Agenda item 5

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Strategic Investment Plan Refresh**
Purpose of report:	**To update the Board with progress on the refresh of the Strategic Investment Plan, provide feedback on the recent targeted engagement, and seek approval of the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.**

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

1) **Note the outcomes of the recent targeted engagement; and**
2) **Agree the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.**

1. Introduction

1.1 At their meeting on 21 July 2025, members of the Partnership Board agreed a programme of work to refresh the Strategic Investment Plan (SIP). This work is required following the refresh of the Regional Transport Strategy, to ensure the SIP reflects the new strategy and so continues to provide the best advice to Ministers on the transport investment priorities for the region.

1.2 This report provides feedback on the recent targeted engagement and seeks approval of the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.

2. Technical work undertaken

2.1 The long list of schemes and interventions was reviewed, including consideration of new schemes (particularly those that deliver against the resilience and inclusion & integration missions) and removal of schemes delivered or no longer supported. Schemes were categorised into National Strategic, Regional Strategic, Local Strategic, and Local to provide focus for the new SIP and to help define the roles of TfSE and our delivery partners. The multi-criteria assessment framework (MCAF) used for assessing schemes and interventions, was reviewed to ensure alignment with the new missions and government policy.

2.2 The technical integrity established through the area studies and first SIP has been maintained and our increased analytical capability has been used to build upon that earlier work. This has ensured alignment with DfT's Transport Appraisal Guidance for

early stage development, providing a robust foundation for individual scheme business cases as they come forward.

2.3 SEELUM modelling and other analysis of the anticipated outputs and outcomes the SIP would deliver has been undertaken. As with the transport strategy and first SIP, an Integrated Sustainability Appraisal (ISA) has been carried out.

3. Stakeholder Engagement

3.1 A programme of engagement with our Tier 1 stakeholders at officer and member level has continued, alongside engagement with other key delivery partners and the DfT. This ensured that input and feedback was received as the SIP was developed. Five meetings each of the officer working group and Member Task and Finish group have taken place, alongside “deep dive” technical meetings.

3.2 The draft refreshed SIP was presented to the Partnership Board on 15 December 2025. This has been followed by a period of targeted engagement with key stakeholders who were invited to attend detailed “fireside chats” and to provide written comments on the draft SIP. A copy of the questionnaire used to gain feedback from our constituent authorities is included at **Appendix 1.**

3.3 This approach to engagement was considered appropriate because of the extensive public consultation undergone by the transport strategy. The SIP is the articulation of how the strategy will be delivered, and individual schemes will undergo appropriate consultation through their future development.

4. Outcomes from engagement

4.1 During the targeted engagement period between 15 December 2025 and 30 January 2026, we met with two of our constituent authorities, National Highways, Network Rail, Walk Wheel Cycle Trust (formerly Sustrans), and both policy and analytical Officials from the DfT. The draft SIP was also presented and discussed at TfSE’s Business Advisory Group and the Funding and Financing Group.

4.2 Completed questionnaires were received from eight of our constituent authorities, two members of the Business Advisory Group, National Highways and Transport for London.

4.3 The feedback received has been very positive, with a strong level of support for the draft SIP, negating the need for any major amendments. A number of common themes were raised where stakeholders felt the narrative could be strengthened, and where greater detail should be provided, particularly around the policy interventions.

4.4 A number of specific requests for individual schemes to be both included and removed from the SIP were received, and additional modelling has been carried out to address concerns raised regarding the benefits in Kent and Medway.

4.5 **Appendix 2** provide a more detailed list of the comments received and the proposed action taken to address them within the SIP document.

5. Finalising the SIP

5.1 The proposed amendments to the draft SIP were considered and agreed by both the Officer Working Group and the Member Task and Finish Group prior to their incorporation into the final document. The final Strategic Investment Plan document is

included at **Appendix 3**. The associated Integrated Sustainability Appraisal in included at **Appendix 4.**

6. Next steps

6.1 Publication costs have been allocated as part of the 2026/27 Business Planning process to include the graphic design and development of digital content (including StoryMap) required to publish the SIP and make it available to a range of audiences. As they draw on the same digital data sources, this will be integrated with work to update the delivery action plan and strategic prioritisation tool to monitor progress with delivery, focus scheme development support and facilitate prioritisation within the SIP schemes.

6.2 The SIP will then be presented to government to sit alongside the transport strategy as our advice to Ministers on the transport investment priorities across the region

7. Financial Implications

7.1 The technical work to refresh the SIP has cost £98,000. Some proportionate costs in undertaking the targeted engagement and analysing responses have also been incurred. These amounts were planned for within the TfSE 2025/26 Business Plan. Further funding is identified from the 2026/27 Business Plan to fully publish the SIP.

7.2 Work to undertake the SIP refresh has been commissioned through TfSE's Technical Call off Contract.

8. Conclusions and recommendations

8.1 The technical work to refresh the SIP has now been completed. The targeted engagement has demonstrated that there is a strong level of support for the refreshed SIP. Members of the Partnership Board are recommended to note the outcome of the targeted engagement and agree the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.

RUPERT CLUBB
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Transport for the South East

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Transport for the South East draft Strategic Investment Plan Questionnaire

Introduction

We are pleased to present the draft Strategic Investment Plan (SIP) for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body.

The Strategic Investment Plan (SIP) provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions. As a tier 1 stakeholder you have been part of its development throughout and we would like to offer a final opportunity to comment on how well the SIP can deliver regional benefits over the coming years.

Please consider the draft Strategic Investment Plan before submitting your response.

Feedback received as part of this engagement will be incorporated as part of the development of the final SIP which will be published in 2026.

The sections and questions below are intended to help you shape your response to the draft SIP.

Please return your response by 30 January 2026.

Thank you for taking the time to give us your views.

Alignment and Delivery of the TfSE Transport Strategy and its Missions

How well do you think the draft SIP responds to the Transport Strategy Missions?

Do you agree the schemes contribute to the delivery of the missions?

SIP Schemes and Global Policy Interventions and Strategic Investment Priorities

Do you agree with the proposed schemes?

Are there any missing?

Are there any you believe should be removed?

If there are schemes you feel should be added or removed please list them along with supporting evidence.

A Compelling Case for Investment in the South East

Does the draft SIP present a strong and compelling case for investment in the South East?

How well does the draft SIP address regional priorities whilst still reflecting local needs?

Do you agree we have identified the correct priorities for your sub-region? (in the benefits of investment)

Ambition and Realism

Is the draft SIP ambitious enough to meet future needs?

Is it realistic in terms of deliverability?

Any Other Comments

Do you have any additional comments or suggestions to improve the Strategic Investment Plan?

Appendix 2 - Responses to targeted engagement comments

You said, we did

Theme	Description	SIP amendments in response
Suggest intervention additions of amendments	A number of scheme changes/additions/removals were requested	All suggested changes have been considered on a case by case basis with new schemes and amended schemes being reassessed in the Multi-Critieria Assessment Framework to ensure alignment with missions and other necessary criteria. The result of that process is that all suggested schemes removals, changes or new schemes for inclusion have been accepted.
Intervention sifting process	Queries raised as to the interventions sifting process	Additional detail has been provided which sets out: . There was a call for additional projects which provided key stakeholder with an opportunity to identify new schemes . More detail on policy interventions and TfSE's potential role in delivery of policy interventions to emphasise that TfSE recognises the importance of regionwide interventions beyond the named scheme within the SIP . Clarity of the criteria applied in the three stage option assessment process . More detail on the ongoing role of SIP as a 'live' document with opportunities for new schemes to be introduced on an annual basis.
Funding and affordability	Queries raised on the funding approach and assessment of affordability	Narrative has been added into the SIP setting out that interventions within the first five years are typically already funded or have a clear funding route and that subsequent five year blocks assume ambitious but deliverable programmes in line with national ambitions for transport infrastructure spend.
Treatment of non-TfSE schemes	Queries raised as to the inclusion of schemes which are located partially or entirely outside of the TfSE (e.g. Crossrail 2, Bakerloo Line Extension). Particular questions on how costs and benefits of these schemes are capture in the SIP.	Narrative has been added into the SIP setting out that: . TfSE is supportive of these schemes and recognises the benefits that they will bring to residents of the TfSE area . Costs of the scheme are apportioned on the basis of the amount of the infrastructure which is in the TfSE area . Benefits are apportioned based on where it is expected the benefits will be felt.
Active travel	Queries raised as to the treatment of active travel in the SIP as a policy intervention rather than detailed programme of active travel interventions	A number of additions have been made to the SIP to clarify the importance of active travel in delivery of TfSE's strategy missions: . quantification and narrative around the potential for increased active travel trips stimulated by new public transport and rail trips . more detail on the component parts of the active travel policy interventions and TfSE potential role in its delivery . specific highlighting of the first mile last mile potential of active travel . reference to the National Cycle Network . inclusion of Walking Wheeling Cycling Trust as delivery partner
Health	Queries raised as to the consideration of health benefits delivered by the SIP	Narrative has been added into the SIP setting out that: . the health benefits of active travel through increase physical activity . the health benefits of a reduction in highway trips through air quality enhancement Additionally health impacts are highlighted in the Sustainable Growth and Inclusion and Integration missions
Modelled benefits	Queries raised on the way in which the benefits of the SIP have been modelled	More detail has been provided on the benefits calculation methodology using the South East Economy and Land Use Model (SEELUM) as well as other 'off model' pieces of analysis.

		Clarification is also provided on high level assumptions employed in the modelling process.
Policy interventions	Queries raised as to the components, outcomes and TfSE's role in the policy interventions.	For each of the policy interventions detail will be provided on the component parts, outcomes and TfSE's potential roles in delivery of policy interventions

TRANSPORT FOR THE South East

A Strategic Investment Plan for the South East

2026

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Foreword (to follow in final version)

TRANSPORT FOR THE South East

Executive Summary

Executive Summary

Transport for the South East is the Sub-national Transport Body for the South East, bringing together 16 local transport authorities as well as representatives from district and borough councils, protected landscapes, business, National Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise.

Established in 2017, Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system. Our work is guided by a shared vision for 2050, recently updated in collaboration with stakeholders as part of our Transport Strategy. This vision is delivered through a series of practical, evidence-based strategies and plans including this Strategic Investment Plan and a suite of thematic strategies (such as active travel, rail, and freight).

As a strategic body, Transport for the South East plays a crucial role - adding value by ensuring that funding and strategic decisions about transport in the South East are informed by local knowledge and priorities.

Our Strategic Investment Plan (SIP) is a shared, programme for investment in transport infrastructure and policy interventions over the next 25 years, delivering the ambitions of the Transport Strategy for the South East.

The Strategic Investment Plan:

- ✓ Builds on the technical work conducted since the publication of our first SIP.
- ✓ Responds to the current funding and devolution context providing great focus on a smaller number of higher impact interventions.
- ✓ Reflects the output of an updated evidence base.
- ✓ Updates our investment priorities in line with our 2025 Transport Strategy and its five missions.

