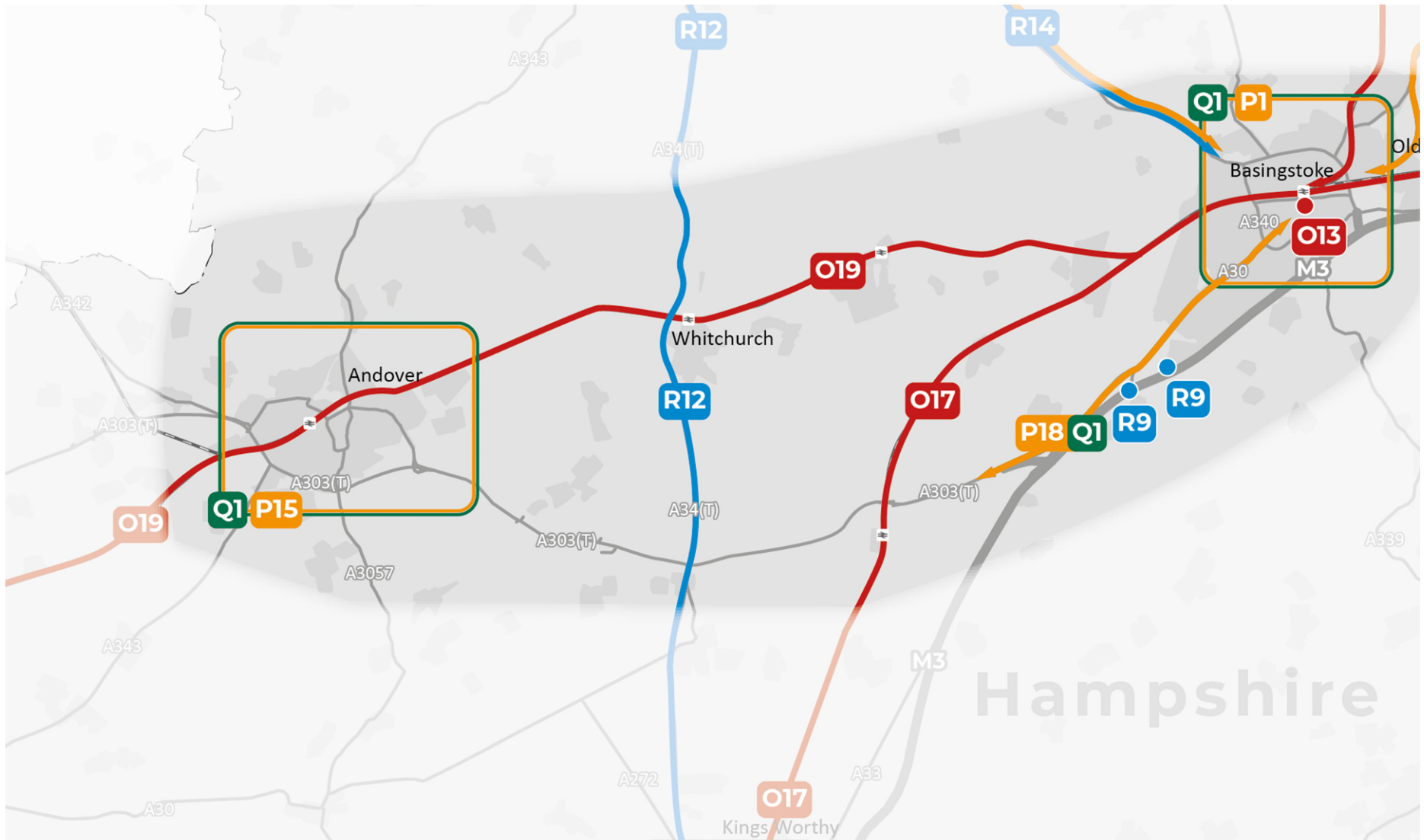
The West of England Main Line rail link along similar alignment.

Strategic role

The corridor connects the South East to the South West of England, including two of the South East's larger urban centres, Andover and Basingstoke. It also connects Andover to London and the rest of the South East.

Key issues

1. There is little planned job growth on the corridor but there is sizeable planned residential development. Many of the development sites are at the periphery of Andover and Basingstoke, some distance from shops, services and public transport hubs. These towns may become less self-contained in the future, driving new residents to seek employment outside the corridor and thereby increasing demand for travel.
2. The West of England Main Line is not electrified and carries diesel-powered services between London Waterloo and the South West (as far as Exeter). It also experiences high levels of crowding during the AM peak on its radial passenger services.
3. There is a notable cluster of historic road traffic incidents on the corridor around the A34/A303 junction, including incidents resulting in people being killed or seriously injured.



A303/West of England Main Line (Andover – Basingstoke)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
A10	West of England Service Enhancements	Medium (2030s)	Yeovil Junction to Salisbury Service Enhancement SOBC	1	1	3	2	2			D, E, F
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Medium (2030s)	Class 158/159 Replacement/ West of England Line Decarbonisation	0	1	2		2		Network Rail/ SWR/ DfT	B, D, E, F
P1	Basingstoke Mass Rapid Transit	Short (2020s)		0	0	1				Hampshire County Council	B, D, E, F
P15	Andover Bus Enhancements	Short (2020s)		0	0	1				Hampshire County Council	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short (2020s)		0	0	1				Hampshire County Council	B, F
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)	Joint A339 Corridor Study concluded, with Hants CC withdrawing	8	0	2	N/A	N/A	N/A	Hampshire	F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)

Corridor overview

The M4 east-west road between the Berkshire – Wiltshire border and Slough,

The Great Western Main Line rail link along similar alignment,

The Reading – Taunton Line provides a rail link west of Reading.

Strategic role

Directly serves Heathrow Airport, the largest international gateway in the South East and the busiest airport in Europe.

Provides east-west connectivity between London, the Thames Valley, the South West of England and Wales.

Key issues

1. There is significant socioeconomic disparity along the corridor, with several pockets of deprivation in Reading and Slough. For example, in 2018 median earnings in Slough were £31,388 whereas in Wokingham they were £40,373.
2. There are some road traffic congestion hotspots on the corridor. These are between junction 4b and junction 6 of the M4 around Slough as well as between junction 10 and junction 12 of the M4 around Reading. There are also wider problems with road safety and air quality on the M4, particularly between Reading and the M25. The proposed expansion of Heathrow Airport could add additional pressure to the highway network.
3. The Great Western Main Line is one of the busiest rail links in the South East and its radial passenger services experience high levels of crowding. Some alleviation of this issue is provided by new Crossrail services and the proposed Western Rail Access to Heathrow scheme will provide additional capacity on the corridor.
4. The branch lines serving Henley-on-Thames, Marlow/Bourne End and Windsor are currently unelectrified, which presents operational challenges as many services on the mainline now use electric trains removing the option for these mainline services to continue onto branch lines..



M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
O1	Western Rail Link to Heathrow	Medium (2030s)	RNEP	5	0	6				Network Rail	F
O14	Cross Country Service Enhancements	Short (2020s)	Main Line Phase 2 Strategic Study	1	0	1				CrossCountry/ DfT	B, D, E, F
O18	Theale Strategic Rail Freight Terminal	Short (2020s)		3	0	4	4			Network Rail	B, D, E, F
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)		0	1	1	1	2	2	Joint	B, D, F
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	Short (2020s)		4	4	5				Slough Borough Council / Windsor and Maidenhead Borough Council	B, D, E, F, H
P8	Newbury/Thatcham Bus Enhancements	Short (2020s)	Jet Black Bus Services	7	8	0	N/A	N/A	N/A	West Berks Council	B, D, E, F, H
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6				Reading Borough Council	B, D, E, F, H
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Short (2020s)		0	0	1				Slough Borough Council / Reading Borough Council / Windsor and Maidenhead Borough Council / TfSE	B, D, E, F, H
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)		0	0	1				Surrey County Council	A, B, C, D, E, F, G, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H
R3	A404 Bisham Junction (RIS3 Pipeline)	Medium (2030s)	RIS pipeline (funding subject to RIS)	0	0	1	TBC	TBC	TBC	National Highways	B, D, E, F, H
R6	New Thames Crossing East of Reading (LLM)	Long (2040s)	MRN Pipeline	0	0	1				Reading Borough Council / Wokingham Borough Council	F
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)	Joint A339 Corridor Study concluded, with Hants CC withdrawing	8	0	2	N/A	N/A	N/A	Hampshire	F
R15	M4 Junction 3 to Junction 12 Smart Motorway (SMP)	Short (2020s)	SMP	6	7	8	TBC	TBC	TBC	National Highways	B, D, E, F

Legend

1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

M25 (Dartford – Slough)

Corridor overview

The M25 between Dartford in the east and Slough in the west. It is a road corridor only,

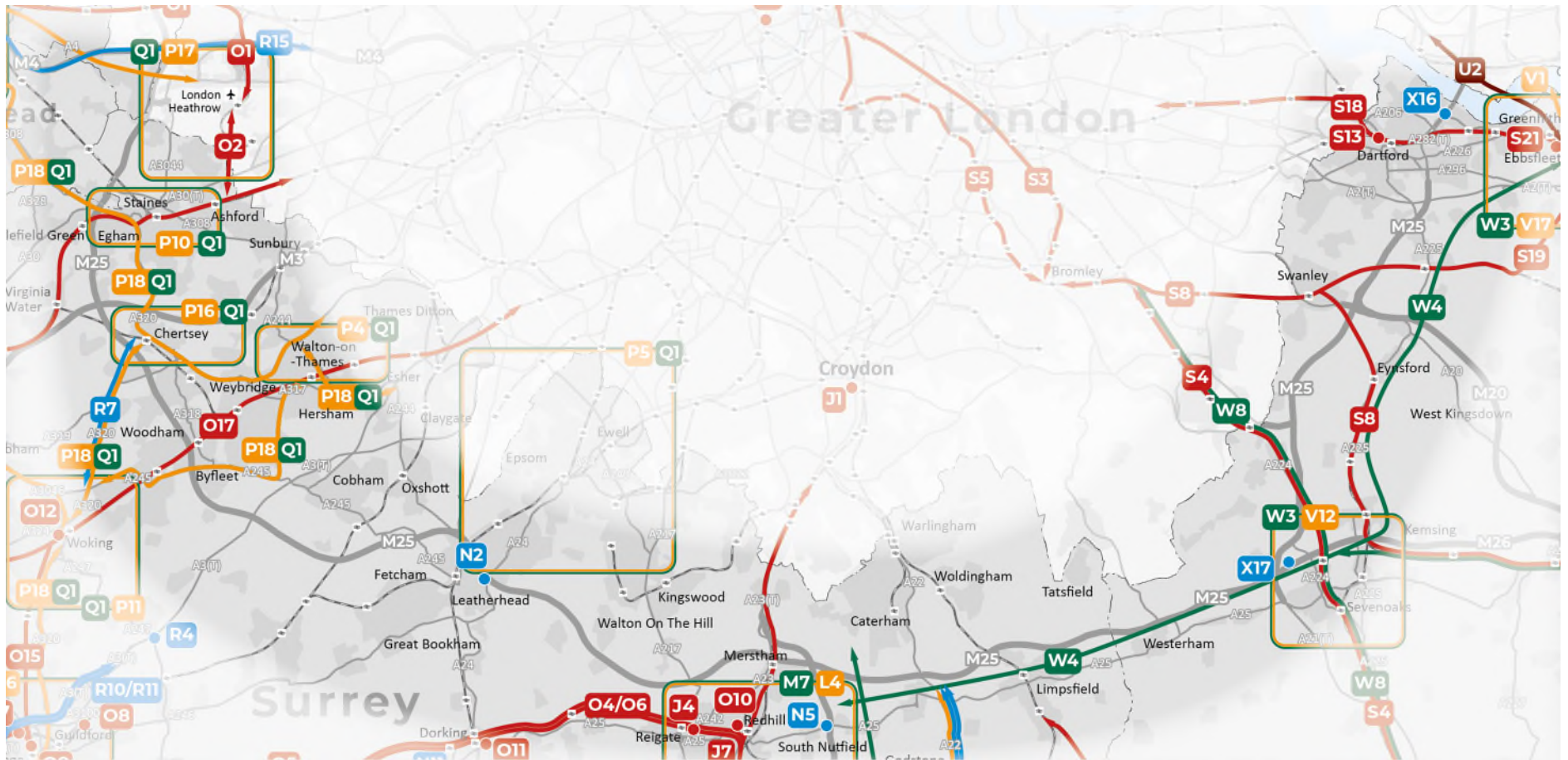
There is no equivalent railway that mirrors the corridor of the M25, although the North Downs Line runs nearby in places.

Strategic role

Centred on one of the busiest and one of the widest roads in Europe. All road and rail routes in and out of London from the South East must pass through it.

Key issues

1. The corridor is the busiest in the South East in terms of road traffic. This comes with significant areas of congestion, particularly along the south-west quadrant of the M25, as well as around Oxted and further east near the Dartford Crossing.
2. There are road safety issues on the corridor around the Dartford Crossing. There are clusters of historic road traffic incidents in this area, including incidents resulting in people being killed or seriously injured.
3. Notable concentration of deprivation in the Dartford area.