The Strategic Investment Plan does not:

- × Specify individual delivery mechanisms, funding allocations, or statutory approvals.
- × Duplicate Local Transport Plans or funding bids – instead, it provides a regional framework.
- × Focus on local transport schemes without wider strategic impact.
- × Ask HM Treasury to fund the entire infrastructure requirement for the South East.
- × Present a fixed position. The SIP evolves alongside new evidence, strategic priorities, and funding.

Executive Summary

As part of our 2025 Transport Strategy our vision and goals have been updated in collaboration with stakeholders.

Our vision is for the South East to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

Our vision is supported by three goals that mirror the three pillars of sustainable development.

Economic Goal
Improve productivity and attract investment to grow our economy in a way that is sustainable, inclusive, and resilient.

Social Goal
Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

Environmental Goal
Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.

Executive Summary

Why Investment Is Needed

The South East is one of the UK's most economically significant regions, but it faces mounting pressures:

- Slowing productivity and rising congestion.
- Housing shortfalls and affordability challenges.
- Unequal access to opportunities, particularly in coastal and rural areas.
- Rising climate risk, including coastal erosion, flooding and ageing infrastructure.
- Transport emissions that remain the largest contributor to regional carbon output.

Without intervention, modelling shows the region risks worsening congestion, reduced public transport use, declining accessibility, and weakened economic performance by 2050.

In response to these pressures this SIP has been developed including 169 interventions across rail, mass transit and highways and a further 14 policy interventions including active travel and local bus interventions. It is structured around five missions, which were identified as part of the Transport Strategy, each addressing a major regional challenge:

- **Strategic Connectivity** – improving key economic corridors, global gateway access, and east–west/orbital links.
- **Sustainable Growth** – supporting housing and employment development with mass transit, rail, active travel and integrated planning.
- **Resilience** – strengthening the network's ability to withstand disruption, especially on constrained rail corridors, coastal routes and key highways.
- **Inclusion & Integration** – improving accessibility, affordability and seamless multimodal journeys..
- **Decarbonisation** – enabling cleaner journeys and reducing transport emissions.

Every intervention has been assessed for its mission alignment, ensuring a "golden thread" from vision to delivery.

Executive Summary

With a total capital cost of £35 billion over 25 years – about £1.5 billion a year – delivery of this plan could result in:

35,000 additional new jobs

An additional £6 billion in GVA each year by 2050

Each weekday the transport network would see:

1.4 million fewer car trips

260,000 more rail trips

More than 1 million more bus, ferry and mass transit trips

1.2 million more active travel trips

Supporting achievement of our wider goals the Strategic Investment Plan delivers the following outcomes:

700,000 more residents living within 90 minutes of Heathrow Airport by public transport

300,000 more residents living within 90 minutes of Gatwick Airport by public transport

20 minute rail journey time savings between Brighton and Southampton

20,000 more jobs in the 25% most deprived parts of the South East

1.1 mega tonnes less CO_2 equivalents emitted between now and 2050

The table below brings together benefits and costs for each of the sub-regions as well as the total benefits and costs of the Strategic Investment Plan presented as a comparison to a "business as usual" scenario.

Table 1: Sub regional benefits and costs (2025 prices)

Sub-regions	Strategic Investment Plan	Berkshire	Hampshire and Solent	Kent and Medway	Surrey	Sussex & Brighton
Daily car trips	**-1,345k**	**-155k**	**-380k**	**-280k**	**-215k**	**-315k**
Daily active travel trips	**+105k**	**+10k**	**+10k**	**+40k**	**+20k**	**+25k**
Daily bus, ferry and mass transit trips	**+1,015k**	**+135k**	**+290k**	**+195k**	**+155k**	**+240k**
Daily rail trips	**+265k**	**+15k**	**+95k**	**+45k**	**+50k**	**+60k**
Additional full time-equivalent jobs filled by 2050	**+45k***	**+5k**	**+15k**	**+5k**	**+5k**	**+20k**
Gross Value Added (GVA) per annum in 2050	**+£5.8bn**	**+£300m**	**+£2.35bn**	**+£400m**	**+£750m**	**+£2.05bn**
Change in emissions in 2050 (tonnes CO_2e)	**-905k**	**-85k**	**-350k**	**-150k**	**-105k**	**-215k**
Construction investment (capital mid-cost estimate in 2025 prices)	£35bn	£5bn	£10bn	£10bn	£5bn	£5bn

* Figures rounded to nearest: £5 billion for construction costs; £50 million for GVA; 5,000 new jobs; 5,000 tonnes CO_2e; and 5,000 weekday trips
** Total does not equal sum of the sub regions because of rounding

TRANSPORT FOR THE South East

Introduction

Transport for the South East

Transport for the South East is the Sub-national Transport Body for the South East, bringing together 16 local transport authorities (LTAs), as well as representatives from district and borough councils, protected landscapes, business, National Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise.

Established in 2017, Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system.

Transport for the South East aspires to transform the quality of door-to-door journeys for residents, businesses, and visitors across the South East. This will boost productivity and competitiveness, enhance the quality of life for residents, and protect the region's natural and built environment.

As a strategic body, Transport for the South East plays a crucial role - adding value by ensuring that funding and strategic decisions about transport in the South East are informed by local knowledge and priorities.

Our work is guided by a shared vision for 2050, recently updated in collaboration with stakeholders as part of our Transport Strategy. This vision is delivered through a series of practical, evidence-based strategies and plans including this Strategic Investment Plan and a suite of thematic strategies (such as active travel, rail, and freight).

As a partnership, we also ensure there is close alignment – a 'golden thread' – between local and national government in both the development of relevant policy and in the delivery of projects. For example, between Local Transport Plans and national transport investment strategies.

Our comprehensive governance structure, combining political leadership, technical expertise, and stakeholder engagement, ensures that Transport for the South East is well-placed to deliver for the South East. This structure enables us to speak with one voice on the behalf of the region, making a compelling case for investment.

The Strategic Investment Plan

Our Strategic Investment Plan provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the Transport Strategy for the South East and is a shared, long-term programme for investment.

This Strategic Investment Plan:

- ✓ Builds on the technical work conducted since the publication of our first Strategic Investment Plan in 2022
- ✓ Responds to the current funding and devolution context providing great focus on a smaller number of higher impact interventions.
- ✓ Reflects the output of an updated evidence base.
- ✓ Updates our investment priorities in line with our 2025 Transport Strategy and the five missions that underpin it.
- ✓ Recognises the need for financial realism reflecting the current financial climate. It does not attempt to solve every problem at once.

This Strategic Investment Plan does not:

- × Specify individual delivery mechanisms, funding allocations, or statutory approvals. These are for scheme promoters.
- × Duplicate Local Transport Plans or funding bids – instead, it provides a regional framework.
- × Focus on local transport schemes without wider strategic impact.
- × Ask HM Treasury to fund the entire infrastructure requirement for the South East.
- × Present a fixed position. This Strategic Investment Plan will evolve over time alongside new evidence, strategic priorities, and funding.

How this plan was developed

This Strategic Investment Plan builds on several years of work by Transport for the South East, including the first Strategic Investment Plan and 2025 Transport Strategy.

Shaped by robust evidence and technical analysis, that has enabled Transport for the South East to refresh the priority interventions by:

- Reviewing the evidence base to understand current and future challenges and opportunities.
- Updating the previous Strategic Investment Plan for schemes that have been delivered or cancelled.
- Working with stakeholders to agree which schemes from the previous Strategic Investment Plan need to be promoted at a regional level, and those which are better progressed and delivered locally.
- Assessing alignment of proposed interventions with national policy, our five strategic missions and transport, socio-economic and environmental outcomes.
- Prioritising the interventions that best address the South East's most pressing challenges and unlock the its most promising opportunities.

Developed in partnership with delivery partners and key stakeholders including:

- Extensive engagement with the region's Local Transport Authorities, infrastructure managers, operators, business forums, and interest groups to ensure that the Strategic Investment Plan reflects regional ambitions and local needs.
- Working closely with local authorities and infrastructure managers to refine priorities and build consensus.
- Our recent consultation on the 2025 Transport Strategy attracted over 850 responses, helping us better understand the priorities of residents, businesses and communities.
- An Integrated Sustainability Appraisal and Habitats Regulations Assessment have been conducted to assess scheme impacts on sustainability goals, including biodiversity, health, and access equity. The outputs are published alongside this plan.

Option assessment

Transport for the South East has worked with partners, stakeholders and technical advisors, using a three stage assessment process to identify a programme of investment for inclusion in this Strategic Investment Plan