M25 (Dartford – Slough)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
P4	Elmbridge Bus Enhancements	Short (2020s)		0	0	1	1			Surrey County Council	B, D, E, F
P5	Epsom/Ewell Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council	B, D, E, F, H
P10	Spelthorne Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council	B, D, E, F, H
P16	Runnymede Bus Enhancements	Short (2020s)		0	0	1	1			Surrey County Council	B, D, E, F, H
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)		0	0	1				Surrey County Council	A, B, C, D, E, F, G, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H
R7	A320 North Corridor (HIF)	Short (2020s)	HIF	2	5	7	5	5	5	Surrey County Council	F
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Medium (2030s)		0	0	1				Private operators	B, D, E, F, H
W4	Kent Inter-urban Active Travel Infrastructure	Short (2020s)	KCWIP	0	0	1				Kent County Council	A, B, C, D, E, F, G, H
X16	M25 Junction 1a Enhancements	Short (2020s)		0	0	1	TBC	TBC	TBC	National Highways	B, D, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
X17	M25 Junction 5 Enhancements	Long (2040s)		0	0	1	TBC	TBC	TBC	National Highways	F
X19	Canterbury East Relief Road	Long (2040s)		0	0	1	N/A			Kent County Council / Canterbury City Council	F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)

Corridor overview

The A228, A289 and A278 roads on a north-south axis to the west,

The A249 road on a north-south axis to the east,

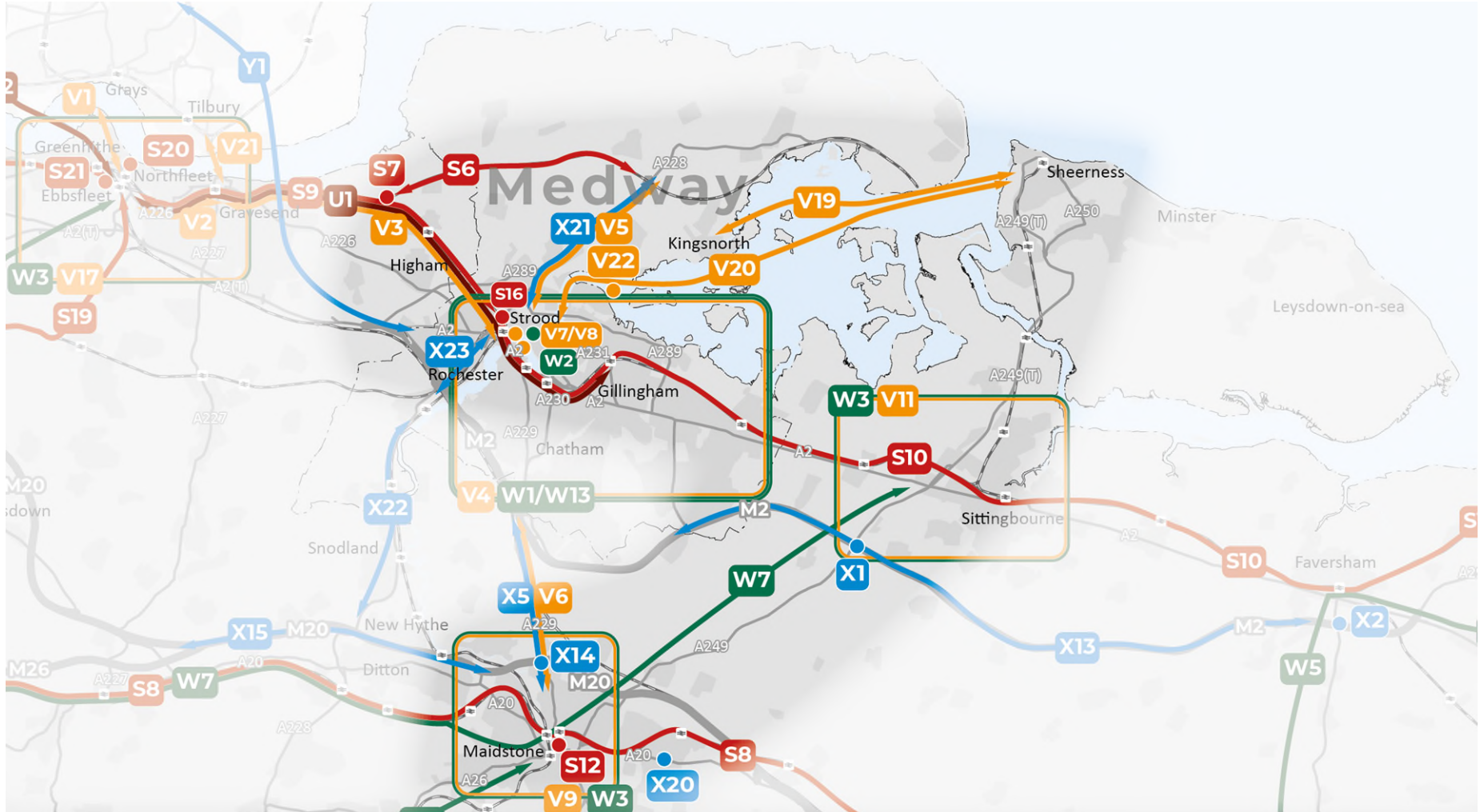
The Chatham Main Line/Sheerness Line rail link from Sittingbourne to the Isle of Sheppey.

Strategic role

Connects the Strategic Road Network and railway network with the Medway Ports.

Key issues

1. There are high levels of traffic congestion on the A249 where it intersects with the M2 and M20 respectively, particularly during the AM peak.
2. The corridor has the second highest level of deprivation of any corridor in this study, with deprivation concentrated around the Medway Towns, Sittingbourne and the Isle of Sheppey. While deprivation is a product of a wide range of factors, transport connectivity being just one, improving transport connectivity could enhance access to education and skills opportunities for a larger proportion of the population – supporting alleviation of deprivation.
3. Due to its proximity to the Medway Estuary, there are significant environmental considerations on parts of the corridor (i.e. coastal areas) which may be challenging to balance with future growth. Nevertheless, the corridor has a low housing affordability ratio with significant planned residential development and job growth.



A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
S6	Hoo Peninsula Passenger Rail Services (HIF)	Medium (2030s)	HIF Withdrawn	2	2	4	N/A	N/A	N/A	Medway Council	B, D, E, F
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)		0	0	2				Network Rail / medway	B, D, E, F
S12	Integrated Maidstone Stations	Medium (2030s)		0	0	1				Maidstone Borough Council	B, D, E, F
S16	New Strood Rail Interchange	Medium (2030s)		0	1	2	TBC	TBC	TBC	Network Rail/Medway Council	B, D, E, F
V4	Medway Mass Transit	Medium (2030s)		0	0	1				Medway Council	B, D, E, F
V5	Medway Mass Transit - Extension to Hoo Peninsula	Medium (2030s)		0	0	2				Medway Council	B, D, E, F
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium (2030s)		0	0	1	N/A	N/A	N/A	TfSE / Medway Council	B, D, F, H
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Long (2040s)		0	0	1	N/A	N/A	N/A	TfSE / Medway Council	B, D, F, H
V11	Sittingbourne Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	A, B, C, D, E, F, C, H
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Medium (2030s)		0	0	1				Private operators	B, D, E, F, H
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Medium (2030s)		0	0	1				Private operators	B, D, E, F, H
V22	Inland Waterway Freight Enhancements	Medium (2030s)		0	0	1				Private operators	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
W1	Medway Active Travel Enhancements	Short (2020s)		0	0	1	N/A	N/A	N/A	Medway Council	B, D, E, F, H
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Long (2040s)		0	0	1	N/A	N/A	N/A	Medway Council	A, B, C, D, E, F, G, H
W3	Kent Urban Active Travel Infrastructure	Short (2020s)	KCWIP	0	0	1				Kent County Council	A, B, C, D, E, F, G, H
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Short (2020s)		0	0	1				Sustrans	B, D, F, H
W13	Medway Placemaking and Demand Management Measures	Short (2020s)		0	0	1	N/A	N/A	N/A	Medway Council	B, D, F, H
X21	A228 Hoo Peninsula Enhancements	Short (2020s)		0	0	1				Medway Council	F
X23	Strood Riverside Highway Enhancement and Bus Lane	Medium (2030s)		0	0	1	N/A	N/A	N/A	Medway Council	F

Legend

1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A228/A229/Medway Valley Line (Maidstone – Medway Towns)

Corridor overview

The A228 and A229 north-south roads between the Medway Towns in the north and Maidstone in the south,

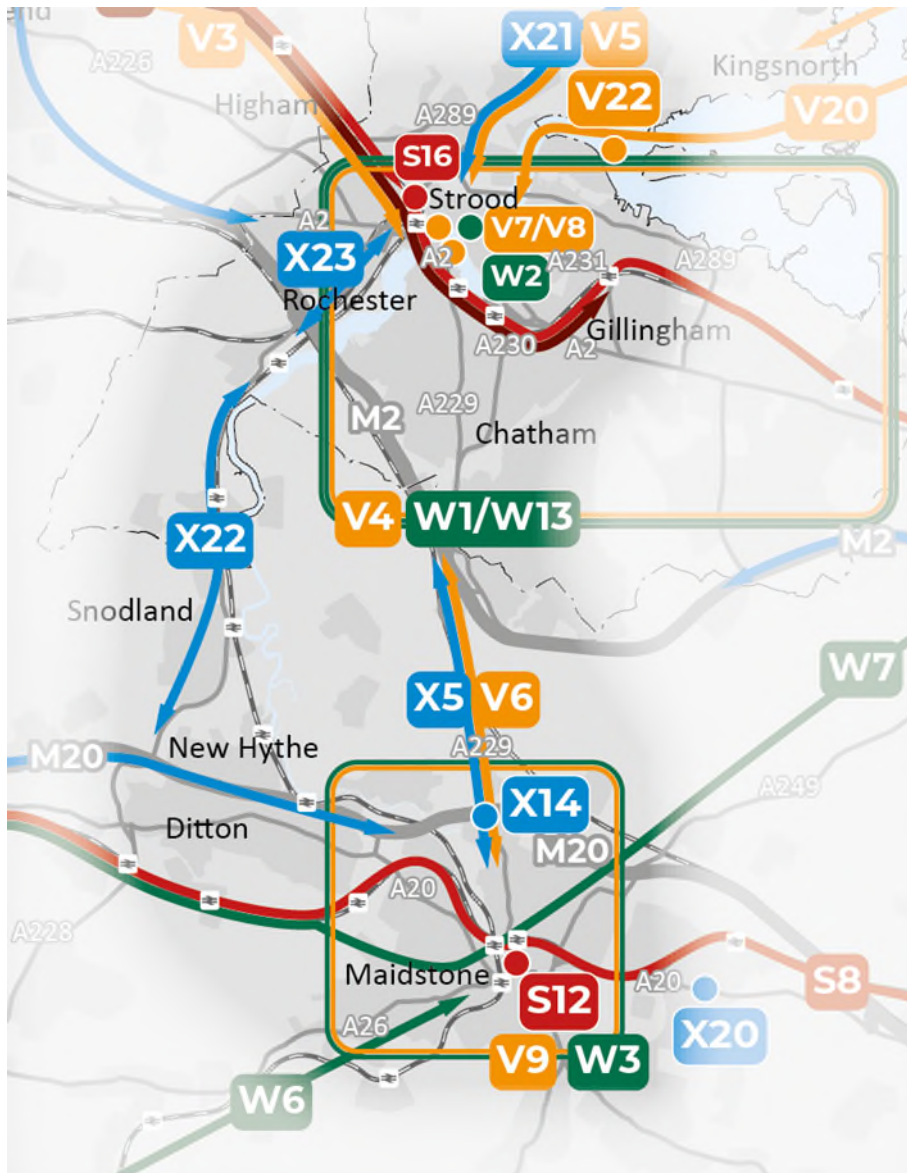
The Medway Valley Line rail link along similar alignment.

Strategic role

The corridor connects the Medway Towns to Maidstone which in turn enables onward connectivity to other parts of the South East by rail. It also links two key radial corridors on Strategic Road Network (the M2 and M20).

Key issues

1. The proposed Lower Thames Crossing could worsen congestion in the future by encouraging traffic to switch between the M2 and M20.
2. Significant planned residential development and job growth, meaning transport demand is likely to increase over the medium to long run.
3. The M20/A229 junction is part of an Air Quality Management Area.
4. The corridor has the lowest level of educational attainment in the South East It also has one of the lowest concentrations of priority sector jobs in the region.



A228/A229/Medway Valley Line (Maidstone – Medway Towns)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)		0	0	2				Network Rail / medway	B, D, E, F
S12	Integrated Maidstone Stations	Medium (2030s)		0	0	1				Maidstone Borough Council	B, D, E, F
S16	New Strood Rail Interchange	Medium (2030s)		0	1	2	TBC	TBC	TBC	Network Rail/Medway Council	B, D, E, F
V4	Medway Mass Transit	Medium (2030s)		0	0	1				Medway Council	B, D, E, F
V6	Medway to Maidstone Bus Priority	Short (2020s)		2	3	3	3	3	3	Kent County Council	B, D, F, H
V22	Inland Waterway Freight Enhancements	Medium (2030s)		0	0	1				Private operators	B, D, E, F, H
W1	Medway Active Travel Enhancements	Short (2020s)		0	0	1	N/A	N/A	N/A	Medway Council	B, D, E, F, H
W3	Kent Urban Active Travel Infrastructure	Short (2020s)	KCWIP	0	0	1				Kent County Council	A, B, C, D, E, F, C, H
W13	Medway Placemaking and Demand Management Measures	Short (2020s)		0	0	1	N/A	N/A	N/A	Medway Council	B, D, F, H
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Short (2020s)	LLM	2	3	4	3	3	3	Kent County Council	B, D, E, F, H
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline	0	0	2				Kent County Council	B, F
X22	A228 Medway Valley Enhancements	Medium (2030s)		0	1	2				Kent County Council	F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Redhill – Tonbridge/South Eastern Main Line (Ashford - Redhill)

Corridor overview

The Redhill – Tonbridge Line,

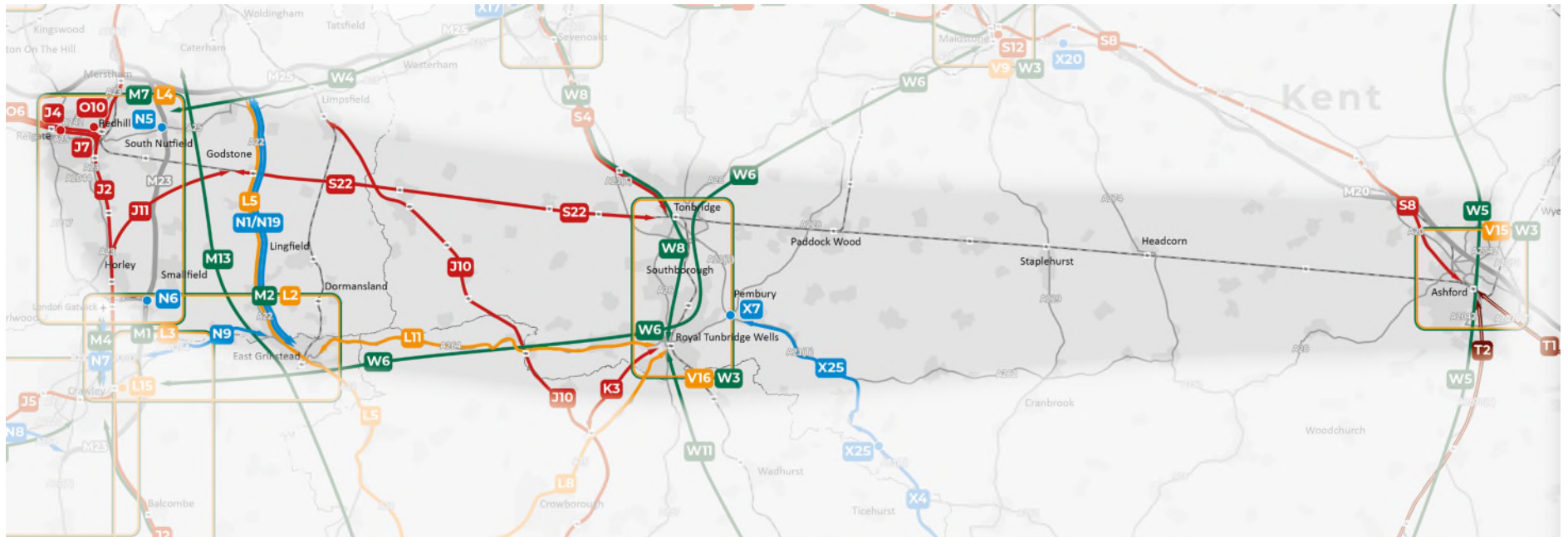
The South Eastern Main Line between Tonbridge and Ashford International.