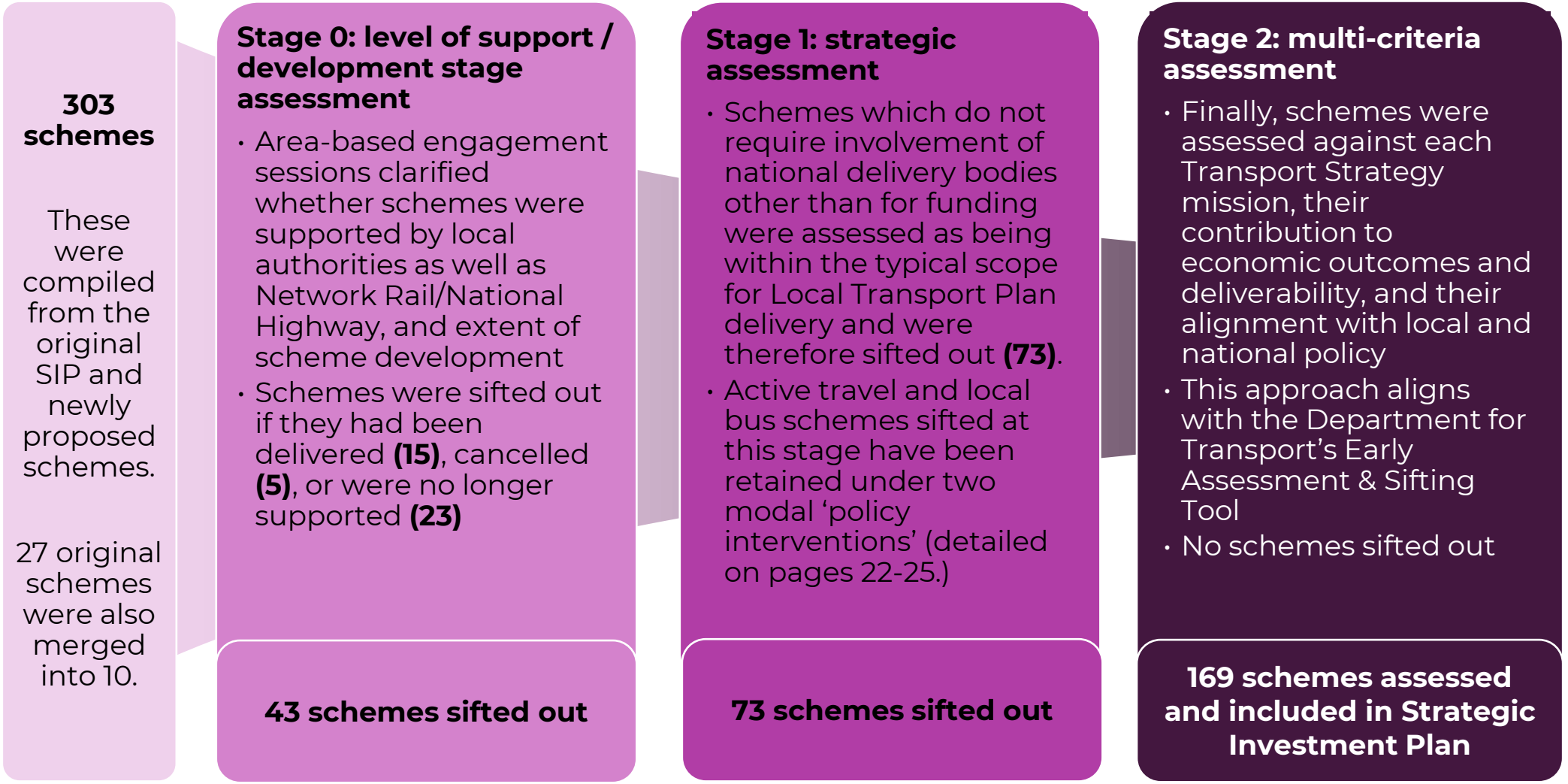

Figure 1: Three stage assessment process

Policy context

This Strategic Investment Plan has been developed within a changing policy landscape.

It sits at the regional planning level, bridging the gap between national and local government.

At the national level, this Strategic Investment Plan reflects and supports national objectives while helping local authorities and partners realise those ambitions.

It responds directly to the priorities set out in Transport for the South East's Transport Strategy, and its five missions.

Locally, the Strategic Investment Plan supports and complements the ambitions of our partner authorities, including Local Transport Plans, Local Plans, and economic strategies.

The Strategic Investment Plan recognises the growing role of emerging strategic and unitary authorities. With further devolution expected in the South East, this plan provides a framework for aligning local ambitions with national objectives.

Figure 2: National, regional and local policy hierarchy for the Strategic Investment Plan

Transport Strategy vision and goals

As part of our 2025 Transport Strategy our vision and goals have been updated in collaboration with stakeholders.

Our vision is for the South East to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

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Transport Strategy missions

As part of our Transport Strategy, Transport for the South East has identified five missions to drive progress toward the vision set out in the Transport Strategy. Each mission serves as a clear driver for action, emphasising tangible outcomes, setting direction, and aligning with national and local priorities.

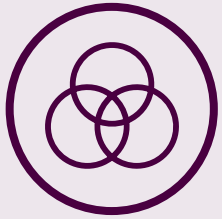
The missions have been carefully identified to address key areas where the South East risks falling behind without action, focusing on issues where Transport for the South East can add value at a regional level and influence outcomes across multiple partners.

Each intervention in the Strategic Investment Plan has been assessed for contribution to mission delivery. This ensures there is a 'golden thread' from the ambitions set out in the Transport Strategy and a bottom-up assessment of individual interventions.

The missions then provide the structure and narrative of the Strategic Investment Plan with individual interventions being grouped under five coherent, complementary and multi-modal packages that aim to deliver on each of the missions.

The five missions are:

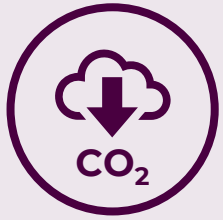
Strategic Connectivity



Sustainable Growth

Resilience

Inclusion and Integration



Decarbonisation

The need to invest in the South East

Investment is required to address the region's key transport challenges as set out in our Transport Strategy.

Supporting UK-wide economic performance: The South East is a net contributor to the Exchequer, generating more in tax revenues than it receives in public spending. Yet productivity growth in the South East has slowed alongside the national trend, with output per hour rising by only 5% between 2010 and 2025, around half the rate achieved in Germany and the USA.

International trade and connectivity: The South East is the UK's gateway to the world, home to major ports (e.g. Southampton, Dover, Portsmouth) and airports (e.g. Gatwick, Southampton and Heathrow on its border). However, trade volumes through Dover are down 20% since the UK left the EU, and Eurostar no longer serves Ebbsfleet and Ashford.

Unlocking housing and employment growth: Fewer new homes are being delivered in some areas of the South East than demand requires, exacerbating already inflated house prices. The house price to earnings ratio is over 10:1 in the South East, higher than any other region outside London.

Reducing regional inequality and transport-related social exclusion: Despite areas of significant prosperity, the South East contains real areas of deprivation, poor connectivity, and limited access to services. The Gross Value Added (GVA) per capita of less well-connected areas is less than half that of other areas and over 80% of residents of Hastings are at risk of transport related social exclusion.

Accelerating decarbonisation: As many industries become greener, surface transport remains the largest negative contributor to carbon emissions (40%) across the region and the country.

Safeguarding the South East's connectivity: Investment is not just about new infrastructure. The highway maintenance backlog in the South East is currently £2.5bn and weather-related delays on the railways have doubled in the past decade framing the need for investment in existing assets to improve resilience.

The need to invest in the South East

The South East is facing growing pressure on its transport systems. If we fail to invest, the challenges will escalate.

Department for Transport data was used to model future transport and socio-economic outcomes for the South East. If the region continues on a "business as usual" trajectory, by 2050:

- **Economic growth will be constrained, with GVA growth limited to around 60% of the level that could otherwise be achieved**, curbing increases in living standards and tax receipts to the Treasury.
- **The number of car trips will grow 8% increasing congestion**, leading to longer and more unreliable journeys for people and goods.
- **The number of rail trips and bus trips will be restricted to growth of 18% and 15% respectively** reflecting limited public transport access to jobs, skills, and markets.
- **Active travel trips will decline by 16%**, reducing public health and air quality benefits.

Without action the challenges set out in our Transport Strategy will not be addressed, and associated opportunities will not be realised. More specifically, there is a material risk that:

- **The South East risks losing its status as a net contributor to the exchequer**, and its potential to drive the net zero transition, and create a better quality of life for its residents.
- **Communities will be left behind**, particularly those already facing transport-related social exclusion.
- **New homes and jobs will not be delivered**, as inadequate infrastructure holds back sustainable growth.
- **Instances of loss or prolonged closure of critical transport assets will increase** because of more frequent extreme weather events and ageing infrastructure requiring more expensive maintenance or renewal.

The size of the prize

With a total capital cost of £35 billion over 25 years – about £1.5 billion a year – delivery of this plan could result in:

35,000 additional new jobs

An additional £6 billion in GVA each year by 2050

Each weekday the transport network would see:

1.4 million fewer car trips

260,000 more rail trips

More than 1 million more bus, ferry and mass transit trips

1.2 million more active travel trips

Supporting achievement of our wider goals the Strategic Investment Plan delivers the following outcomes:

700,000 more residents living within 90 minutes of Heathrow Airport by public transport

300,000 more residents living within 90 minutes of Gatwick Airport by public transport

20 minute rail journey time savings between Brighton and Southampton

20,000 more jobs in the 25% most deprived parts of the South East

1.1 mega tonnes less CO_2 equivalents emitted between now and 2050

TRANSPORT FOR THE South East

Mission delivery

Mission plans (1)

This chapter sets out the practical steps or 'interventions' needed to deliver the missions of the Transport Strategy.

Interventions have been grouped under one of the Transport Strategy's five missions:

- Strategic Connectivity
- Sustainable Growth
- Resilience
- Inclusion and Integration
- Decarbonisation

Each mission's interventions are a combination of:

- infrastructure programmes or projects
- major service enhancements
- 'policy interventions' consisting of national regulatory and policy activity and local action

Most interventions will support multiple missions but have been categorised against the mission for which they deliver greatest benefit.

To explain how interventions respond to specific issues, three to five themes have been identified for each mission and used to structure the narrative and inform a mission plan, setting out how interventions address the key issues and opportunities for that mission.

These mission plans have been developed through workshops, discussions, and careful analysis with a clear 'golden thread' from the Transport Strategy missions and key priorities.

Each mission plan concludes with a table setting out key delivery information about each intervention:

Implementation timeframe: Interventions have been phased into one of three timeframes:

- Short-term: within the final years of the 2020s
- Medium-term: the 2030s
- Long term: the 2040s

Project stage: This refers to an intervention's status or stage of development that it has reached and cleared. Stages include:

- Ongoing
- Pre-Strategic Outline Business Case (PreSOBC): yet to develop a business case
- Strategic Outline Business Case (SOBC)
- Outline Business Case (OBC)
- Full Business Case (FBC)
- Implementation / Implemented

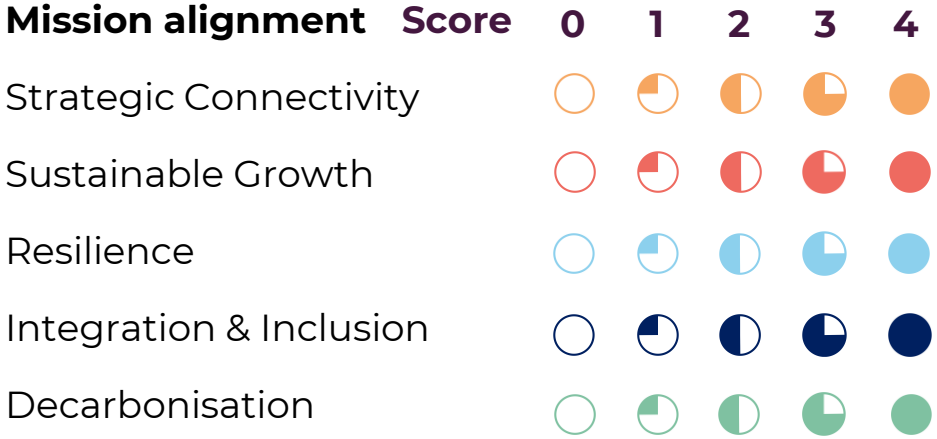
Mission plans (2)

Key delivery partners: The key partners have been identified and include parties who will be required to make or could make a material contribution to the planning, funding, and delivery of an intervention. Options identified, with the references used in each table, include:

- Department for Transport (or other central government departments) (1)
- Network Rail (2)
- National Highways (3)
- Active Travel England (4)
- Transport for the South East (5)
- Local authorities (6)
- Transport operators (7)
- Other private sector organisations (8)

Mission alignment: As part of the Multi-Criteria Assessment Framework analysis, each scheme was assigned a score based on its alignment to each mission. These scores range from '0' (misaligns/no positive impact) to '4' (strongly supports) and are coded by 'mission' colour. The strength of scheme alignment is shown on the scale below, with the empty circle representing '0', and the full circle representing '4'.

These scores are displayed for each scheme in the following mission section, from page 27 onwards.



Policy interventions (1)

Policy interventions are applicable across the whole of the South East (and the wider UK) and complement the key infrastructure and service interventions of the Strategic Investment Plan to help achieve the vision and missions of our Regional Transport Strategy.

These also highlight the importance of transport-related sectors across the South East such as freight and logistics, automotive and maritime technologies, and energy generation and identify the South East as a location for innovation test beds.

The policy interventions that would help deliver the investment priorities of the South East are:

Active travel

- Delivering local and regional cycling and walking infrastructure plans across the region.
- Expanding walking, wheeling and cycling routes, making it safer and easier for people to choose active travel modes for short trips.
- Ensuring all major developments have high-quality active travel infrastructure.
- Promoting active travel as a means of improving public health and wellbeing.

This will support the creation of more liveable neighbourhoods and improve public health.

Energy decarbonisation

Greening of the grid to ensure vehicles are powered by clean energy sources.

Ferry decarbonisation

Replacing diesel-powered ferries with electric or hydrogen alternatives.

Fuel decarbonisation

Supporting alternative fuels for sectors harder to electrify, such as aviation and freight.

These policy interventions help decarbonise freight and passenger transport.

Policy interventions (2)

Integrated ticketing

Implementing integrated fares and ticketing systems that allow passengers to travel across local government boundaries by multiple modes of transport and multiple operators using a single ticket with a capped daily rate.

This will improve affordability and accessibility of public transport trips.

Local bus enhancements

- Delivering bus service improvement plans and other local bus initiatives.
- Exploring bus reform models like enhanced partnerships and franchising.
- Delivering socially necessary transport services (potentially demand responsive) to connect isolated communities with essential services.

This will help to make bus travel more competitive with car for local journeys.

Public transport fares

- Reversing the real terms increase of the cost of public transport compared to motoring.
- Delivering affordable fares and concessions for low-income residents, students, the elderly, and other vulnerable groups.

This will help make sustainable travel options more affordable.

Road user charging

Advocating for development of a nationally-led road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures. This could build on the new mileage-based road-tax charge for electric and plug-in hybrid vehicles announced in the 2025 Autumn Statement.

Policy interventions (3)

Shared micro mobility

- Supporting e-scooter trials in the area, monitoring and evaluating their outcomes.
- Coordinating regionwide planning under the new regulatory framework for shared micro mobility established as part of the Devolution Bill.
- Integrating shared micro mobility into new developments and transport hubs.

This will increase sustainable first mile last mile trips supporting public health, and placemaking.

Sustainable maintenance and renewals

- Working towards long-term, sustainable funding for asset maintenance and renewal.
- Advocating for consistent funding for critical maintenance and preventative projects.
- Strategically planning for future risks to ensure the network can anticipate and adapt to potential threats.

This will strengthen the network's resilience against planned and unplanned disruptions.

South East lorry parks

- Increasing lorry holding capacity to handle incidents and adapt to evolving EU customs controls.
- Establishing a consistent planning and funding framework to support accelerated delivery of enhanced lorry holding facilities.
- Delivering enhanced HGV driver welfare facilities investment.

This will help increase the resilience of freight movements and the associated trade.

Transport/land use planning integration

- Focusing development in areas with planned or existing transport links, including new towns, urban extensions, regenerated brownfield sites, and mixed-use communities.
- Aligning housing and transport planning by coordinating efforts across authorities.
- Establish funding mechanisms for transport projects that unlock planned growth.

This will help in achieving sustainable growth and creating well-connected communities.

Policy interventions (4)

Transport integration

- Integration across and between all modes of transport in terms of infrastructure and services.
- Upgrading interchanges and step-free access at transport hubs.
- Implementing better signage, seating, and safe, comfortable waiting environments.

This will support seamless journeys and improved first and last mile connectivity.

Virtual access

Optimising the benefits of:

- digital technology and the flexibility of remote working and
- virtual access to goods and services.

This reduces demand for transport and helps to deliver on decongestion, air quality and decarbonisation objectives.

TfSE would support delivery of the policy interventions in the following ways:

Analytical framework
Development and deployment of evidence base and analytical tools

Prioritisation
Identifying the interventions with the potential to deliver highest impact

Scheme development
Making a compelling case for investment, securing programme entry

Capacity and capability
Sharing good practice with partners through the Centre of Excellence

Advocacy and securing funding
Highlighting regional priorities at a national level to bring in investment

Monitoring and evaluation
Measuring the success of interventions in achieving objectives

Strategic Connectivity Mission

The South East's transport system is the most strategically important in the UK. The mission statement for strategic connectivity is:

"We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, convenient and resilient transport links and key services, for people and goods."

The South East's transport system connects domestic markets to global gateways, links the capital to regional economies, and provides the foundations for cross-regional labour mobility and supply chains.

However, many of these strategic flows are under pressure: key corridors are slow or congested, orbital links remain fragmented, and international access is sometimes compromised by poor connectivity or capacity constraints.

A better-connected South East is essential not only for regional prosperity, but for national growth and global competitiveness.

Key themes for strategic connectivity are:

1. Orbital and east–west connectivity

One of the key priorities for Transport for the South East is to improve orbital and east – west connectivity.

The coastal rail corridor in particular is relatively slow and capacity constrained, with frequent conflicts between local, regional, and London-bound flows. The inner orbital rail corridor (running west to east from Reading through Guildford, Gatwick Airport, Maidstone to Medway) also needs to work harder to accommodate future growth and alleviate congestion on the M25.

Highway corridors such as the A27 and A259 also suffer from congestion, junction bottlenecks, and poor resilience, and have the effect of severing communities.

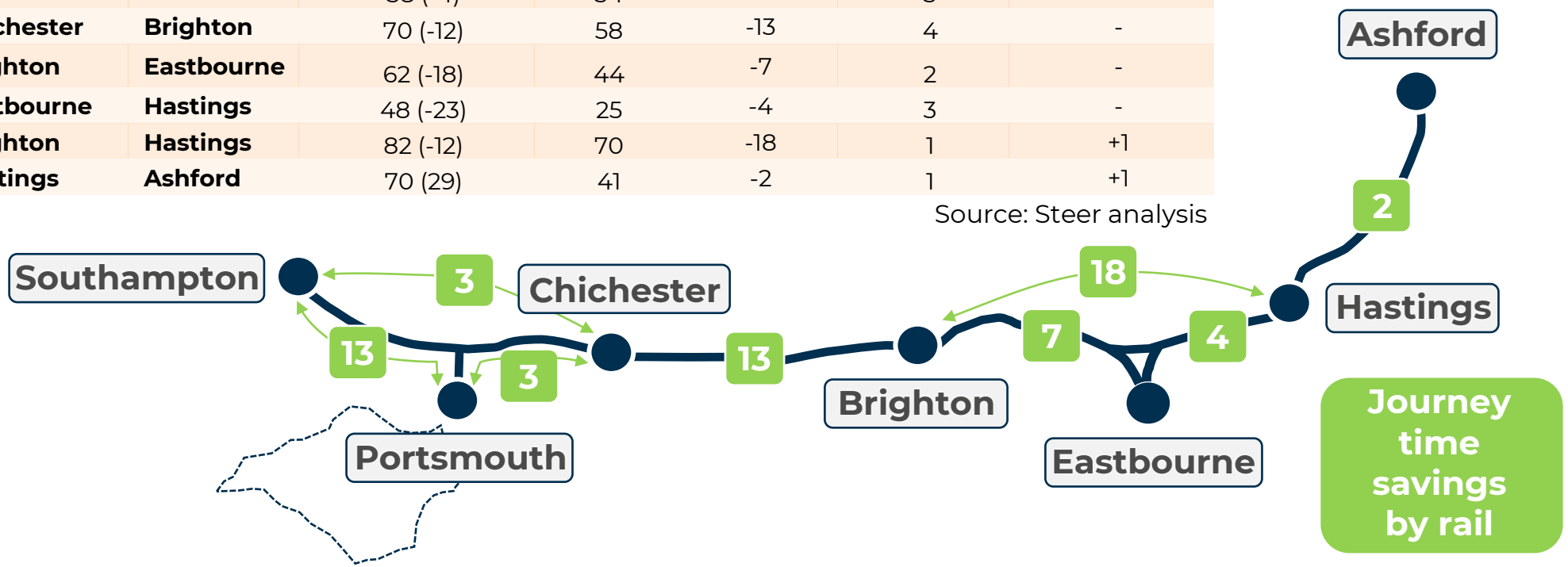
Taking an integrated, multi-modal, corridor-based approach brings major towns and cities along the south coast closer together. Improvements to the West and East Coastway and Marshlink would enable faster rail journey times while coordinated A27 improvements would improve reliability and de-conflict local and longer distance traffic.

Strategic Connectivity Mission

The Strategic Investment Plan programme of rail enhancements along Transport for the South East's south coastal corridor delivers journey time and frequency improvements, increasing strategic connectivity and supporting mode shift between many of the region's major towns and cities

Origin	Destination	Comparative drive time (difference to rail journey time)	Current rail journey time	Strategic Investment Plan rail journey time saving (minutes)	Current frequency (trains per hour)	Strategic Investment Plan frequency change (additional trains per hour)
Southampton	**Portsmouth**	35 (-5)	40	-13	2	+2
Southampton	**Chichester**	60 (6)	54	-3	2	-
Portsmouth	**Chichester**	38 (-4)	34	-3	3	-
Chichester	**Brighton**	70 (-12)	58	-13	4	-
Brighton	**Eastbourne**	62 (-18)	44	-7	2	-
Eastbourne	**Hastings**	48 (-23)	25	-4	3	-
Brighton	**Hastings**	82 (-12)	70	-18	1	+1
Hastings	**Ashford**	70 (29)	41	-2	1	+1

Source: Steer analysis



2. Access to international gateways and strategic freight

The South East's ports, airports, and international rail services provide critical links to global markets and are vital to the UK's trade and tourism economy. However, these gateways need better access and integration to grow sustainably and achieve the government's growth mission.

International passenger rail services on High Speed 1 (HS1) have declined in recent years and restoring these is a key short-term priority, specifically ensuring Ebbsfleet and Ashford are connected to international destinations and markets (as well as wider South East rail markets).

Similarly, surface access by rail and bus to Heathrow and Gatwick needs to improve to help meet the government's airport expansion agenda sustainably. Transport for the South East's priorities for international connectivity include delivering western and southern rail access to Heathrow, upgrading rail links to Gatwick including significant upgrades to the North Downs Line and new services and infrastructure providing connectivity to Kent and Medway to the east.

Strategic freight connectivity is also a priority and needs investment in a multi-modal solution to improve both reliability and rail mode share. Priorities include strengthening rail and highway corridors from Southampton and Channel Ports to the Midlands and North and increasing lorry parking capacity and warehousing to support greater operational efficiency of freight.