Strategic role

With Eurostar services at Ashford International and rapid onward connectivity to Gatwick Airport from Redhill, the corridor is in reach of international gateways at both ends.

Key issues

1. There are no direct rail services running along the entire length of the corridor at present.
2. Two rail franchises split the services at Tonbridge. The western (Southern) part of the corridor is not electrified. The eastern (South Eastern) part is. This reduces the coherence of the corridor.
3. Low number of jobs in priority sectors, suggesting improved connectivity to economic hubs is needed.
4. The corridor has significant planned residential development (69,825 homes from 2018 to 2035) and job growth (25% from 2018 to 2035), so it is likely that the demand for transport and connectivity will notably increase in the coming years.



Redhill – Tonbridge/South Eastern Main Line (Ashford - Redhill)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1	0	2	2			Network Rail	B, D, E, F
S22	Gatwick - Kent Service Enhancements	Short (2020s)	Strategic Advice	1	0	2	1			DfT	B, D, E, F
V15	Ashford Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	F
VI6	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Short (2020s)		0	0	2				Kent County Council	B, D, E, F, H

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A25/North Downs Line (Guildford – Redhill)

Corridor overview

The A25, from Guildford in the west to Redhill in the east via Dorking,

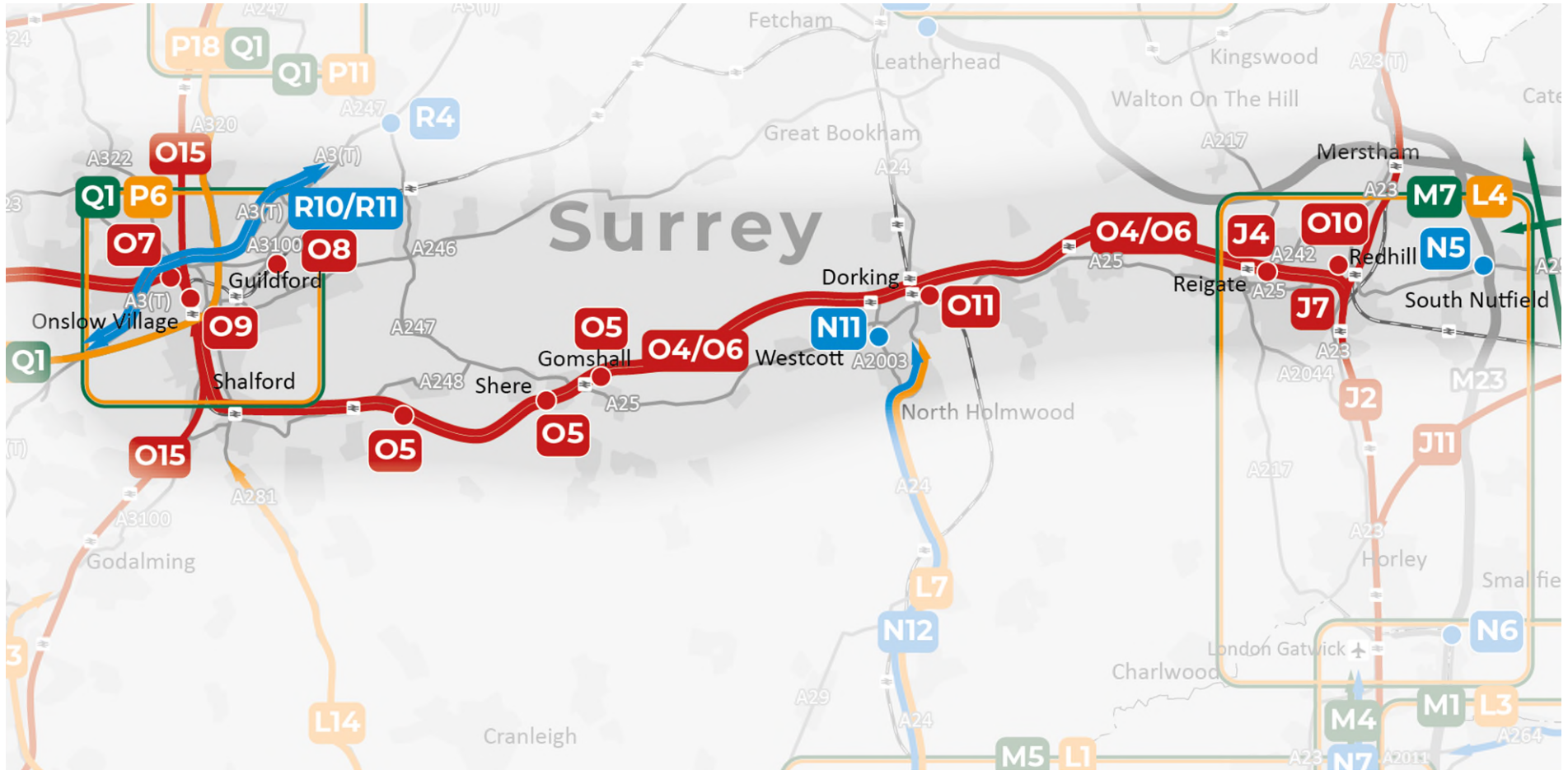
A single rail link in the North Downs Line along similar alignment.

Strategic role

Provides cross-regional connectivity, linking one of the South East's largest towns, Guildford, to Redhill via Dorking. The corridor is also relatively close to Gatwick Airport, a major international gateway.

Key issues

1. The North Downs Line is not electrified, provides just two trains per hour. It also has infrastructure constraints complicating major improvements, including relatively slow line speeds, short station platforms and several level crossings (e.g. with the A25).
2. The corridor runs entirely through the Metropolitan Green Belt (i.e. the Surrey Hills) and is adjacent to several Sites of Special Scientific Interest. This significantly constrains its development potential as any future initiatives will have to achieve a careful balance with environmental considerations.
3. The corridor is the wealthiest in the South East, with median earnings of £36,204. It is also the third best educated corridor in this study.
4. Despite having the highest median earnings, the corridor has the least affordable housing in the South East. In 2018 its average house price/earnings ratio was 12.2 to 1.



A25/North Downs Line (Guildford – Redhill)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
J4	Reigate Station Upgrade	Medium (2030s)	Brighton Mainline Upgrade Programme	3	1	6				Network Rail	F
J7	Brighton Main Line - Reinstatement Cross Country Services	Long (2040s)		0	1	1				TfSE / DfT / Surrey County Council / West Sussex County Council	B, D, E, F
M7	Reigate/Redhill Local Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
O4	North Downs Line - Decarbonisation	Medium (2030s)		1	2	3	1			Network Rail	F
O5	North Downs Line - Level Crossing Removals	Medium (2030s)		0		2	0			Network Rail	F
O6	North Downs Line - Service Level and Capacity Enhancements	Medium (2030s)	North Downs Strategic Study and Wessex Suburban Strategic Study (Phase 1)	0		2	1			Network Rail	B, E, F
O7	Guildford Station Redevelopment	Short (2020s)	Solum Redevelopment	6	7	8	7			Network Rail/Solum	A, B, C, D, E, F, G
O8	New Station Guildford West (Park Barn)	Medium (2030s)		3	6	6	6			Surrey CC/ Guildford BC	B, D, E, F
O9	New Station Guildford East (Marrow)	Medium (2030s)		1	0	2				Martin Grant Homes/ Guildford BC	B, D, E, F
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1	0	2	2			Network Rail	B, D, E, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
O11	Dorking Deepdene Station Upgrade	Medium (2030s)		0	0	1				Network Rail	B, D, E, F
P6	Guildford Sustainable Movement Corridor	Short (2020s)		0	1	1				Surrey County Council	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	A, F
R11	A3 Guildford Long Term Solution	Long (2040s)		0	0	1	TBC	TBC	TBC	National Highways	A, B, D, F, H

Legend

1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A31/A322/A329/A331/North Downs Line (Guildford - Reading)

Corridor overview

The A329 and A322 roads running from the M4 outside Reading, through Bracknell to the M3,

The A331 and A31 roads running from the M3 in the Blackwater Valley to Guildford,

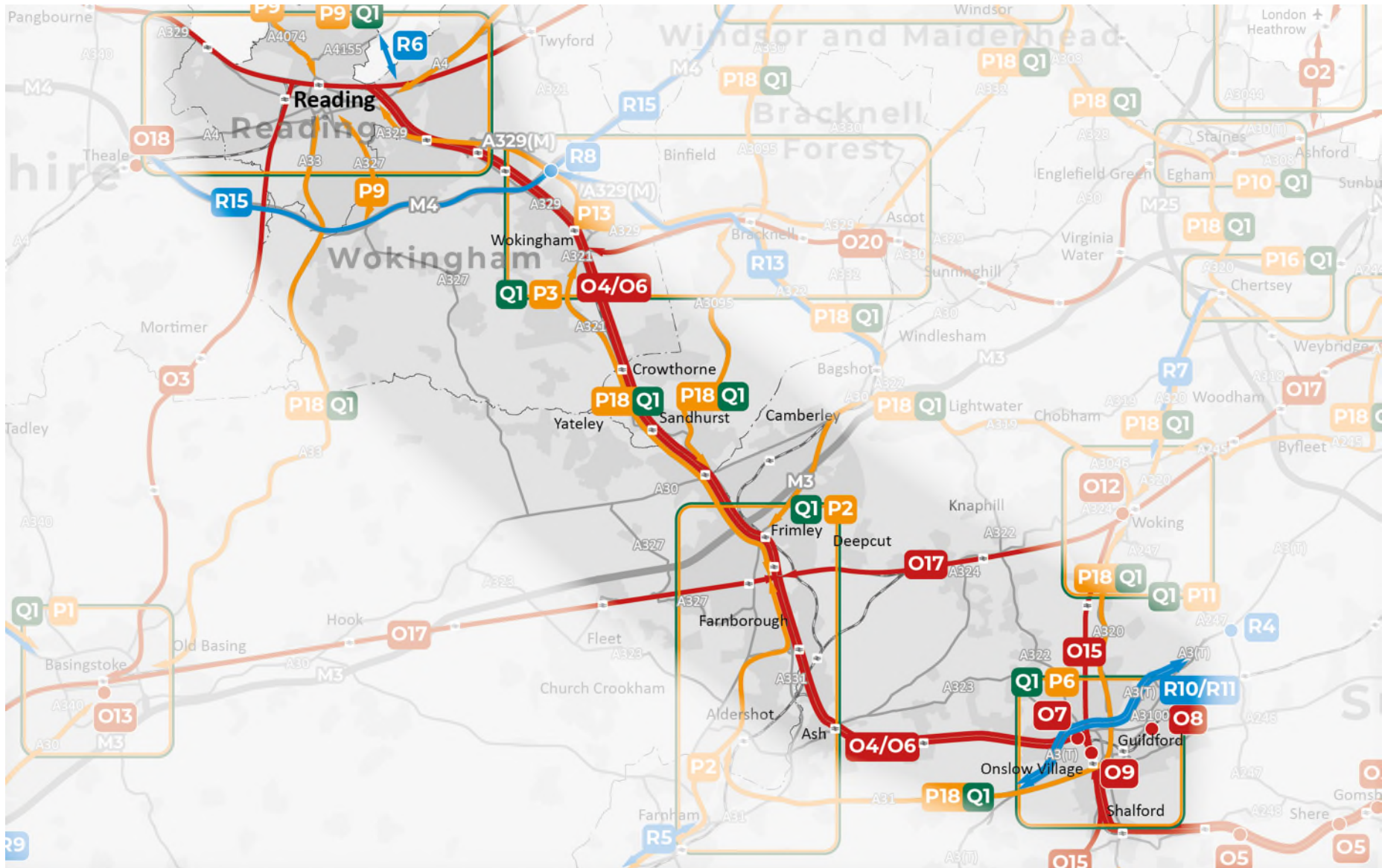
The North Downs Line rail link along similar alignment.

Strategic role

The corridor plays an important role as it provides a rail and road link between Guildford and Reading, as well as between the M3 and the M4. It connects areas with high concentrations of priority sector jobs compared to the regional average.

Key issues

1. The A31 west of Guildford suffers from high levels of congestion, particularly during the AM peak. The A329 and A329(M) also experience high levels of congestion around Wokingham and the junction with the M4.
2. The M4/A329/A329(M) junction is part of an Air Quality Management Area.
3. Road safety issues in Bracknell town centre.



A31/A322/A329/A331/North Downs Line (Guildford - Reading)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1	1	1		Surrey County Council	F
O2	Southern Access to Heathrow	Long (2040s)		1	1	1				DfT	F
O4	North Downs Line - Decarbonisation	Medium (2030s)		1	2	3	1			Network Rail	F
O6	North Downs Line - Service Level and Capacity Enhancements	Medium (2030s)	North Downs Strategic Study and Wessex Suburban Strategic Study (Phase 1)	0		2	1			Network Rail	B, E, F
O7	Guildford Station Redevelopment	Short (2020s)	Solum Redevelopment	6	7	8	7			Network Rail/ Solum	A, B, C, D, E, F, G
O8	New Station Guildford West (Park Barn)	Medium (2030s)		3	6	6	6			Surrey CC/ Guildford BC	B, D, E, F
O9	New Station Guildford East (Marrow)	Medium (2030s)		1	0	2				Martin Grant Homes/ Guildford BC	B, D, E, F
O14	Cross Country Service Enhancements	Short (2020s)	Main Line Phase 2 Strategic Study	1	0	1				CrossCountry/ DfT	B, D, E, F
O20	Reading to Waterloo Service Enhancements	Medium (2030s)	Wessex Suburban Strategic Study (Phase 2)	0	1	2	1			Network Rail/ SWR	B, D, E, F
P2	Blackwater Valley Mass Rapid Transit	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)		0	1	1	1	2	2	Joint	B, D, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
P6	Guildford Sustainable Movement Corridor	Short (2020s)		0	1	1				Surrey County Council	B, D, E, F, H
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6				Reading Borough Council	B, D, E, F, H
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Short (2020s)		0	0	1				Bracknell Forest Council / Reading Borough Council / Wokingham Borough Council	B, D, E, F, H
	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Short (2020s)		0	1	1	1	2	2	Bracknell Forest Council / Wokingham Borough Council	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)		0	0	1				Surrey County Council / Hampshire County Council	B, D, E, F, H
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1			1	Surrey County Council / Hampshire County Council	B, D, E, F, H
R5	A31 Farnham Corridor (LLM)	Short (2020s)	LLM	2	2	3		3	3	Surrey County Council	B, D, F, H
R6	New Thames Crossing East of Reading (LLM)	Long (2040s)	MRN Pipeline	0	0	1				Reading Borough Council / Wokingham Borough Council	F
R8	M4 Junction 10 Safety Enhancements	Short (2020s)		0	0	2	TBC	TBC	TBC	National Highways	F
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	A, F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
R11	A3 Guildford Long Term Solution	Long (2040s)		0	0	1	TBC	TBC	TBC	National Highways	A, B, D, F, H
R13	A322 and A329(M) Smart Corridor	Short (2020s)	Part delivered	7	7	7	2	6	7	Bracknell Forest Council	F

Legend	
1. Feasibility Study	A. Programme management
2. Strategic Outline Business Case	B. Pre-feasibility work & resource funding
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)	C. (Joint) Scheme promoter
4. Powers/Consents	D. Business case & scheme development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A28/A290/A291 (Canterbury – Whitstable)

Corridor overview

The A290 and the A291, two north-south roads linking Canterbury to Whitstable and Herne Bay respectively,

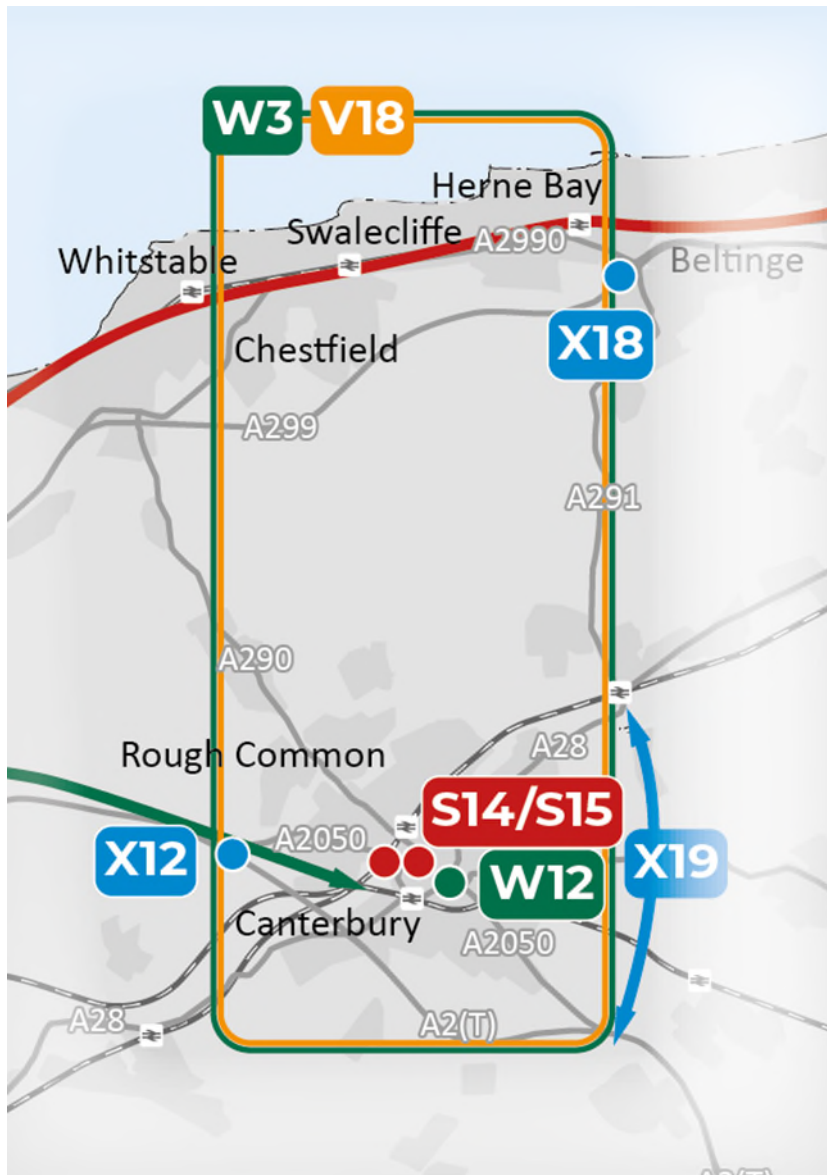
A section of the A28 through Canterbury itself.

Strategic role

Plays an important role in connecting three economic hubs in East Kent. It serves a socioeconomically diverse area, with pockets of urban deprivation on the North Kent coast and some more prosperous areas around Canterbury. Canterbury is a major regional centre with three universities and a major trip attractor, Canterbury Cathedral.

Key issues

1. There is significant congestion along the A290 and A291 through Canterbury and the A28/A291 junction in Sturry. The city has a restrictive urban realm (i.e. narrow streets) which limits capacity for road traffic. There is also road traffic congestion in Whitstable town centre during the summer season.
2. There is a lack of strategic interchange between Canterbury's two city centre railway stations and its main bus station. All three locations are at least a ten-minute walk from each other.
3. There are relatively limited public transport choices throughout the corridor, and where there are services, they are slow.



A28/A290/A291 (Canterbury – Whitstable)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	B, D, E, F, H
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)	Levelling Up Fund Rnd 2	2	3	4	3	7	7	Kent County Council / Canterbury City Council	B, D, F, H
X12	A2 Canterbury Junctions Enhancements	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	A, B, D, F, H
X19	Canterbury East Relief Road	Long (2040s)		0	0	1	N/A			Kent County Council / Canterbury City Council	F

Legend	
1. Feasibility Study	A. Programme management
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4. Powers/Consents	D. Business case & schema development & funding
5. Procurement	E. Use of analytical framework
6. Full Business Case	F. Advocacy & securing funding
7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)

Corridor overview

The A27, A259 and A2070 east-west roads, from Brighton and Hove in the west to Ashford in the east, passing through or close to several other urban centres including Eastbourne and Hastings

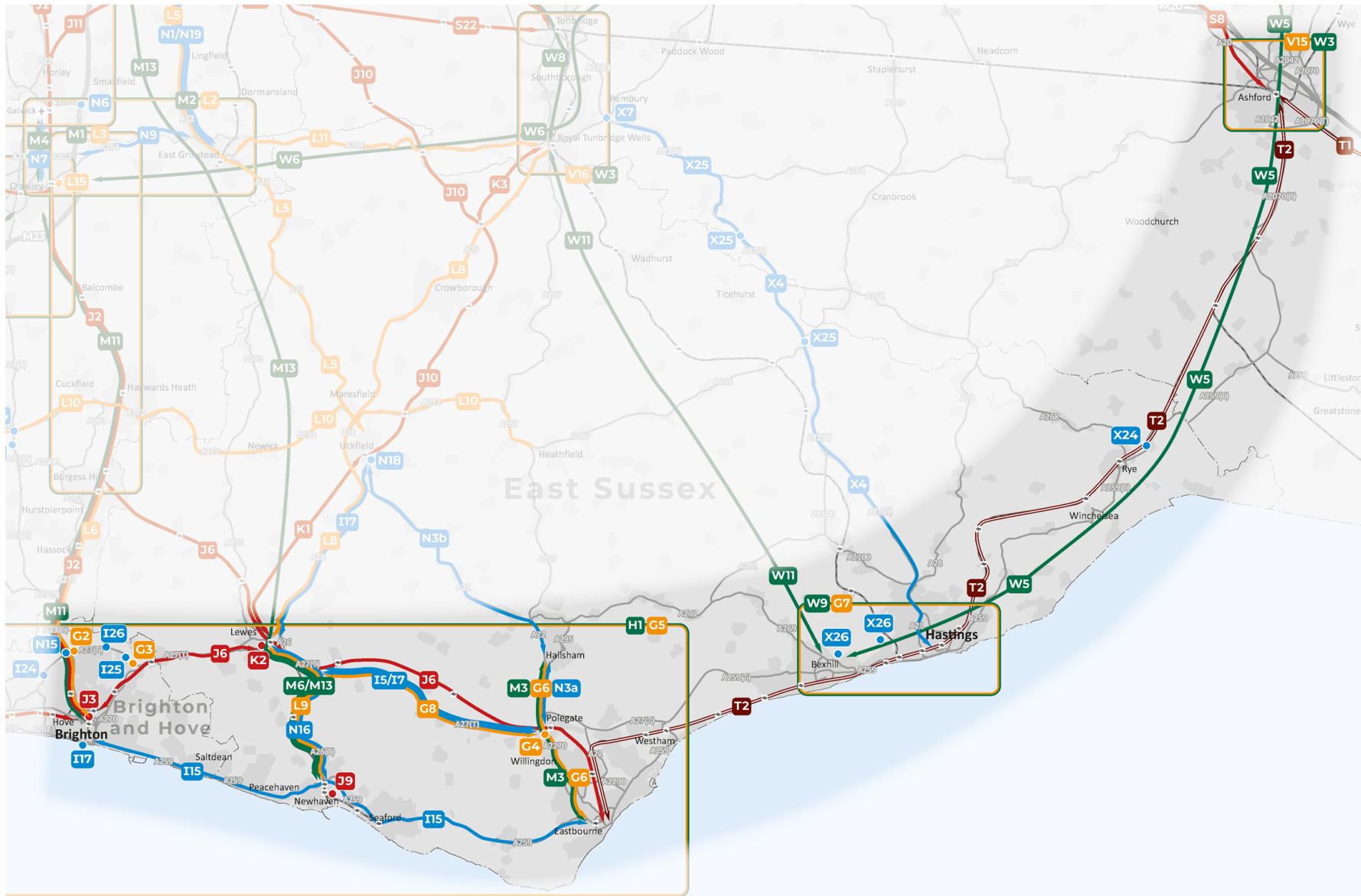
The East Coastway Line/Marshlink Line rail link along similar alignment.

Strategic role

The corridor links towns and cities along the south coast, providing onward connectivity to ports and other international gateways at Folkestone, Newhaven and Shoreham, as well as Ashford International railway station.

Key issues

1. The A259 and A2070 are often narrow and traverse several sharp turns and level crossings. Their route passes directly through the centres of Hastings and Bexhill, negatively impacting vulnerable road users and contributing to high levels of congestion in the area.
2. The issues with the highway described above, and its routing through dense urban areas, are factors in the corridor's relatively high number of road safety incidents. Road safety is also affected by the higher car and population density of urban areas like Brighton, Eastbourne, Hastings and Bexhill.
3. The corridor contains some of the most deprived wards in the South East, including in Brighton, Eastbourne, Hastings and Bexhill. Median earnings are also markedly lower than the regional average. This is likely to be due in part to gaps in connectivity and remoteness from more prosperous parts of the South East.