In March 2025, government granted development consent for the construction of the Lower Thames Crossing. This project provides a step change in capacity and a resilient alternative to the over-capacity Dartford Crossing, central to supporting seamless UK-European connectivity into the future.

However, without significant investment in Kent's strategic and major road network there is considerable risk of congestion bottlenecks, undermining the benefits of the scheme in facilitating international trade and inhibiting local growth.

3. Incentives and timetables

For many strategic journeys, especially those between city regions or to airports and ports, public transport remains uncompetitive with the private car.

Transport for the South East wishes to see better incentives for longer-distance mode shift, including targeted fare reforms, improved interchanges, and better facilities for passengers and freight users.

Timetables need to be better aligned with fast-growing travel markets, including early and late services to support airport shifts, enhanced weekend and evening services, and improved rail – bus integration at key hubs.

These changes are especially important in supporting social inclusion and reducing carbon emissions from longer-distance travel.

Scheme mapping and lists

The following pages display all interventions grouped under the Strategic Connectivity Mission.

The first page maps these interventions across the Transport for the South East area (figure 3). An interactive StoryMap is available at this link.

The second lists them in full (table 2), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 3: Strategic Connectivity interventions

An interactive StoryMap is available at this link.

Table 2: List of Strategic Connectivity themes and interventions (1 of 3)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Orbital and east-west connectivity	EW01	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW02	East Coastway Line - Faster Services	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	EW03	Willingdon Rail Chord	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW04	Brighton Main Line - Reinstate Cross Country Services	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW05	Brighton Station Additional Platform	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW06	Arun Valley Line - Faster Services	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW07	West Coastway Faster Services	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW08	West of England Service Enhancements	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	EW09	Reigate Station Upgrade	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW10	Reading to Waterloo Service Enhancements	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	EW11	Cross Country Service Enhancements	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW12	A259 Level Crossing Removals	Medium-term	Pre-SOBC	1, 3, 6, 7, 8	
	EW13a	A27 Lewes - Polegate	Medium-term	Paused	1, 3, 5, 6, 8	
	EW13b	A27 Worthing and Lancing Improvement	Medium-term	SOBC	1, 3, 6, 8	
	EW13c	A27 Worthing (Long Term Solution)	Long-term	Pre-SOBC	1, 3, 6, 8	
	EW13d	A27 Arundel Enhancements	Medium-term	Paused	1, 3, 6, 8	
	EW13e	A27 Tangmere Enhancements	Long-term	Pre-SOBC	1, 3, 4, 6, 8	
	EW13f	A27 Chichester Improvements	Long-term	Paused	1, 3, 5, 6, 8	
	EW14	A259 Chichester - Bognor Regis Enhancement (MRN pipeline)	Short-term	Pre-SOBC	1, 3, 4, 5, 6, 8	
	EW15	Isle of Wight Ferry Service Enhancements	Short-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW16	New Summer Route - Ryde to Southampton	Short-term	Pre-SOBC	1, 5, 6, 7, 8	
	EW17	M3 Junction 7 and 8 improvements	Medium-term	SOBC	1, 3, 6, 8	
	EW18	Woking Station and Capacity Upgrades	Medium-term	Paused	1, 2, 5, 6, 7, 8	

Table 2: List of Strategic Connectivity themes and interventions (2 of 3)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
International gateways and freight	IG01	A4 Reading - Maidenhead - Slough - Heathrow Airport Mass Rapid Transit	Medium-term	Paused	1, 2, 3, 5, 6, 7, 8	
	IG02	Heathrow Bus Rapid Transit	Long-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	IG03	Western Rail Link to Heathrow	Medium-term	Paused	1, 3, 6, 8	
	IG04	Southern Rail Link to Heathrow	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	IG05	Gatwick - Kent Service Enhancements	Short-term	Paused	1, 2, 5, 6, 7, 8	
	IG06	North Downs Line - Service Level and Capacity Enhancements	Medium-term	TBC	1, 2, 5, 6, 7, 8	
	IG07	Redhill Station Upgrade	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	IG08	Redhill Aerodrome Chord	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG09	High Speed 1 - Dollands Moor Connection	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG10	Portsmouth Direct Line - Line Speed Enhancements	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG11	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Long-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	IG12	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG13	Better Rail Access to Port of Southampton	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG14	Theale Strategic Rail Freight Terminal	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG15	Rail Freight Gauge Clearance Enhancements	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	IG16	Lower Thames Crossing	Medium-term	Construction	1, 3, 6, 8	
	IG17	A2 Brenley Corner Enhancements	Long-term	Paused	6, 8	
	IG18	A229 Blue Bell Hill Improvement Scheme	Medium-term	OBC	1, 3, 5, 6, 8	
	IG19	A2 Dover Access	Long-term	Paused	1, 3, 5, 6, 8	

Table 2: List of Strategic Connectivity themes and interventions (3 of 3)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
International gateways and freight	IG20	Increasing Rail Freight for International Goods Movements	Medium-term	Pre-SOBC	1, 3, 5, 6, 7, 8	
	IG21	M23 Junction 9 Enhancements - Gatwick	Long-term	Pre-SOBC	1, 3, 6, 8	
	IG22	A26 Lewes - Newhaven Realignment and Junction Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	IG23	A34 Junction and Safety Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	IG24	Southampton Access (M27 Junction 2 and Junction 3)	Medium-term	Paused	1, 3, 5, 6, 8	
	IG26	A326 Capacity Enhancements	Short-term	OBC	1, 5, 6, 8	
	IG27	Intervention: South East Lorry Parks		Ongoing	1, 3, 5, 6, 7, 8	
Incentives and timetables	IT01	Isle of Wight Ferries Operating Hours and Frequency Enhancements	Short-term	Pre-SOBC	1, 2, 5, 6, 7, 8	

Sustainable Growth Mission

The South East is one of the UK's most dynamic and economically successful regions. But it is also facing acute pressures: rapid population growth, constrained housing supply, and increasing demand for infrastructure and services. The mission statement for sustainable growth is:

"We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities."

Sustainable growth is achieved when population growth and economic development in the South East is underpinned by sustainable transport and infrastructure. Sustainable transport doesn't just unlock new development sites. It also shapes them in ways that reduce car dependency, improve quality of life, and create vibrant, liveable places.

Key themes from sustainable growth are:

1. Urban and suburban metro rail

Rail has a vital role to play in enabling higher-density, transit-oriented development in and around the South East's existing urban centres.

There is strong potential for metro-style rail enhancements in areas such as Solent, the Sussex Coast, Medway and North Kent/Ebbsfleet – all of which are forecast to accommodate significant housing and employment growth in the coming decades.

Delivering reliable, high-frequency, and affordable urban rail services in these areas can support sustainable agglomeration while helping to reduce pressure on overstretched road networks.

Improved intra and inter-urban services in these areas will also contribute to sustainable economic development through strengthening job markets and tackling exclusion.

2. Growth-led mass transit

For fast-growing places that fall outside the core rail network, high-quality mass transit systems – including light rail, Bus Rapid Transit (BRT), or dedicated express bus corridors – will be essential. Locations such as Southampton, Portsmouth, Thames Valley, Basingstoke, the Gatwick Diamond, and North Kent/Medway offer major opportunities to design mass transit as a central feature of their growth strategies.

Mass transit solutions must be tailored to each area, building on existing rail corridors, reconfiguring bus networks, and integrating with active travel and micromobility.

Integrating these networks with housing plans from the outset will help ensure new development is built around public transport, rather than around the car, increasing the proportion of new dwellings within walking distance of metro-level public transport services.

These measures are critical to the viability of car-lite and car-free developments which in turn support the modal shift required to achieve TfSE's vision of sustainable, net zero carbon growth.

3. Active travel

Walking and cycling must be fundamental to the design of growing communities and not an afterthought. High-quality active travel infrastructure and shared micromobility supports public health, social inclusion, and placemaking, while reducing traffic impacts and improving environmental quality.

Transport for the South East supports the delivery of Local and Regional Cycling and Walking Infrastructure Plans across the South East and the embedding of active travel routes into local plans, regeneration schemes, and new settlements.

4. Unlocking development

To meet housing targets and keep homes affordable, it is essential to invest in high-quality, multi-modal highway corridors. Without these targeted improvements, new development will slow down, leading to even higher housing costs.

Investing in highways in this way brings several important benefits that help create more sustainable communities:

- Safer roads, especially in urban areas.
- Better access to ports and airports people and goods, supporting more efficient trade.
- Separation of private vehicles and public transport, reducing congestion and improving the flow of local and long-distance journeys.
- More road space for public transport and active travel (like walking and cycling), which also helps unlock new housing, regeneration, and placemaking opportunities.

Highways interventions identified include Transport for the South East's programme of Major Road Network and Large Local Major schemes many of which are focused on supporting the creation of new housing and employment by improving access to future development sites and boosting suitable land capacity.

Highways interventions and other transport infrastructure must commit to the fulfilment and monitoring of biodiversity net gain requirements mitigating any negative impacts of the schemes and delivering environmental enhancements.

5. Integrated Transport and Land Use Planning

Planning is the bridge between transport strategy and place-based delivery. Transport for the South East supports a shift towards integrated land use and transport planning, ensuring that the location and form of development directly supports sustainable travel outcomes.

There is a clear need to build planning capacity at both local and regional levels, including through using local levies, developer contributions, and long-term funding settlements to deliver supporting infrastructure.

Delivering this integration will be helped by greater local and regional powers, building on new devolution deals across the South East to place transport at the heart of placemaking and sustainable development.

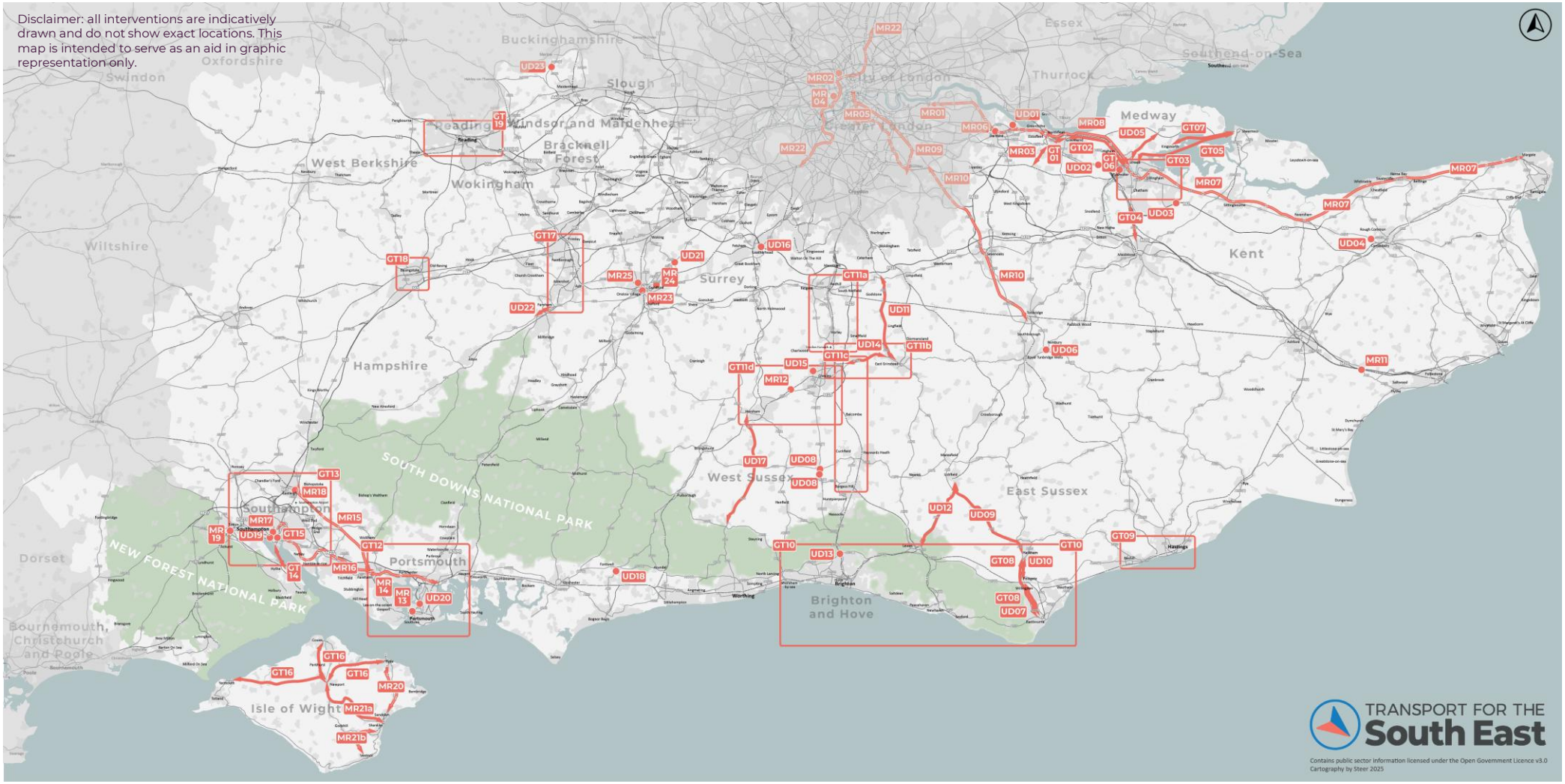
Scheme mapping and lists

The following pages display all interventions grouped under the Sustainable Growth Mission.

The first page maps these interventions across the Transport for the South East area (figure 4). An interactive StoryMap is available at this link.

The second lists them in full (table 3), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 4: Sustainable Growth interventions



An interactive StoryMap is available at this link.

Table 3: List of Sustainable Growth themes and interventions (1 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Urban and suburban metro rail	MR01	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Long-term	Paused	1, 2, 5, 6, 7, 8	
	MR02	St Pancras International Domestic High Speed Platform Capacity	Medium-term	Pre-SOBC	1, 3, 6, 8	
	MR03	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR04	London Victoria Capacity Enhancements - Signalling and Digital Rail	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	MR05	London Victoria - Shortlands Capacity Enhancements	Long-term	Paused	1, 2, 5, 6, 7, 8	
	MR06	Dartford Station Remodelling/Relocation	Long-term	Paused	1, 2, 5, 6, 7, 8	
	MR07	North Kent Line / Chatham Main Line - Line Speed Enhancements	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	MR08	North Kent Line Service Enhancements	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR09	Bakerloo Line Extension (Hayes Option)	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	MR10	South Eastern Main Line Chislehurst - Tonbridge Capacity Enhancements	Long-term	Feasibility Study	1, 2, 6, 7, 8	
	MR11	Otterpool Park/Westenhanger Station Additional Platform	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR12	New Station to the North East of Horsham	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR13	Portsmouth Station Platforms	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR14	Fareham Loop / Platform	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR15	Botley Line Double Tracking	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR16	Netley Line Signalling and Rail Service Enhancements	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR17	Southampton Central Station Upgrades	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR18	Eastleigh Station Platform Flexibility	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR19	South West Main Line - Totton Level Crossing Removal	Medium-term	Paused	1, 2, 5, 6, 7, 8	

Table 3: List of Sustainable Growth themes and interventions (2 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Urban and suburban metro rail	MR20	Isle of Wight Railway Service Enhancements	Short-term	Implementation	1, 2, 5, 6, 7, 8	
	MR21a	Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Newport)	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	MR21b	Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Ventnor)	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	MR22	Crossrail 2 (regional Option)	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR23	Guildford Station Upgrade	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR24	New Station Guildford East (Merrow)	Medium-term	Full Business Case	1, 2, 5, 6, 7, 8	
	MR25	New Station Guildford West (Park Barn)	Medium-term	Implementation	1, 2, 5, 6, 7, 8	
Growth-led mass transit	GT01	Fastrack Expansion - Northfleet to Gravesend	Short-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	GT02	Gravesend to Medway Bus Priority Corridor	Short-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	GT03	Medway Mass Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT04	Medway - Maidstone Bus Priority	Short-term	OBC	1, 2, 3, 5, 6, 7, 8	
	GT05	Medway Passenger Ferry Infrastructure & Services	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT06	Strood Riverside Multimodal Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	GT07	Queensborough Passenger Ferry Infrastructure & Services	Short-term	Pre-SOBC	1, 2, 3, 6, 7, 8	
	GT08	Eastbourne/Wealden Mass Rapid Transit	Medium-term	OBC	1, 2, 3, 5, 6, 7, 8	
	GT09	Hastings/Bexhill Mass Rapid Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT10	Sussex Coast Mass Rapid Transit	Medium-term	Paused	1, 2, 3, 5, 6, 7, 8	
	GT11a	Fastway Extension (Crawley - Redhill)	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT11b	Fastway Extension (Crawley - East Grinstead)	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT11c	Fastway Extension (Haywards Heath - Burgess Hill)	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT11d	Fastway Extension (Crawley - Horsham)	Short-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	GT12	South East Hampshire Rapid Transit Future Phases	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	

Table 3: List of Sustainable Growth themes and interventions (3 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Growth-led mass transit	GT13	Southampton Mass Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT14	Solent Ferry Services	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT15	Southampton City Centre Placemaking	Short-term	Pre-SOBC	1, 3, 4, 6, 8	
	GT16	Isle of Wight Mass Transit System	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	GT17	Blackwater Valley Mass Rapid Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT18	Basingstoke Mass Rapid Transit	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	GT19	Reading Mass Rapid Transit	Medium-term	Procurement	1, 2, 3, 5, 6, 7, 8	
Active travel	AT01	Global Policy Intervention: Active Travel		Ongoing	1, 3, 4, 5, 6, 7, 8	
	AT02	Global Policy Intervention: Shared Micro Mobility		Ongoing	1, 4, 5, 6, 7, 8	
Unlocking development	UD01	M25 Junction 1a Enhancements	Long-term	Pre-SOBC	1, 3, 6, 8	
	UD02	M2 Junction 1 Enhancements	Medium-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD03	M2 Junction 4 Enhancements	Short-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD04	A2 Canterbury Junctions Enhancements	Long-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD05	A228 Hoo Peninsula Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	UD06	A228-A264 corridor between Medway Valley and Tunbridge Wells	Medium-term	Pre-SOBC	1, 5, 6, 8	
	UD07	A2270/A2101 Corridor Movement and Access Package (MRN pipeline)	Short-term	Pre-SOBC	1, 5, 6, 8	
	UD08	A23 Hickstead and Bolney Junction Enhancements	Medium-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD09	A22 Corridor Package (MRN)	Medium-term	SOBC	1, 5, 6, 8	
	UD10	A22 Corridor - Hailsham to Uckfield (MRN pipeline)	Short-term	Powers/Consents	1, 3, 5, 6, 8	
	UD11	A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements	Short-term	Feasibility Study	1, 3, 4, 5, 6, 8	
	UD12	A26 Lewes - Uckfield Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	

Table 3: List of Sustainable Growth themes and interventions (4 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Unlocking development	UD13	Brighton & Hove A27 Junction Improvements	Medium-term	Paused	1, 3, 6, 8	
	UD14	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Medium-term	Feasibility Study	1, 3, 6, 8	
	UD15	Crawley Western Link Road and Active Travel Infrastructure	Long-term	Pre-SOBC	1, 3, 6, 8	
	UD16	A24/A243 Knoll Roundabout and M25 J9A (MRN pipeline)	Short-term	Paused	1, 3, 5, 6, 8	
	UD17	A24 Horsham - Dorking Improvements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	UD18	A29 Realignment including combined Cycleway and Footway	Short-term	Full Business Case	1, 6, 8	
	UD19	West Quay Realignment	Short-term	SOBC	1, 5, 6, 8	
	UD20	Portsmouth City Centre Road	Short-term	SOBC	1, 4, 5, 6, 8	
	UD21	A3/A247 Ripley South (pipeline)	Medium-term	Paused	1, 3, 6, 8	
	UD22	A31 Farnham Corridor	Short-term	SOBC	1, 3, 5, 6, 8	
	UD23	A404 Bisham Junction	Short-term	Paused	1, 3, 5, 6, 8	
Integrated Transport and Land Use Planning	IP01	Global Policy Intervention: Transport and Land Use Planning Integration		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	

Resilience Mission

Our definition of resilience is the ability of the transport system to withstand and recover from disruption – whether from extreme weather, structural failure, network bottlenecks or incidents. The mission statement for resilience is:

"We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of transport systems for future generations. We will do this by anticipating risks, taking preventative measures, enhancing recovery and adapting in the face of uncertain future risks."

The South East faces significant challenges: exposure to sea level rise and coastal erosion; key routes with no viable alternatives; and a legacy of underinvestment in maintenance.

At the same time, growing demand and constrained funding is making it harder to respond quickly when things go wrong. The transport network needs to be more resilient to mitigate these risks, protect connectivity, enable economic continuity, and support emergency responses.

Key themes for resilience are:

1. Tackling bottlenecks

Several points on the region's networks suffer from structural bottlenecks, where network capacity is significantly constrained by infrastructure limitations.

On the rail network, key examples include the Croydon area on the Brighton Main Line, the Woking 'Victorian Arches' and junction on the South Western Main Line, and the two-track tunnel approach into Southampton Central.

On the Strategic Road Network, constraints exist on many radial highways on the approaches to London, such as the A3 at Guildford and A2/A282 on approaches to the Dartford Crossing.

Tackling these bottlenecks is essential to improving both resilience and reliability, especially where a single fault can trigger wide-ranging disruption across the network.

The Major Road Network has a role to alleviate pressure on the Strategic Road Network, especially when incidents occur, but also has its own pinch points and infrastructure gaps which need addressing for all road users.