A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
G3	Falmer Strategic Mobility Hub	Short (2020s)		0	1	1	1	2	3	Brighton & Hove City Council	
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium (2030s)		0	1	1				Network Rail / East Sussex County Council	
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		0	1	2			1	TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	B, D, E, F
G6	Eastbourne/Wealden Mass Rapid Transit	Short (2020s)	BSIP	2	1	4	3, 4, 5	5, 6, 7	7	East Sussex County Council	B, D, F
G7	Hastings/Bexhill Mass Rapid Transit	Medium (2030s)		0	1	1				East Sussex County Council	B, D, E, F, H
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Medium (2030s)		1	1	3	TBC	TBC	TBC	National Highways	A, B, C, D, F, G, H
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)		7	1	1	1,2,3,4,5,6,7	1,2,3,4,5,6,7	1,2,3,4,5,6,7	West Sussex County Council/Brighton & Hove City Council	B, D, E, F, H
I5	A27 East of Lewes Package (RIS2)	Short (2020s)	RIS2	6	1	8				National Highways	D, F, H
I7	A27 Lewes - Polegate (RIS3 Pipeline)	Medium (2030s)	RIS Pipeline (subject to Funding)	2	1	3	TBC	TBC	TBC	National Highways	F
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (BSIP)	Short (2020s)	BSIP	2	1	7	3,4,5	5,6,7	7	East Sussex County Council	A, D, F, H
	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	2	1	3	2, 3	3, 4	4, 6	East Sussex County Council	A, B, D, F, H

Legend	
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7. Construction/Implementation	G. Procurement & sourcing
8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Short (2020s)	MRN	3	1	6	2,3	4,5,6	7	Brighton & Hove City Council	A, D, F, H
I25	A27 Falmer Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	B&H	B, D, E, F
J3	Brighton Station Additional Platform	Medium (2030s)		0	1	1				Network Rail	F
J6	East Coastway Line - Faster Services	Short (2020s)		0	0	1	1	1		Network Rail	F
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1	1	2				TfSE	F
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Medium (2030s)		1	1	2				TfSE	B, D, E, F
L10	A272 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				West Sussex County Council	B, D, E, F, H
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Short (2020s)		0	1	1	1	3	4, 5, 6, 7	East Sussex County Council	B, D, E, F, H
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0	1	1				Sustrans / East Sussex County Council	F
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Short (2020s)	MRN Pipeline	0	1	1	1	1	2	East Sussex County Council	B, D, F, H
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium (2030s)		2	2	3				Network Rail	B, D, E, F
V15	Ashford Bus Enhancements	Short (2020s)		0	0	1				Kent County Council	F
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Short (2020s)		0	0	1				Sustrans	B, D, E, F
W9	East Sussex Local Active Travel Infrastructure	Short (2020s)		0	0	1				East Sussex County Council	B, D, F, H

Legend	
1. Feasibility Study	A. Programme management
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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0	0	1				Sustrans / East Sussex County Council	B, D, F, H
X24	A259 Level Crossing Removals - East of Rye	Medium (2030s)		0	0	1	TBC	TBC	TBC	National Highways	F
X26	Hastings and Bexhill Distributor Roads	Long (2040s)		1	0	1	N/A	N/A	N/A	Rother District Council	B, D, F, H

Legend	
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4. Powers/Consents	D. Business case & schema development & funding
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8. Opening	H. Resource capacity & capability funding

M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)

Corridor overview

The A31, M27 and A27 east-west roads, From Ringwood (on the Hampshire/Dorset border) in the west to Brighton and Hove in the east, passing through or close to several urban centres including Southampton, Portsmouth and Chichester.

The West Coastway Line/East Coastway Line rail link along a similar alignment.

Strategic role

The longest in corridor studied, has the largest population, and serves some of the region's largest economic hubs in Southampton, Portsmouth and Brighton. It also serves major ports at Southampton and Portsmouth.

Key issues

1. The highway along the corridor is of variable quality, passing through urban areas and flat junctions with some sections of single carriageway. Congestion is particularly acute on the A31 at Ringwood, parts of the M27 around Southampton, and the A27 at Chichester, Lancing and Worthing. There is a lot of interaction and conflict between different types of road users and local and regional traffic.
2. An Air Quality Management Area (AQMA) in place on the A27 at Lancing and Worthing. Further AQMAs in place in urban areas including Southampton, Portsmouth and Brighton.
3. The railway network is broadly attempting to serve both a long-distance market (with non-stopping services) and a local market (with frequent stopping services) and there is limited infrastructure in place to adequately serve these markets simultaneously. Railway services in the corridor often originate far outside it, leading to poorer than average reliability.



M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
A1	Solent Connectivity Strategic Study	Medium (2030s)	Solent Connectivity demand modelling	0	2	3	2	2	2	Network Rail/ Solent Transport	B, C, D, E, F, G, H
A2	Botley Line Double Tracking	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	B, C, D, E, F, G, H
A3	Netley Line Signalling and Rail Service Enhancements	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	B, D, E, F, H
A4	Fareham Loop / Platform	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	B, D, E, F, H
A5	Portsmouth Station Platforms	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	B, D, F, H
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)	Solent Connectivity demand modelling	0	1	2	2	2	2	Network Rail/ Solent Transport	D, E, F
A8	Eastleigh Station Platform Flexibility	Medium (2030s)	Solent Connectivity demand modelling	1	1	2	2	2	2	Network Rail/ Solent Transport	D, E, F
B1	Southampton Central Station - Woolston Crossing	Long (2040s)		0	1	1				Southampton City Council	D, E, F
B2	New Southampton Central Station	Medium (2030s)	Solent Transport Prospectus	0	1	1				Southampton/Network Rail	D, E, F
B3	New City Centre Station	Long (2040s)		0	1	1				Southampton City Council	D, E, F

Legend	
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8. Opening	H. Resource capacity & capability funding

Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
B5	Cosham Station Mobility Hub	Short (2020s)	Cosham is one of the schemes currently progressing via TfSE business case development funding	1	1	3	2		4,5,7	Portsmouth City Council	D, E, F
B7	Havant Rail Freight Hub	Medium (2030s)		0	1	1				TfSE	B, D, E, F
B8	Fratton Rail Freight Hub	Long (2040s)	Not in any formal programme	0	1	1	1	1	1	Network Rail & PIP	B, D, E, F
C1	Southampton Mass Transit	Medium (2030s)	BSIP	1	1	2				Hampshire County Council / Southampton City Council	B, D, E, F
C2	South East Hampshire Rapid Transit Future Phases	Medium (2030s)		0	1	1	3	3	3	Portsmouth City Council / Hampshire County Council	B, D, E, F
C5	M271 Junction 1 Strategic Mobility Hub	Short (2020s)		1	1	5	5	6	7	Southampton City Council / Hampshire County Council	B, D, F
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Short (2020s)		0	1	1				Hampshire County Council / Southampton City Council	B, D, F
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium (2030s)		0	1	1				Hampshire County Council	F
C8	M27 Junction 9 Strategic Mobility Hub	Medium (2030s)		0	1	1				Hampshire County Council	F
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)	TCF/ATF/LTP/Developer	1	1	2	N/A	N/A	N/A	Southampton	B, D, F

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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
E2	South East Hampshire Area Active Travel (including LCWIPs)	Short (2020s)	Ongoing. Some (relatively minor) infrastructure elements of the Portsmouth LCWIP will be delivered through ATF 4 funding	0	1	1	1 to 7 for different elements	1 to 7 for different elements	1 to 7 for different elements	Portsmouth City Council / Hampshire County Council	B, D, F
E3	Active Travel Bridge Extension	Medium (2030s)		0	1	1	1	1	1	Portsmouth City Council	B, D, F
E4	Portsmouth Eastern Road East-West Bridge	Medium (2030s)		0	1	1	1	1	1	Portsmouth City Council	A, B, D, F
E5	Southampton City Centre Placemaking	Short (2020s)	TCF	1	1	2	N/A	N/A	N/A	Southampton	B, D, F
F1	West Coastway Strategic Study	Medium (2030s)		1	1	2		2		Network Rail / Govia Thameslink Railway	
F2	West Worthing Level Crossing Removal	Medium (2030s)		0	1	1				TfSE / West Sussex County Council	
G1	Shoreham Strategic Mobility Hub	Medium (2030s)		0	1	1			N/A	West Sussex County Council	
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short (2020s)	TfSE Scheme Development Fund	0	1	2	1	2	3	Brighton & Hove City Council	
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		0	1	2			1	TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	B, D, E, F

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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)		7	1	1	1,2,3,4,5,6,7	1,2,3,4,5,6,7	1,2,3,4,5,6,7	West Sussex County Council/Brighton & Hove City Council	B, D, E, F, H
I1	M27 Junction 8 (RIS2)	Short (2020s)		3	1	4	TBC	TBC	TBC	National Highways	B, D, E, F, H
I2	A31 Ringwood Strategic Traffic (RIS2)	Short (2020s)	RIS2	8	1					National Highways	A, B, C, D, E, F, G, H
I3	A27 Arundel Bypass (RIS2)	Short (2020s)		3	1	1	TBC	TBC	TBC	National Highways	B, D, E, F, H
I4	A27 Worthing and Lancing Improvement (RIS2)	Short (2020s)		2	1	1				National Highways	B, D, E, F, H
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Medium (2030s)	RIS Pipeline (subject to Funding)	3	1	4	TBC	TBC	TBC	National Highways	F
I8	A27 Chichester Improvements (RIS3 Pipeline)	Medium (2030s)	RIS Pipeline (subject to Funding)	2	1	3	TBC	TBC	TBC	National Highways	F
I10	West Quay Realignment (LLM)	Medium (2030s)	LLM	1	2	3		3		Southampton City Council	F
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2	3	6	3	6	7	Southampton/Network Rail	B, F
I13	New Bridge from Horsea to Tipner	Medium (2030s)	Not in any formal programme	0	1	1	1	1	1	PCC	B, F

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				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short (2020s)	MRN	3	1	6	3	4	6	West Sussex County Council	B, F
I16	A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)	Short (2020s)	MRN Pipeline	1	1	3	1	2	3	West Sussex County Council	A, D, F, H
I18	A29 Realignment including combined Cycleway and Footway	Short (2020s)		5	1	7				West Sussex County Council	F
I19	M27/M271 Smart Motorway(s)	Long (2040s)		0	1	1	TBC	TBC	TBC	National Highways	A, F
I20	A27 Tangmere Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	National Highways	A, D, F, H
I21	A27 Fontwell Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	National Highways	A, B, D, F, H
I22	A27 Worthing (Long Term Solution)	Long (2040s)		0	1	1	TBC	TBC	TBC	National Highways	A, D, F, H
I23	A27 Hangleton Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	B&H	F
I24	A27 Devils Dyke Junction Enhancements	Medium (2030s)		0	1	1	TBC	TBC	TBC	B&H	F
J3	Brighton Station Additional Platform	Medium (2030s)		0	1	1				Network Rail	F

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Map Ref.	Intervention name	Phasing	Current programme	Project stage			Timescales			Who leads the next step	Role of TfSE
				Completed	Underway	Next steps	2025/26	2026/27	2027/28		
L10	A272 Corridor Rural Bus Service Enhancements	Long (2040s)		0	1	1				West Sussex County Council	B, D, E, F, H
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)		0						West Sussex County Council	F
M12	New Crawley - Chichester National Cycle Network Corridor	Medium (2030s)		0	1	1				West Sussex County Council	F

Legend	
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Summary findings

Through the engagement and analysis conducted to date the following conclusions can be drawn.

Out of a total of 293 strategic investment plan interventions delivery partners expect to see development or delivery progress in 123 interventions. With the remaining 170 not expected to see development or delivery progress in the next 3 years.

Progress through project stages

The table below sets out how many interventions have either begun or passed through each project stage.

Table 1: Intervention project stages completed and begun

Project stage	Completed	Underway
Feasibility Study	38	24
Strategic Outline Business Case	24	16
Outline Business Case	15	8
Powers/Consents	3	5
Procurement	2	2
Full Business Case	7	3
Construction/Implementation	9	10
Opening	1	1

A total of 62 interventions have completed feasibility study and strategic outline business case stage.

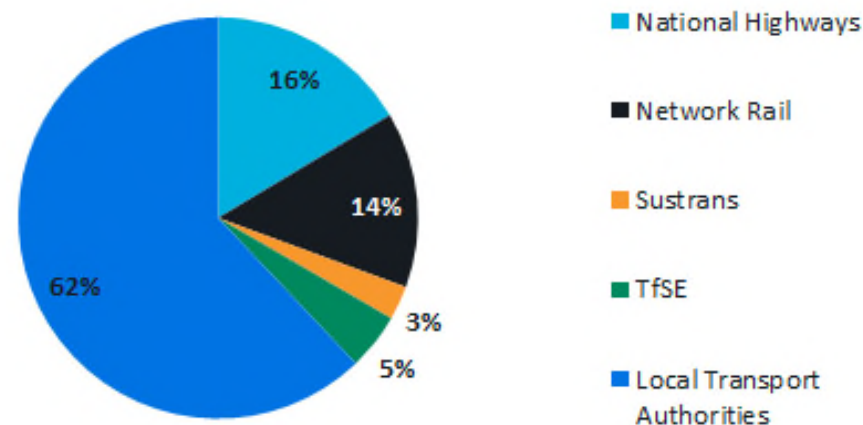
There is currently some level of project development or delivery underway in 69 of the TfSE interventions.

Of the 123 interventions on which development or delivery is expected in the next three years, 61 have not yet completed the first project stage.

Delivery partners

The chart below sets out each delivery partner and the number of interventions on which they lead the next step.

Figure 1: Delivery partners leading the next step of TfSE interventions



Total of 219 interventions expected to see delivery of development in the next three years

The next step for almost two thirds (136) of interventions is to be led by Local Transport Authorities.

National Highways (36) and Network Rail (31) lead the next the step for nearly a third of interventions when put together.

The remainder are led by TfSE (10) and Sustrans (6).

Next Steps

Building on the findings of this work the next stage of Delivery Action Plan development will:

- Devise and implement a methodology for prioritising TfSE resource investment to support progression of SIP interventions,
- Develop a capital investment pipeline in preparation for government and other funding sources being released; and
- Capture the outputs of these two pieces of work in a revised version of this Delivery Action Plan.

Appendix A Intervention descriptions

Ref. code	Intervention name	Description
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. This will improve rail connectivity into Southampton, reducing wait times and the effective journey times of rail users.
A2	Botley Line Double Tracking	Double tracking of the Botley Line between Eastleigh and Fareham. This will facilitate an increase in passenger and freight service frequency and reliability.
A3	Netley Line Signalling and Rail Service Enhancements	Signalling improvements on the Netley Line between Southampton and Fareham. This will increase capacity for passenger and freight services.
A4	Fareham Loop / Platform	Conversion of the current bay platform at Fareham, Platform 2, into a through platform. This will provide a passing opportunity to free up capacity at the station and improve timetable flexibility and resilience.
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. This will increase rail capacity in the city and improve timetable flexibility and resilience in Portsmouth.
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. This will allow road traffic to cross the railway, alleviate a congestion pinch-point and enable increased capacity through Totton for passenger and future freight growth.
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. This will facilitate an increase in passenger and freight service frequency.
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 This will be key to enabling additional rail services and improved reliability through the area.
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. This will 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.
A10	West of England Service Enhancements	Service frequency enhancements between Salisbury and Yeovil Junction. This will support local trips between adjacent centres on the line to be made by rail and reduce the need to travel using private car.
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. This will increase freight capacity to accommodate the anticipated growth in container traffic at the Port of Southampton.
B1	Southampton Central Station - Woolston Crossing	Construction of a new rail tunnel between Southampton Central and Woolston crossing the River Itchen. This will provide additional capacity and reduce journey times between Southampton and Portsmouth.
B2	New Southampton Central Station	Improvements to Southampton Central station, including additional platform capacity and an enhanced public realm. This will better facilitate interchange at Southampton Central and enable delivery of the South Hampshire Rail (Core) Package.
B3	New City Centre Station	A new railway station in Southampton city centre. This will 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.
B4	South West Main Line - Mount Pleasant Level Crossing Removal	Removal of the Mount Pleasant level crossing between St Denys and Southampton Central. This will reduce the risk of accidents at the level crossing and increase the safety and reliability of the South West Main Line.
B5	Cosham Station Mobility Hub	A mobility hub at Cosham station. This will provide interchange between private car, public transport, active travel and other transport modes to improve end-to-end journey quality.
B6	Eastleigh to Romsey Line - Electrification	Electrification of the Eastleigh to Romsey Line. This will support the decarbonisation of the rail network and improve its cohesion.
B7	Havant Rail Freight Hub	A rail freight hub at Havant. This will support efficient rail freight operations.
B8	Fratton Rail Freight Hub	A rail freight hub at Fratton. This will support efficient rail freight operations.