2. Diversionary and alternative corridors

Many parts of the South East rely on a single rail or road corridor for access. When these are blocked, there are often limited diversionary options. This creates vulnerability and restricts operational flexibility.

Transport for the South East supports investment in strengthening secondary and alternative corridors. For example:

- Advancing the Kent Bifurcation Strategy to strengthen resilience on corridors serving the Channel ports.
- Assessing the feasibility of reinstating rail links such as Uckfield – Lewes and/or Tunbridge Wells – Eridge.
- Enhancing key highways such as the A22 as a parallel corridor to the A23/M23.
- Improving links between the M3 and M4 as an alternative to the highly congested M25 south west quadrant.

These routes provide not only back-up in times of disruption but can also enable planned redistribution of flows and serve new development areas.

3. Coastal and river infrastructure

A significant proportion of the South East's infrastructure is located close to the coast and/or major rivers, where it is exposed to risks from flooding, sea level rise, and erosion.

This includes several Major and Strategic Road Network corridors and key railway lines, such as those running through Shakespeare Cliff near Dover; between Hastings and Rye; and those serving peninsulas and islands along the North Kent and Solent coastlines. These routes often have limited alternative alignments and are difficult to protect or reroute.

Transport for the South East therefore aims to see investment in assessing, monitoring, and managing the long-term risks to coastal infrastructure, including integration of transport planning with wider shoreline management planning and climate adaptation work.

4. Sustainable maintenance and renewal

Addressing the maintenance backlog across the highway and rail networks is essential to keep the region moving and foster sustainable economic growth.

Poor asset condition increases the likelihood and impact of failure, yet roadworks and emergency repairs themselves cause disruption.

Transport for the South East wishes to see a long-term, sustainable funding settlement for asset maintenance and renewal.

Scheme mapping and lists

The following pages display all interventions grouped under the Resilience Mission.

The first page maps these interventions across the Transport for the South East area (figure 5). An interactive StoryMap is available at this link.

The second lists them in full (table 4), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 5: Resilience interventions

An interactive StoryMap is available at this link.

Table 4: List of Resilience themes and interventions (1 of 2)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Tackling bottlenecks	TB01	Croydon Area Remodelling Scheme	Medium-term	Paused	1, 3, 6, 8	
	TB02	South West Main Line Digital Signalling	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	TB03	South West Main Line Mount Pleasant Level Crossing Removal	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	TB04	South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements	Long-term	Paused	1, 2, 5, 6, 7, 8	
	TB05	M25 Junction 5 Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB06	A28 North Thanet Link (MRN)	Short-term	OBC	1, 3, 5, 6, 8	
	TB07	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short-term	Powers/Consents	1, 4, 5, 6, 8	
	TB08	Northam Rail Bridge Replacement and Enhancement (MRN)	Medium-term	OBC	1, 4, 5, 6, 8	
	TB09	Bishopstoke Road Railway Bridges	Short-term	Pre-SOBC	1, 5, 6, 8	
	TB10	A259 South Coast Road Corridor Eastbourne - Brighton (MRN & BSIP)	Short-term	SOBC	1, 3, 4, 5, 6, 8	
	TB11	Highway Widening between Ventnor and Godshill via Whitwell	Short-term	Pre-SOBC	1, 6, 8	
	TB12	A3 Guildford Local Traffic Segregation	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB13	A3 Guildford Long Term Solution	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB14	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB15	New Gyratory at Down End, Newport	Short-term	Pre-SOBC	1, 6, 8	
Sustainable maintenance and renewal	SM01	Global Policy Interventions: Sustainable Maintenance and Renewal		Pre-SOBC Ongoing	1, 3, 6, 8 1, 2, 3, 4, 5, 6, 7, 8	

Table 4: List of Resilience themes and interventions (2 of 2)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Diversionary and alternative corridors	DC01	Canterbury Rail Chord	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	DC02	Uckfield - Lewes Wealden Line Reopening (Traction and Capacity Enhancements)	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	DC03	Uckfield - Lewes Wealden Line Reopening (Reconfiguration at Lewes)	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	DC04	A21 Kippings Cross - Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long-term	Pre-SOBC	1, 3, 6, 8	
	DC05	A22 Uckfield Bypass Enhancements	Medium-term	Feasibility Study	1, 3, 6, 8	
	DC06	M23 Junction 8a New Junction and Redhill Link Road	Medium-term	Pre-SOBC	1, 5, 6, 8	
	DC07	Newport Junction Improvements - Further Phase	Short-term	Pre-SOBC	1, 6, 8	
	DC08	A320 North Corridor (MRN & HIF)	Short-term	Procurement	1, 5, 6, 8	
	DC09	New Thames Crossing East of Reading	Long-term	Paused	1, 5, 6, 8	
Coastal and river infrastructure	CR01	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Short-term	OBC	1, 2, 4, 5, 6, 7, 8	
	CR02	A259 (East Saltdean) Resilience Scheme	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR03	Eastbourne - Pevensey Bay A259 Resilience Scheme (Road & Rail)	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR04	Rushey Hill (between Peacehaven/Newhaven) Resilience Scheme	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR05	Beachy Head (Birling Gap)	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR06	Langstone Bridge repairs	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR07	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Short-term	Pre-SOBC	1, 3, 6, 8	
	CR08	Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR09	Raising the height of Morton Road (A3055) Brading	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR010	Major Bridging Scheme of the Graben, Ventnor	Short-term	Pre-SOBC	1, 5, 6, 8	

Inclusion and Integration Mission

A truly effective transport system must serve everyone regardless of income, mobility, geography, or background. The mission statement for inclusion and integration is:

"We will create an inclusive and integrated transport network in the South East that enables affordable, safe, seamless, door-to-door connectivity for all users – including those currently underserved by the transport system."

Too often, people and places are left behind by the transport system. Poorly connected coastal communities, inaccessible infrastructure, or unaffordable fares can all act as barriers to opportunity.

Transport for the South East's vision is for a transport network that enables everyone to participate in society and the economy. This is achieved through better mass transit, better hubs, better access, and a better user experience.

Key themes for inclusion & integration are:

1. Better integrated hubs

Major interchanges can act as gateways to opportunity. Transport for the South East wants to see the expansion of high-quality, multimodal hubs that support seamless, inclusive travel.

Places like Strood, Farnborough and Canterbury offer the potential for these initiatives, where rail, bus, active travel and shared mobility could come together in an accessible and attractive setting. Enhancing these hubs can boost local economies while improving access for underserved communities.

Access to the South East's islands and peninsulas is also critical, and Transport for the South East will continue to support improvements to ferry services and opportunities to better integrate them with the wider transport system.

2. Safe and inclusive infrastructure

Much of the South East's transport infrastructure still falls short of baseline accessibility standards. Step-free access is patchy, facilities are often confusing or inadequate, and infrastructure does not always meet the needs of socially excluded groups.

In addition, our transport network must not only be safe, but must feel safe for everyone. Concerns about personal safety can deter people from choosing more sustainable modes of travel. All users should be able to begin and complete their journeys with confidence and security.

TfSE wishes to see universal design principles embedded from the start, and a clear programme of upgrades to existing infrastructure to raise accessibility and safety standards across the board.

3. Fares and ticketing

Cost remains a major barrier to sustainable and inclusive travel. While many parts of the South East have benefited from national schemes like the £3 bus fare cap, others remain exposed to fragmented pricing and ticketing systems.

Transport for the South East wants to see affordable, simple, and integrated fares, including multi-operator and multi-modal ticketing, capped daily rates, and concessionary offers that make public transport the right choice for more people.

Scheme mapping and lists

The following pages display all interventions grouped under the Inclusion and Integration Mission.

The first page maps these interventions across the Transport for the South East area (figure 6). An interactive StoryMap is available at this link.

The second lists them in full (table 5), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 6: Inclusion and Integration interventions

An interactive StoryMap is available at this link.

Inclusion and Integration Mission

Table 5: List of Inclusion and Integration themes and interventions

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Better integrated hubs	BH01	Strood Rail Interchange Upgrade	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	BH02	Integrated Maidstone Stations	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	BH03	Eastbourne/Polegate Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	BH04	Three Bridges Strategic Mobility Hub	Medium-term	Powers/Consents	1, 2, 3, 5, 6, 7, 8	
	BH05	Falmer Strategic Mobility Hub	Short-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	BH06	A27/A23 Patcham Interchange Strategic Mobility Hub	Medium-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	BH07	Shoreham Strategic Mobility Hub	Short-term	Pre-SOBC	1, 3, 6, 8	
	BH08	Southsea Transport Hub	Short-term	Pre-SOBC	1, 3, 6, 8	
	BH09	Cosham Station Mobility Hub	Short-term	SOBC	1, 2, 5, 6, 7, 8	
	BH10	Tipner Transport Hub (M275 Junction 1)	Medium-term	SOBC	1, 3, 6, 8	
	BH11	Fareham Station Mobility Hub	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	BH12	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	BH13	M27 Junction 7/8 Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	BH14	M27 Junction 9 Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	BH15	Global Policy Intervention: Transport Integration		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	
Inclusive infrastructure	IN01	Global Policy Intervention: Local Bus Enhancements		Ongoing	1, 2, 5, 6, 7, 8	
Fares and ticketing	FT01	Global Policy Intervention: Public Transport Fares		Ongoing	1, 2, 5, 6, 7, 8	

Decarbonisation Mission

Transport is the largest contributor to greenhouse gas emissions in both the region and the country. The mission statement for decarbonisation is:

"We will support the South East's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve the environment and quality of life."

The transition to a zero-carbon mobility system is essential not just for meeting climate commitments, but for delivering cleaner air, lower operating costs, and more sustainable communities. To achieve this will require adherence to a carbon "budget" to manage the trajectory to the final goal.

This will require action across all modes, alongside behavioural change and investment in cleaner energy sources to provide the green energy required.

Key themes for decarbonisation are:

1. Zero and low Emission Vehicles

Supporting the shift to electric vehicles is essential to decarbonise private and fleet transport, including HGVs and non road mobile machinery. This means rolling out charging infrastructure at scale, particularly in rural and suburban areas, to reduce range anxiety and enable full adoption of electric vehicles.

Alongside this, the South East must continue to lead on the uptake of zero and low emission vehicles and invest in systems for battery reuse, renewal and recycling to create a circular economy in vehicle manufacture and operation.

2. Railway decarbonisation

The South East features several railway lines that remain unelectrified, creating both operational inefficiencies and ongoing reliance on diesel traction.

A tiered approach is needed. Overhead line electrification remains the gold standard for long-distance high-speed passenger services and freight. This includes the cross-country corridor from the South Coast to the Midlands.

Battery technology is emerging as a viable solution for shorter, slower passenger routes such as branch lines and semi-urban networks. Sustainable fuels may offer a transition solution, particularly for freight. Third rail electrification is unlikely to be supported by regulators for new deployment.