Ref. code	Intervention name	Description
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. This will increase capacity for freight services on the South West Main Line.
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. This will increase capacity for freight services on the South West Main Line.
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. This will reduce journey times and wait times for public transport in the Solent.
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. This will reduce journey times and wait times for public transport in South East Hampshire.
C3	New Southampton to Fawley Waterside Ferry Service	The introduction of a new ferry service between Fawley and Southampton. This will support new developments in Fawley and provide a fast, reliable and sustainable connection to the city.
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. This will improve connectivity to the terminal via sustainable modes during cruise departure days.
C5	M271 Junction 1 Strategic Mobility Hub	The development of a Strategic Mobility Hub at M271 Junction 1, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the M27 and Southampton city centre.
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. This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.
C7	M27 Junction 7/8 Strategic Mobility Hub	The development of a Strategic Mobility Hub at M27 Junction 7/8, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.
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. This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.
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. This will provide opportunities for efficient multi-modal journeys, at the same time facilitating major regeneration opportunities in the city.
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. This will deliver reduced private car trips, better local air quality and greater resilience for the local area and its economy.
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Enhancement of ferry services between both Gosport – Portsmouth and Hayling – Portsmouth. This will provide faster, more frequent and reliable services for residents accessing Portsea Island.
D1	Isle of Wight Mass Transit System	Intra- and inter-urban bus-based Mass Rapid Transport enhancements across the Isle of Wight, along with bus priority measures where appropriate. This will provide faster, more frequent and reliable services between centres, supported by segregated active travel corridors.
D1a	Bus Mass Transit - Newport to Yarmouth	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
D1b	Bus Mass Transit - Newport to Ryde	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
D1c	Bus Mass Transit - Newport to Cowes	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
D1d	Isle of Wight Railway Service Enhancements	Rail service enhancements on the Island Line, including extended operating hours and increased frequency of service. This will reduce wait times and improve service reliability between the island and the mainland.

Ref. code	Intervention name	Description
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Extension of the Island Line from Shanklin to Ventnor, or the consideration of a mass transit alternative. This will promote increased economic activity on the island and expand the visitor economy, contributing to local economic growth.
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	A reinstated rail connection between the Island Line and the largest town on the island, or the consideration of a mass transit alternative. This will provide new rail journey opportunities for communities situated along the line and between Shanklin and Newport.
D2	Isle of Wight Ferry Service Enhancements	Enhancement of ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth. This will reduce wait times and improve service reliability between the island and the mainland.
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. This will increase the number of services between the island and the mainland, enabling access to the morning and late night offers of Southampton and Portsmouth.
D2b	New Summer Route - Ryde to Southampton	The introduction of a new ferry service between Ryde and Southampton over the summer months. This will provide a boost to the island's visitor economy and enable travellers to access their final destination(s) via localised, sustainable modes.
E1	Southampton Area Active Travel (including LCWIPs)	Inter-urban cycling enhancements across Southampton, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
E2	South East Hampshire Area Active Travel (including LCWIPs)	Inter-urban cycling enhancements across South East Hampshire, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
E3	Active Travel Bridge Extension	Delivery of either a new cantilevered bridge or widening of the existing bridge. This will 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.
E4	Portsmouth Eastern Road East-West Bridge	The introduction of an additional bridge across the Eastern Road. This will 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.
E5	Southampton City Centre Placemaking	Placemaking measures in Southampton city centre. This will encourage the take-up of walking and cycling and improve perceptions of the urban realm.
E6	Isle of Wight Active Travel Enhancements	Active travel enhancements on the Isle of Wight. This will provide active travel infrastructure and encourage the take-up of walking and cycling, reducing the need for private car for short trips.
E6a	Active Travel Enhancements - Newport to Yarmouth	Active travel enhancements between Newport and Yarmouth. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.
E6b	Active Travel Enhancements - Newport to Ryde	Active travel enhancements between Newport and Ryde. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.
E6c	Active Travel Enhancements - Newport to Cowes	Active travel enhancements between Newport and Cowes. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.
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. This will reduce wait times and the effective journey times of rail users.
F2	West Worthing Level Crossing Removal	Removal of the West Worthing level crossing. This will improve safety and reliability for new and existing rail users along the West Coastway Line.
G1	Shoreham Strategic Mobility Hub	The development of a Strategic Mobility Hub at Shoreham, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Shoreham and Worthing.
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	The development of a Strategic Mobility Hub at Patcham, including park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27, the A23 and Brighton & Hove.
G3	Falmer Strategic Mobility Hub	The development of a Strategic Mobility Hub at Falmer, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Lewes and Eastbourne.

Ref. code	Intervention name	Description
G4	Eastbourne/Polegate Strategic Mobility Hub	The development of a Strategic Mobility Hub at Polegate, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove and Eastbourne.
G5	Sussex Coast Mass Rapid Transit	Mass Rapid Transit enhancements connecting hubs along the Sussex coast by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate. This will improve journey times and reliability for public transport on the Sussex coast.
G6	Eastbourne/Wealden Mass Rapid Transit	Inter-urban bus enhancements, including bus priority measures where appropriate. This will provide faster, more frequent and reliable bus services between Eastbourne, Polegate and rural communities in South Wealden.
G7	Hastings/Bexhill Mass Rapid Transit	Intra- and inter-urban bus enhancements along the eastern section of the A259, including bus priority measures where appropriate. This will provide faster, more frequent and reliable bus services between Hastings, Bexhill, Eastbourne and adjacent centres.
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Inter-urban bus enhancements along the A27, including bus priority measures. This will provide faster, more frequent and reliable bus services between Falmer, Polegate and other rural communities along the corridor without hindering other traffic movements.
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Inter-urban cycling enhancements along the Sussex coast, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
I1	M27 Junction 8 (RIS2)	Improvements to the Windhover Roundabout. This will increase capacity at M27 Junction 8.
I2	A31 Ringwood Strategic Traffic (RIS2)	Widening of the A31 at Ringwood to three lanes. This will provide more capacity for local traffic movements through the area.
I3	A27 Arundel Bypass (RIS2)	Replacement of the existing single carriageway road with a dual carriageway A27 Arundel Bypass. This will link together the two existing dual carriageway sections of the road, improving the flow of traffic.
I4	A27 Worthing and Lancing Improvement (RIS2)	Improvements to the A27 between Worthing and Lancing. This will increase capacity and improve the flow of traffic.
I5	A27 East of Lewes Package (RIS2)	Improvements to the A27 between Lewes and Eastbourne, focusing on Lewes to Polegate. This will increase capacity and improve the flow of traffic.
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Improvements to M27 Junctions 2 and 3. This will increase capacity and improve the flow of traffic, with each junction being looked at separately.
I7	A27 Lewes - Polegate (RIS3 Pipeline)	Improvements to the A27 between Lewes and Eastbourne, including to junctions approaching Eastbourne, as well as dualling the road south of the Polegate Roundabout and delivering new active travel infrastructure. This will reduce congestion through the area and encourage increased active travel.
I8	A27 Chichester Improvements (RIS3 Pipeline)	Upgrades to the A27 Chichester Bypass in West Sussex. This will increase safety for all road users, reduce congestion and improve connectivity.
I9	A326 Capacity Enhancements (LLM)	Enhancements to the capacity of the A326. This will ensure reliable access is maintained for both existing and forecast levels of traffic associated with significant development proposals in the area.
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. This will reduce conflicts between road users and improve journey times for through traffic.
I11	Portsmouth City Centre Road (LLM)	Measures to address issues around traffic accessing the city from the M275. This will release land for development and regeneration and support the use of all modes, including bus and active travel.
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. This will increase capacity, reduce journey times and improve network resilience for private cars, goods vehicles and buses.
I13	New Bridge from Horsea to Tipner	A new bridge between Tipner and Horsea serving pedestrians, cyclists and bus users. This will improve journey times for existing users and attract new pedestrians and cyclists, thus increasing physical activity.
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Major upgrades to junctions along the A259 and major renewal to a road bridge over the River Arun. This will help maintain network resilience and thereby improve journey time reliability, particularly for commuters.

Ref. code	Intervention name	Description
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Measures to enhance access to public transport through the BSIP programme and to enable people to cycle or walk, alongside localised road and junction capacity improvements. This will encourage modal shift whilst resolving issues facing all road users.
I16	A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)	Upgrades to junctions along the A259. This will build on previous schemes to address capacity issues on the A259 and maintain network resilience between Chichester and Bognor Regis.
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Essential reconstruction of key highway structures (c.1880), including 'arches' and retaining walls supporting the upper seafront promenade along the A259 in Brighton. This will support network resilience and safety for road users.
I18	A29 Realignment including combined Cycleway and Footway	Improvements to the A29, including realignment options to accommodate active travel corridors. This will increase the safety and attractiveness of cycling, encouraging take-up and facilitating a reduction in short-distance car trips.
I19	M27/M271 Smart Motorway(s)	Smart motorway interventions along the M27 and M271. This will increase capacity and reduce congestion in particularly busy areas.
I20	A27 Tangmere Junction Enhancements	Improvements to the A27 Tangmere Junction. This will increase the safety of all road users and safeguard journey time reliability.
I21	A27 Fontwell Junction Enhancements	Improvements to the A27 Fontwell Junction. This will increase the safety of all road users and safeguard journey time reliability.
I22	A27 Worthing (Long Term Solution)	Improvements to the A27 Worthing Junction. A number of tunnel options have been considered to deconflict strategic and local traffic. This will increase the safety of all road users and safeguard journey time reliability.
I23	A27 Hangleton Junction Enhancements	Improvements to the A27 Hangleton Junction. This will increase the safety of all road users and safeguard journey time reliability.
I24	A27 Devils Dyke Junction Enhancements	Improvements to the A27 Devils Dyke Junction. This will increase the safety of all road users and safeguard journey time reliability.
I25	A27 Falmer Junction Enhancements	Improvements to the A27 Falmer Junction. This will increase the safety of all road users and safeguard journey time reliability.
I26	A27 Hollingbury Junction Enhancements	Improvements to the A27 Hollingbury Junction. This will increase the safety of all road users and safeguard journey time reliability.
J1	Croydon Area Remodelling Scheme	Improvements in the Croydon area, constituting the largest and most complex part of the Brighton Main Line upgrade proposals. This will increase the capacity of the railway through this area and improve its wider reliability.
J2	Brighton Main Line - 100mph Operation	Infrastructure and signalling enhancements to enable 100mph operation on the Brighton Main Line. This will reduce journey times between Brighton and London.
J3	Brighton Station Additional Platform	Construction of an additional platform at Brighton station. This will increase capacity and improve the reliability of services to/from the station.
J4	Reigate Station Upgrade	A new 12-car turn back platform at Reigate station. This will increase capacity and provide more reliable services to/from the station, including connectivity to Thameslink destinations in London and beyond.
J5	Arun Valley Line - Faster Services	Increased line speeds on the Arun Valley Line. This will reduce journey times between Littlehampton, Arundel, Horsham, Crawley and Gatwick.
J6	East Coastway Line - Faster Services	Increased line speeds on the East Coastway Line. This will reduce journey times between Brighton, Lewes, Eastbourne and Hastings.
J7	Brighton Main Line - Reinstate Cross Country Services	Reinstate direct Cross Country Services between Brighton, London and the Midlands. This will reduce journey times for long-distance travellers and support inbound domestic tourism.
J8	New Station to the North East of Horsham	A new station on the Arun Valley Line between Littlehaven and Ifield. This will provide rail connectivity to new development sites in the area and reduce journey times.
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Upgrades to rail infrastructure in and around Newhaven Port. This will increase rail freight capacity and support more rail freight movements to/from the port.
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Electrification of the railway from Uckfield to Hurst Green via Edenbridge. This will support the decarbonisation of the rail network and improve its cohesion.

Ref. code	Intervention name	Description
J11	Redhill Aerodrome Chord	A new chord connecting the Brighton Main Line and the Redhill Tonbridge Line through Redhill Aerodrome. This will facilitate through services from Gatwick Airport to locations in Kent and Medway, reducing journey times to the airport.
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Infrastructure improvements to enable the re-opening of the Wealden Line between Uckfield and Lewes. This will provide rail connectivity to residents between Uckfield and Lewes, reducing local car-based emissions by introducing a sustainable alternative.
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Reconfiguration of Lewes station to allow services on the Wealden Line to continue on the East Coastway Line to/from Brighton. This will improve rail connectivity for residents along the Wealden Line, increasing access to employment, leisure and other opportunities in Brighton.
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Conversion of the Spa Valley Line between Eridge and Tunbridge Wells to modern operations. This will create an alternative rail route between Brighton and London and complement improvements to the Wealden Line.
L1	Fastway Extension: Crawley - Horsham	Extension of the Fastway bus network to the west from Crawley to Horsham, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L2	Fastway Extension: Crawley - East Grinstead	Extension of the Fastway bus network to the east from Crawley to East Grinstead, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L3	Fastway Extension: Haywards Heath - Burgess Hill	Extension of the Fastway bus network to the south from Crawley to Haywards Heath and Burgess Hill, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L4	Fastway Extension: Crawley - Redhill	Extension of the Fastway bus network to the north from Crawley to Redhill, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L5	A22 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A22, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between East Grinstead and nearby centres.
L6	A23 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A23, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Crawley, Gatwick and nearby centres.
L7	A24 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A24, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Dorking, Horsham and nearby centres.
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Inter-urban bus enhancements along the A26 between Lewes and Royal Tunbridge Wells, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Lewes, Uckfield, Royal Tunbridge Wells and nearby centres.
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Inter-urban bus enhancements along the A26 through the Newhaven area, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Newhaven, Lewes and nearby centres.
L10	A272 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A272, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Haywards Heath, Billingshurst, Petersfield and nearby centres.
L11	A264 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A264, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Horsham, Crawley, Royal Tunbridge Wells and nearby centres.
L12	A29 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A29, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Arundel, Billingshurst, Horsham and nearby centres.
L13	A283 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A283, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Pulborough, Petersworth and nearby centres.
L14	A281 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A281, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Guildford, Horsham and nearby centres.

Ref. code	Intervention name	Description
L15	Three Bridges Strategic Mobility Hub	Development of a Strategic Mobility Hub at Three Bridges, including rail, Fastway bus services, rural bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between Three Bridges and the surrounding area.
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Burgess Hill and Haywards Heath. This will connect points of interest and transport hubs, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M2	East Grinstead Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around East Grinstead. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Eastbourne and Hailsham and other centres. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M4	Gatwick/Crawley Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Gatwick and Crawley. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M5	Horsham Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Horsham. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M6	Lewes/Newhaven Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Lewes, Newhaven and their environs. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M7	Reigate/Redhill Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Reigate and Redhill. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M8	East Sussex Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across East Sussex, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
M9	Surrey Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across Surrey, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
M10	West Sussex Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across West Sussex, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
M11	New London - Brighton National Cycle Network Corridor	A new inter-urban cycling corridor between Brighton and London, utilising parts of the "Avenue Verte" and enhancing the National Cycle Network. This will 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.
M12	New Crawley - Chichester National Cycle Network Corridor	A new inter-urban cycling corridor between Crawley and Chichester, enhancing the National Cycle Network. This will 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.
M13	London - Paris New "Avenue Verte"	A new inter-urban cycling corridor between London and Paris, utilising and enhancing the existing "Avenue Verte" and the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and increase tourism and leisure opportunities along the route.
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Improvements to the A22 north corridor (Tandridge) between South Godstone and East Grinstead. This will resolve existing congestion issues, support access to new developments and provide new active travel infrastructure.
N2	A24/A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)	Improvements to the A24/A243 between the Knoll Roundabout and M25 Junction 9A. This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N3a	A22 Corridor Package	Improvements to the A22 Polegate/Stone Cross/Hailsham junction. This will increase the safety of all road users and safeguard journey time reliability.
N3b	A22 Corridor - Hailsham to Uckfield (MRN Pipeline)	Improvements to the A22 between Hailsham and Uckfield. This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.

Ref. code	Intervention name	Description
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Improvements to the corridors south of the Willingdon Roundabout (A2270/A2101). This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N5	M23 Junction 8a New Junction and Link Road - Redhill	A new M23 Junction 8a and link road to Redhill (and Reigate). This will provide a safer alternative access point to the strategic road network. The current access point for Redhill is M25 Junction 8 via a level crossing.
N6	M23 Junction 9 Enhancements - Gatwick	Capacity enhancements to M23 Junction 9. This will maintain reliable access and accommodate planned growth at Gatwick Airport.
N7	A23 Carriageway Improvements - Gatwick to Crawley	Online improvements to the A23 between Gatwick and Crawley. This will increase road safety and improve journey time reliability through the area.
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Online improvements to the A264 between Horsham and Pease Pottage. This will increase road safety and improve journey time reliability through the area.
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Online dualling of the A264 between Crawley and East Grinstead, including new segregated walking and cycling infrastructure. This will accommodate growth in the area and help to encourage the take-up of active modes.
N10	Crawley Western Link Road and Active Travel Infrastructure	A new western link road in Crawley, including new bus, walking and cycling infrastructure. This will accommodate growth to the north and west of Crawley, improve local connectivity to Gatwick Airport and help to encourage the take-up of active and sustainable modes.
N11	A24 Dorking Bypass	Online dualling of the A24 Dorking Bypass. This will accommodate growth, increase road safety and improve journey time reliability.
N12	A24 Horsham to Washington Junction Improvements	A new roundabout on the A24 Capel Bypass between Horsham and Washington. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Improvements to the A24 Capel Bypass between Dorking and Horsham. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
N14	A23 Hickstead and Bolney Junction Enhancements	Improvements to the A23 Junction at Hickstead and Bolney. This will increase connectivity and accommodate planned growth around Burgess Hill.
N15	A23/A27 Patcham Interchange Junction Enhancements	Enhancements to interchange between the A23/A27 at Patcham. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Realignment and junction enhancements on the A26 between Lewes and Newhaven. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
N17	A26 Lewes - Uckfield Enhancements	Online improvements to the A26 between Lewes and Uckfield. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
N18	A22 Uckfield Bypass Dualling	Online dualling of the A22 Uckfield Bypass. This will increase road safety and improve journey time reliability through the area.
N19	A22 Smart Road Trial Proposition Study	Trial and implementation of a series of "smart road" interventions on the A22. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O1	Western Rail Link to Heathrow	A new direct rail link from the Great Western Main Line (between Iver and Langley) to Heathrow Airport. This will enable direct connectivity and reduce journey times to Heathrow Airport from key locations, including Bristol, Swindon, Oxford and Reading.
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. This will help to resolve the long-term problem of rail inaccessibility to Heathrow Airport from the south, particularly from Surrey and South West London.
O3	Reading to Basingstoke Enhancements	Electrification of the Reading to Basingstoke Line. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.
O4	North Downs Line - Decarbonisation	Electrification of the unelectrified sections of the North Downs line. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.

Ref. code	Intervention name	Description
O5	North Downs Line - Level Crossing Removals	Level crossing removals on the North Downs Line. This will reduce journey times for rail services along the line and increase safety for all road users.
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. This will increase rail service frequencies which will increase capacity, helping to attract more local residents onto the railway.
O7	Guildford Station Redevelopment	Redevelopment of Guildford station. This will provide easier interchange between the North Downs Line and the Portsmouth Direct Line.
O8	New Station Guildford West (Park Barn)	A new station in Guildford West (Park Barn). This will improve access to the rail network for local residents, particularly commuters to/from London.
O9	New Station Guildford East (Merrow)	A new station in Guildford East (Merrow). This will improve access to the rail network for local residents, particularly commuters to/from London.
O10	Redhill Station Track Capacity Improvement	Improvements at Redhill station. This will increase track capacity and provide easier interchange between the North Downs Line, the Brighton Main Line and the Redhill – Tonbridge Line.
O11	Dorking Deepdene Station Upgrade	An improved pedestrian link between Dorking Deepdene and Dorking stations. This will provide easier interchange between the North Downs Line and the Mole Valley Line.
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. This will reduce Portsmouth / Guildford – London journey times and increase capacity on the South West Main Line.
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Installation of the bi-directional Basingstoke Regulation Loop around the back of platform 5. This will relocate all freight movements from the station, increasing capacity on the South West Main Line whilst helping to provide for freight growth.
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. This will reduce journey times between Portsmouth, Southampton and other national centres and support inbound tourism.
O15	Portsmouth Direct Line - Line Speed Enhancements	Increased line speeds on the Portsmouth Direct Line. This will reduce journey times between Portsmouth and London.
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Increased line speeds between Havant and Petersfield by upgrading the Buriton Tunnel. This will reduce journey times between Portsmouth and London.
O17	South West Main Line - Digital Signalling	Introduction of digital signalling on the South West Main Line. This will increase the capacity for (and safety of) rail passenger and freight movements.
O18	Theale Strategic Rail Freight Terminal	Development of a rail freight hub at Theale. This will support more efficient rail freight operations and contribute to business growth.
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Electrification of the West of England Line between Basingstoke and Salisbury. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.
O20	Reading to Waterloo Service Enhancements	Increased line speeds on the Reading to Waterloo Line. This will 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.
P1	Basingstoke Mass Rapid Transit	An integrated network of new bus-based rapid transit routes across Basingstoke. This will connect new and existing developments with the town centre and increase the attractiveness of public transport.
P2	Blackwater Valley Mass Rapid Transit	An integrated network of new bus-based rapid transit routes across the Blackwater Valley. This will connect major employment and population areas locally and facilitate improved strategic connectivity to major economic hubs, building on the successful "Gold Grid" initiative.
P3	Bracknell/Wokingham Bus Enhancements	Urban bus enhancements connecting centres within Bracknell, Wokingham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.

Ref. code	Intervention name	Description
P4	Elmbridge Bus Enhancements	Urban bus enhancements connecting centres within Elmbridge and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P5	Epsom/Ewell Bus Enhancements	Urban bus enhancements connecting centres within Epsom, Ewell and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P6	Guildford Sustainable Movement Corridor	Urban bus enhancements connecting centres within Guildford and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	Urban bus enhancements connecting centres within Slough, Windsor, Maidenhead and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P8	Newbury/Thatcham Bus Enhancements	Urban bus enhancements connecting centres within Newbury, Thatcham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P9	Reading Mass Rapid Transit	An integrated network of new bus-based rapid transit routes across Reading. This will connect major employment and population areas locally, building on the successful South Reading Mass Rapid Transit initiative.
P10	Spelthorne Bus Enhancements	Urban bus enhancements connecting centres within Spelthorne and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P11	Woking Bus Enhancements	Urban bus enhancements connecting centres within Woking and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Inter-urban bus enhancements along the A4, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Maidenhead, Slough and Heathrow Airport.
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Inter-urban bus enhancements along the A329/B3408, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Reading, Bracknell, Wokingham and nearby centres.
P14	Winchester Bus Enhancements	Urban bus enhancements connecting centres within Winchester and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P15	Andover Bus Enhancements	Urban bus enhancements connecting centres within Andover and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P16	Runnymede Bus Enhancements	Urban bus enhancements connecting centres within Runnymede and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P17	London Heathrow Airport Bus Access Enhancements	Bus enhancements, including bus priority measures. This will enable frequent, reliable, express services to run along roads connecting Slough, Windsor, Spelthorne and Elmbridge to Heathrow Airport.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Inter-urban bus enhancements, including bus priority measures. This will enable frequent, reliable, express services to run along roads connecting major economic hubs, e.g. Guildford to the Blackwater Valley via the A31.

Ref. code	Intervention name	Description
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. This will 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.
R1	M3 Junction 9 (RIS2)	Upgrades to the M3 Junction 9. This will facilitate better movement from the A34 to the M3, including key strategic freight movements, and help to accommodate future growth.
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Smart motorway extension from M3 Junction 9 to M3 Junction 14. This will increase capacity and road safety and improve reliability along this section.
R3	A404 Bisham Junction (RIS3 Pipeline)	Upgrades to Bisham Roundabout junction. This will relieve existing congestion along the A404 corridor, improving reliability for strategic movements whilst providing additional capacity.
R4	A3/A247 Ripley South (RIS3 Pipeline)	Upgrades to Ripley South junction. This will relieve existing congestion along the A3, segregate strategic and local movements and provide additional capacity for access to new developments.
R5	A31 Farnham Corridor (LLM)	Upgrades to Hickley's Corner junction and Firgrove Hill, including a new underpass and roundabout. This will relieve existing congestion, segregate strategic and local movements and support active travel in the town centre.
R6	New Thames Crossing East of Reading (LLM)	A third bridge across the river Thames in Reading, including supporting infrastructure. This will relieve existing congestion in Reading town centre and provide additional capacity for access to new housing developments.
R7	A320 North Corridor (HIF)	Improvements to the A320 north of Woking. This will relieve existing congestion, improve journey time reliability for strategic movements, support active travel movements and provide additional capacity for access to new housing developments.
R8	M4 Junction 10 Safety Enhancements	Changes to M4 Junction 10 with the A329(M). This will support the increased safety of all road users.
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Changes to M3 Junction 7 at Basingstoke and M3 Junction 8 with the A303. This will support the increased safety of all road users and accommodate growth.
R10	A3 Guildford Local Traffic Segregation	Changes to the A3 through Guildford paired with improvements to local public transport provision. This will segregate strategic and local movements whilst encouraging the use of public transport.
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. This will improve journey time reliability and air quality along the A3 through Guildford whilst supporting strategic freight movements.
R12	A34 Junction and Safety Enhancements	Changes to A34 junctions between Winchester and Newbury. This will support the increased safety of all road users and improve journey time reliability for strategic freight movements.
R13	A322 and A329(M) Smart Corridor	Introduction of smart motorway interventions along the A322 and A329(M). This will support the more efficient use of existing capacity using real-time information.
R14	A339 Newbury to Basingstoke Safety Enhancements	Changes to the A339 between Basingstoke and Newbury. This will support the increased safety of all road users and improve journey time reliability for strategic freight movements.
R15	M4 Junction 3 to Junction 12 Smart Motorway (SMP)	Smart motorway extension from M4 Junction 3 to M4 Junction 12. This will increase capacity and road safety and improve reliability along this section.
S1	St Pancras International Domestic High Speed Platform Capacity	A new platform at St Pancras International station for domestic high speed rail services. This will support an increase in station capacity to provide more HS1 services between London, Medway and Kent.
S2	London Victoria Capacity Enhancements	Additional capability at London Victoria station, taking advantage of a major track renewal in CP8/9, as well as digital signalling on lines approaching the station from the South East in the longer-term. This will enable more services between London and Kent, Medway and East Sussex, reduce headways and improve journey time reliability.
S3	Bakerloo Line Extension	Extension of the Bakerloo Line from its current terminus at Elephant and Castle to Hayes via Lewisham. This will increase capacity for services between London and Kent, Medway and East Sussex.

Ref. code	Intervention name	Description
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Improvements to the South Eastern Main Line between Chislehurst and Tonbridge, including signalling upgrades. This will facilitate increased capacity and service frequencies on the line.
S5	London Victoria to Shortlands Capacity Enhancements	Improvements to the South Eastern Main Line between London and Tonbridge. This will facilitate increased capacity and service frequencies on the line.
S6	Hoo Peninsula Passenger Rail Services (HIF)	A new station serving the Hoo Peninsula alongside other improvements to the existing Grain Branch Line. This will enable new passenger services connecting large-scale employment and housing developments.
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	A new rail chord at Hoo Junction. This will enable rail freight to circumnavigate London via Paddock Wood.
S8	Thameslink - Extension to Maidstone and Ashford	Extension of Thameslink services from Otford to Maidstone East and Ashford. This will improve onward connectivity for existing users and attract potential new users within rail catchments in Maidstone and Ashford.
S9	North Kent Line - Service Enhancements	Increased line speeds and signalling upgrades on the North Kent Line between Gravesend and Rochester. This will reduce journey times to London from North Kent.
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Increased line speeds and signalling upgrades on the North Kent Line and the Chatham Main Line between Rochester and Margate. This will reduce journey times to London from Kent.
S11	Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade	An additional platform at Westenhanger station near Otterpool Park Garden Town. This will increase station capacity to accommodate new housing developments.
S12	Integrated Maidstone Stations	Improvements to the pedestrian link between Maidstone Barracks and Maidstone East. This will provide easier interchange between the Medway Valley Line and the Maidstone Line and contribute to an improved rail offer for Kent and Medway.
S13	Dartford Station Remodelling/Relocation	Re-modelling and re-location of Dartford station. This will increase station capacity and improve interchange and journey time reliability.
S14	Canterbury Interchange Rail Chord	A new rail chord between the Canterbury East and Canterbury West Lines. This will improve resilience and allow rail services to operate between Faversham and Ashford as well as Dover and Ashford via Canterbury East.
S15	New Station - Canterbury Interchange	A new parkway station located to the west of Canterbury and serving the Canterbury East and Canterbury West Lines. This will extend access to the rail network to more rural areas and provide effective interchange.
S16	New Strood Rail Interchange	Relocation of the existing station at Strood. This will provide interchange between two lines (the North Kent Line and the Medway Valley Line) and better integrate with Medway's local public transport network.
S17	Rail Freight Gauge Clearance Enhancements	Delivery of W12 gauge clearance between the Channel Tunnel and the West Coast Main Line via Maidstone and/or Tonbridge. This will support the growth of rail freight, contributing to decarbonisation and helping to realise the aspirations of the Network Rail Freight Strategy.
S18	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Extension of Crossrail services from Abbey Wood to Dartford and Ebbsfleet International stations. This will increase service frequencies to London and provide a direct rail link to Heathrow Airport from Dartford and Ebbsfleet.
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Construction of a new rail chord south of Ebbsfleet. This will enable direct access between High Speed 1 and local lines, unlocking new rail corridors such as Ebbsfleet to South East London.
S20	Ebbsfleet International (Northfleet Connection)	An improved pedestrian link between Ebbsfleet International and Northfleet stations. This will provide easier interchange between lines and contribute to an improved rail offer for Kent.
S21	Ebbsfleet International (Swanscombe Connection)	Construction of a new rail chord north of Ebbsfleet. This will enable direct access between High Speed 1 and the North Kent Line, reducing journey times between North Kent and London.
S22	Gatwick - Kent Service Enhancements	Enabling of direct rail services between Gatwick Airport and Kent. This will provide an alternative to private car for trips between Gatwick Airport and Kent and reduce journey times.
T1	High Speed East - Dollands Moor Connection	A new rail connection between High Speed 1 and the South Eastern Main Line at Dolland Moor. This will improve network resilience and provide increased service options (as proposed in the Kent Rail Strategy).

Ref. code	Intervention name	Description
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	New high speed services to Hastings, Bexhill and Eastbourne via High Speed 1 / the Marshlink Line. This will markedly reduce journey times between these locations and London.
U1	High Speed 1 - Link to Medway (Chatham)	A new link from High Speed 1 at Ebbsfleet International station to Chatham station. This will improve regional connectivity to Medway and North Kent, with reduced journey times to/from London and a step-change capacity increase.
U2	High Speed 1 - Additional Services to West Coast Main Line	Implementation of direct services between High Speed 1 and the West Coast Main Line. This will enable direct services between the South East and the Midlands, markedly reducing journey times.
V1	Fastrack Extension - Swanscombe Peninsula	Extension of the Fastrack bus network in the Swanscombe Peninsula and adjacent hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V2	Fastrack Optimisation and Extension - Dartford - Northfleet - Ebbsfleet - Gravesend	Optimisation and extension of the Fastrack bus network in the North Kent area and adjacent hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V3	Fastrack Extension - Medway	Extension of the Fastrack bus network to Medway, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V4	Medway Mass Transit	Mass Rapid Transit enhancements connecting centres in Medway with adjacent economic hubs, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V5	Medway Mass Transit - Extension to Hoo Peninsula	Mass Rapid Transit enhancements connecting centres in Medway to the Hoo Peninsula, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V6	Medway to Maidstone Bus Priority	Mass Rapid Transit enhancements connecting centres in Medway and Maidstone, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Mass Rapid Transit enhancements connecting Medway to Medway City Estate via a new bridge, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Mass Rapid Transit enhancements connecting Medway to the Medway City Estate via a water taxi. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V9	Maidstone Bus Enhancements	Urban bus enhancements within Maidstone and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V10	Dover Bus Rapid Transit	Urban bus enhancements within Dover and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V11	Sittingbourne Bus Enhancements	Urban bus enhancements within Sittingbourne and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V12	Sevenoaks Bus Enhancements	Urban bus enhancements within Sevenoaks and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V13	Thanet Bus Enhancements	Urban bus enhancements within Thanet and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V14	Folkestone Bus Enhancements	Urban bus enhancements within Folkestone and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.

Ref. code	Intervention name	Description
V15	Ashford Bus Enhancements	Urban bus enhancements within Ashford and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Urban bus enhancements within Royal Tunbridge Wells / Tonbridge and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V17	Thames Gateway/Gravesham Bus Enhancements	Urban bus enhancements within the Thames Gateway / Gravesham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Inter-urban bus enhancements along the A290 and A291 between Canterbury / Whitstable / Herne Bay, including bus priority measures where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies and extending operating hours.
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Introduction of a new ferry service between Sheerness and the Hoo Peninsula. This will support connectivity to new developments.
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Enhancement of ferry services between Sheerness and Chatham / Medway City Estate / Strood. This will improve freight efficiency and contribute to business growth.
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Enhancement of ferry services across the Thames Estuary between Gravesend and Tilbury. This will improve freight efficiency and contribute to business growth.
V22	Inland Waterway Freight Enhancements	Introduction of Inland Waterway Freight corridors. This will enable sustainable freight movements into and around Medway and Maidstone.
W1	Medway Active Travel Enhancements	Urban walking and cycling enhancements in and around the Medway towns. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	A new river crossing for active travel between Chatham and the Medway City Estate, integrated with the rest of the Medway cycle network. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W3	Kent Urban Active Travel Infrastructure	Urban walking and cycling enhancements across Kent. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W4	Kent Inter-urban Active Travel Infrastructure	A series of Inter-urban walking and cycling enhancements across Medway and Kent, utilising and enhancing the National Cycle Network. This will facilitate strategic active travel movements (for example Ebbsfleet – Swanley – Sevenoaks – Oxted – Redhill) and provide safer, faster and more accessible segregated cycle infrastructure.
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Faversham and Hastings, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Maidstone and Tonbridge (and onwards towards East Grinstead and Crawley), utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Sevenoaks, Maidstone and Sittingbourne, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Bromley, Sevenoaks and Royal Tunbridge Wells, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W9	East Sussex Local Active Travel Infrastructure	Intra-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network. This will facilitate local active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.

Ref. code	Intervention name	Description
W10	East Sussex Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network. This will facilitate strategic active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Royal Tunbridge Wells and Hastings, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W12	Canterbury Placemaking and Demand Management Measures	Placemaking initiatives in and around Canterbury, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
W13	Medway Placemaking and Demand Management Measures	Placemaking initiatives in and around Medway, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
W14	Dover Placemaking and Demand Management Measures	Placemaking initiatives in and around Dover, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
X1	M2 Junction 5 (RIS2)	Improvements to slip roads and enhancements to the junction approaches. This will increase capacity and reliability and lead to reduced journey times, including for strategic freight movements.
X2	A2 Brenley Corner Enhancements (RIS3 Pipeline)	Enhancements at Brenley Corner. This will increase reliability and lead to reduced journey times, particularly for strategic freight movements on the A2/M2 to/from Dover.
X3	A2 Dover Access (RIS3 Pipeline)	Enhancements on the approach to Dover from the A2. This will reduce queueing and enable the smooth flow of strategic freight movements to/from the port.
X4	A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)	Safety improvements along the A21. This will overcome known safety issues, reduce conflict between strategic movements and local movements and support active travel.
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Upgrade of Bluebell hill by remodelling the junctions at either end (A229/M2 J3 and A229/M20 J6) to ensure free flow traffic. This will build resilience to the strategic highway freight network.
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	A relief road, utilising the existing Shottendane Road which runs south of, and parallel to the A28. It will be widened and improved. This will provide an alternative route to the already congested A28 corridor and therefore relieve congestion on the existing corridor.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Targeted improvements along the A228. This will ensure that the road becomes the main link between the A21, the M20 and Maidstone, replacing the A26 through Tonbridge and Hadlow for local movements.
X8	Digital Operations Stack and Brock	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock.
X9	A20 Enhancements for Operations Stack & Brock	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by increasing capacity on the A20 for freight parking.
X10	Kent Lorry Parks (Long Term Solution)	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by considering long-term solutions.
X11	Dover Freight Diversification	Realise the strategic aspirations of the Port of Dover. This will increase the port's service offer and diversify its freight operations.
X12	A2 Canterbury Junctions Enhancements	Improvements at the A2 junctions serving Canterbury. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Smart motorway initiatives along the M2 between Junctions 4 and 7. This will build resilience by increasing capacity, supporting strategic freight movements.
X14	M20 Junction 6 Sandling Interchange Enhancements	Improvements to the M20 Junction 6, Sandling, with focus on supporting strategic freight movements to/from Dover. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X15	M20 Junction 3 - Junction 5 Smart Motorway	Smart motorway initiatives along the M20 between Junctions 3 and 5. This will build resilience by increasing capacity, supporting strategic freight movements.
X16	M25 Junction 1a Enhancements	Improvements to M25 Junction 1a, with focus on improving local connectivity for all modes in Dartford and supporting strategic freight movements via the Dartford Crossing. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.

Ref. code	Intervention name	Description
X17	M25 Junction 5 Enhancements	Improvements to M25 Junction 5. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X18	Herne Relief Road	A new relief road in Herne. This will build resilience by increasing capacity and improve connectivity between Thanet and the rest of the South East via the A299.
X19	Canterbury East Relief Road	A new relief road in Canterbury East. This will build resilience by increasing capacity and improve connectivity between Canterbury East and the strategic highway network.
X20	New Maidstone South East Relief Road	A new relief road in Maidstone South East. This will build resilience by increasing capacity and improve connectivity between Maidstone South East and the strategic highway network.
X21	A228 Hoo Peninsula Enhancements	Enhancements to the A228. This will build resilience by increasing capacity and support access to new developments on the Hoo Peninsula, supporting all modes including bus and active travel.
X22	A228 Medway Valley Enhancements	Enhancements to the A228. This will build resilience by increasing capacity and support access to new developments on the Medway Valley, supporting all modes including bus and active travel.
X23	Strood Riverside Highway Enhancement and Bus Lane	Enhancements to Strood Riverside. This will support access to new developments along the riverside, supporting all modes including bus and active travel.
X24	A259 Level Crossing Removals - East of Rye	Removal of the level crossings along the A259. This will improve railway line speeds, reduce conflicts between highway and railway flows and increase reliability, resilience and safety for all users.
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	A new A21 Bypass and dualling of the road between Kippings Cross and Lamberhurst. This will reduce conflicts between strategic and local movements and improve reliability and safety for all road users.
X26	Hastings and Bexhill Distributor Roads	Targeted enhancements on key highway corridors into Bexhill and Hastings from the A21 and A259. This will improve reliability and support the take-up of bus and active travel.
Y1	Lower Thames Crossing	A second highway crossing of the Thames Estuary alongside supporting infrastructure. This will relieve the existing Dartford Crossing to support strategic freight movements between Kent and the rest of the country.

Item 16 – SIP Delivery - Appendix 2

Table 1 - Development support schemes – 2023-24

Authority	Scheme	Support for	Level of Support	Status
Kent County Council	Fastrack Optimisation and Extension	Feasibility Study	£51,297	Complete,
Medway Council	New Strood Interchange	Pre-Feasibility Study	£20,000	Complete,
Portsmouth City Council	Cosham Station Mobility Hub	Strategic Outline Business Case	£30,000	Complete
Southampton City Council	West Quay Road Realignment	Strategic Outline Business Case	£100,000	Expected March 2025
Total			£201,297	

Table 2 - Development support scheme - 2024-25

Promoting Authority	SIP ref	SIP Scheme Name	Status	Support for:	Award
West Sussex County Council	I16	A259 Chichester to Bognor Regis Enhancement	Underway	SOBC	£100,000
Surrey County Council	N1	London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead)	Scoping	Feasibility Study	£50,000
East Sussex County Council	N3b & N18	A22 North of Hailsham to Maresfield (MRN Pipeline) Corridor SOBC	Underway	SOBC	£50,000
Berkshire - Wokingham Borough Council	P7, P9, P12, P18, Q1	A4 Berkshire - Quality Bus Corridor and Active Travel Improvements	Underway	Feasibility Study	£75,000
Hampshire County Council	E2	South East Hampshire Area Active Travel	Underway	Feasibility Study	£50,000
Brighton & Hove City Council	A2 & A3	A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub	Scoping	Feasibility Study	£50,000
Solent Authorities - NR	G2 & G3	A2 Botley Line Double Tracking & A3 Netley Line Signalling and Rail Service Enhancements	Reviewing Contract	SOBC	£50,000
Kent County Council	S22	Gatwick-Kent Service Enhancements	Scoping	SOBC	£25,000
				TOTAL	£450,000