We support a strategic, corridor-based approach to electrification and wider decarbonisation, including on lines such as: Hastings–Ashford, the Oxted Line, North Downs Line, Redhill–Tonbridge Line, Wessex Main Line, Marshlink Line, West of England Line, Berks and Hants Line, and Reading–Basingstoke Line.

3. Behaviour change & demand management

Decarbonisation is not just about new vehicles, it is also about smarter journeys. We support the promotion of sustainable travel options through behaviour change campaigns and better marketing of alternatives.

Digital connectivity also has a key role to play in potentially reducing the need to travel by providing virtual access to work, education and services. In the longer term it is right to explore options for a national road user charging framework that is equitable, practical, and aligned with the shift away from fuel duty.

4. Ferry decarbonisation

Many of the South East's island, estuarial, and coastal communities depend on ferry services but most are still powered by fossil fuels.

We support investment in the transition of ferry operations to low-carbon fuels, including hybrid and electric vessels and cleaner alternatives for inland waterways. Shore-side power supply infrastructure will be key to supporting this shift and minimising emissions in sensitive port environments.

5. Power supply

Decarbonisation across all modes depends on a resilient and low-carbon power supply.

There is a need to plan ahead to ensure that energy demand for EVs, electric rail, and shore-side port operations can be met by clean electricity, delivered where and when it's needed. This requires joined-up thinking between the transport and energy sectors, as well as investment in local grid capacity and smart charging solutions.

Furthermore, some parts of the transport system are already under strain due to local and regional power distribution challenges (e.g. parts of the rail network), and Transport for the South East wishes to see these supplies strengthen to boost resilience.

6. Beyond transport

A zero-carbon transport system cannot exist in a vacuum. It must be embedded within wider decarbonisation efforts across housing, biodiversity, energy, land use, and digital connectivity.

Critically, transport decarbonisation must be integrated with other policy areas, ensuring joined-up outcomes for people, places, and the planet.

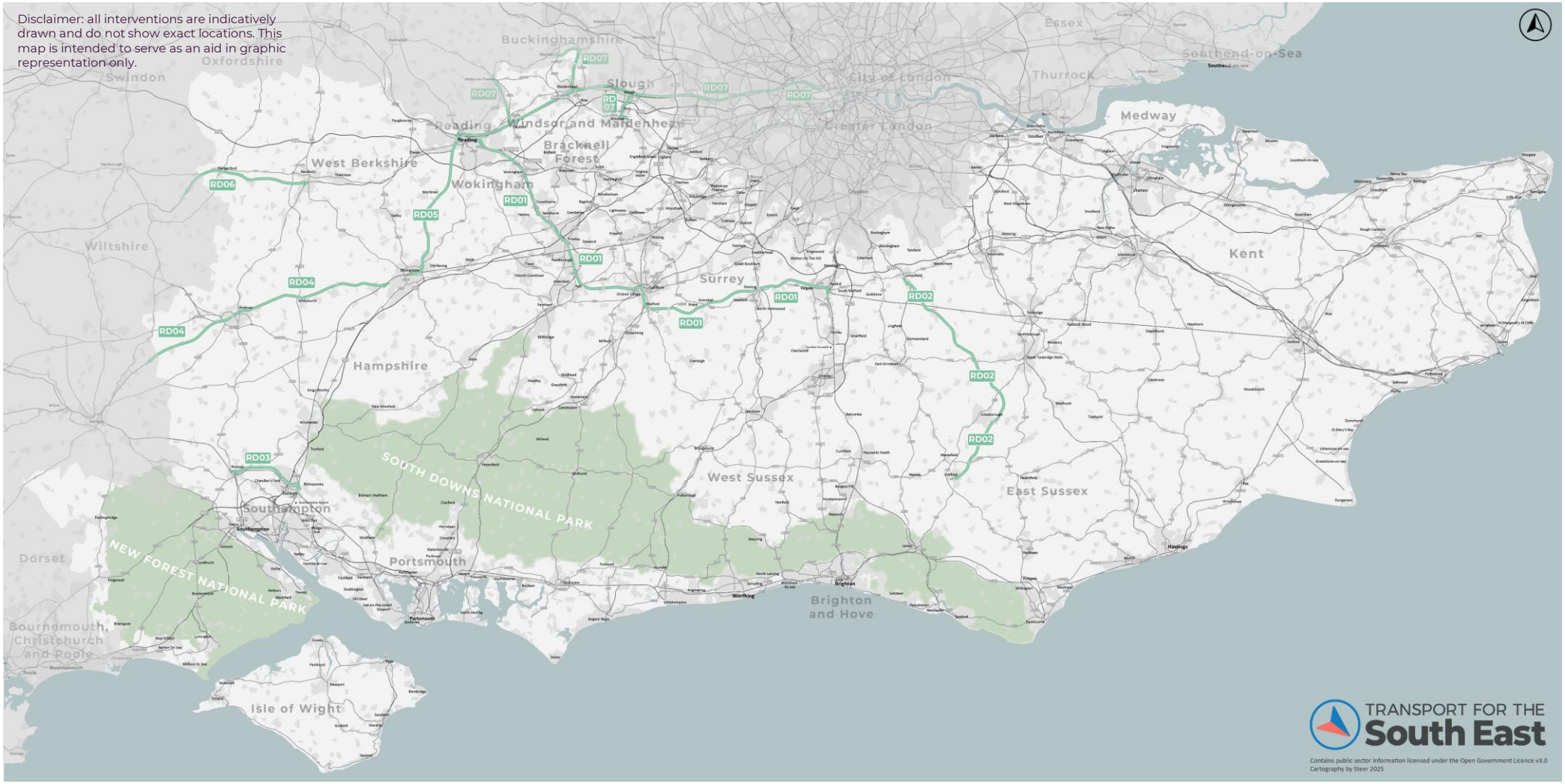
Scheme mapping and lists

The following pages display all interventions grouped under the Decarbonisation Mission.

The first page maps these interventions across the Transport for the South East area (figure 7). An interactive StoryMap is available at this link.

The second lists them in full (table 6), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 7: Decarbonisation interventions



An interactive StoryMap is available at this link.

Decarbonisation Mission

Table 6: List of Decarbonisation themes and interventions

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Zero and Low Emission Vehicles	LE01	Global Policy Intervention: Fuel Decarbonisation		Ongoing	1, 2, 3, 5, 6, 7, 8	
Railway decarbonisation	RD01	North Downs Line Electrification	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	RD02	Uckfield Branch Line (Hurst Green - Uckfield) Electrification	Long-term	Paused	1, 2, 5, 6, 7, 8	
	RD03	Eastleigh - Romsey to Salisbury Line Electrification	Long-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	RD04	West of England Main Line (Basingstoke to Salisbury) Electrification	Long-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	RD05	Reading - Basingstoke Enhancements	Long-term	SOBC	1, 2, 5, 6, 7, 8	
	RD06	Newbury – Taunton Electrification	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	RD07	Thames Valley Branch Line Decarbonisation	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
Behaviour change & demand management	BC01	Global Policy Intervention: Virtual Access		Ongoing	1, 2, 3, 5, 6, 7, 8	
	BC02	Global Policy Intervention: Road User Charging		Ongoing	1, 3, 5, 6, 8	
Ferry decarbonisation	FD01	Global Policy Intervention: Ferry Decarbonisation		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	
Power supply	PS01	Global Policy Intervention: Energy Decarbonisation		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	

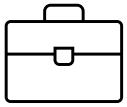
TRANSPORT FOR THE South East

Benefits of investment

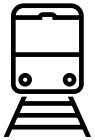
Overview

This chapter present the benefits and costs of delivering the Strategic Investment Plan.

With a total capital cost of £35 billion over 25 years – about £1.5 billion a year – delivery of the interventions in this plan could deliver:

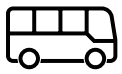


35,000 additional new jobs



260,000 more rail trips each weekday

An additional £6 billion in GVA each year by 2050



More than one million more bus, ferry and mass transit trips each weekday

1.1 mega tonnes less CO_2 equivalents emitted between now and 2050

1.4 million fewer car trips each weekday

Benefits and costs by sub-region

Our appraisal of benefits and costs is presented at a sub-regional 'place based' level. We set out capital costs, outcomes and wider socio-economic and environmental benefits.

Schemes that are located outside of the TfSE area, (e.g. Bakerloo Line Extension), have not been included in the SIP costs. However, the benefits of these schemes will be realised within the TfSE area so they are included in the programme to show TfSE's support and to acknowledge the role they play in delivering the missions.

Each sub-region consists of a coherent place-based geography, aligning to the geographies of emerging or likely Mayoral Strategic Authorities or ceremonial counties. These are:

- **Hampshire and the Solent:** comprising current existing LTAs of Hampshire County Council, Isle of Wight Council, Portsmouth City Council, and Southampton City Council.
- **Sussex and Brighton:** comprising Brighton & Hove City Council, East Sussex County Council and West Sussex County Council.
- **Kent and Medway:** comprising Kent County Council and Medway Council.
- **Surrey:** comprising Surrey County Council only, until April 2027 when the new unitary authorities of East and West Surrey become operational.
- **Berkshire:** comprising current existing LTAs of Bracknell Forest Council, Reading Borough Council, Royal Borough of Windsor and Maidenhead, Slough Borough Council, West Berkshire Council, and Wokingham Council.

Methodology

The benefits of the Strategic Invesment Plan programme of interventions have been estimated using Transport for the South East's South East Economy and Land Use Model (SEELUM). This is a transport and land use model that simulates the interaction of transport, people, employers, and land use over periods of time. It provides estimates at a sub-regional level using different approaches and calculations to local models at a scheme level.

SEELUM produces detailed reports on:

- changes in number of households, population and the workforce
- changes in employment (jobs filled) and unemployment rates
- changes on 'tailpipe' CO_2 equivalent emissions from transport
- changes to travel patterns, volumes and mode shares
- time-savings benefits for appraisal and impacts on productivity

To model the impacts of interventions in each sub-region in SEELUM, adjustments are made to:

- Generalised Journey Times (GJTs): (a weighted measure of travel, waiting and transfer / interchange times)
- characteristics of links on the road and railway network (notably capacity).

To model the policy interventions, we have adjusted GJTs between locations by mode. For example, to model a potential reduction in public transport fares, we reduced the GJTs for bus services across the South East.

Interventions were modelled in SEELUM from a base year of 2023 and run for 27 years to 2050. The results are presented as a comparison to a "business as usual" scenario, aligned with population and employment growth and distribution assumptions from Department from Transport's National Trip End Model.

More detail is provided in the SEELUM2 Modelling Report which can be provided on request.

Methodology

Capital cost estimates have been prepared to a level of detail commensurate with the maturity of the design of the packages of interventions. These are early stage cost estimates and verified estimates will be built up as each scheme is further developed.

Items and quantities have been priced using historic project data and industry standard published data, with adjustments made to capture the influence that quantity, access, time constraints, site location and conditions will have on labour, plant and materials input costs.

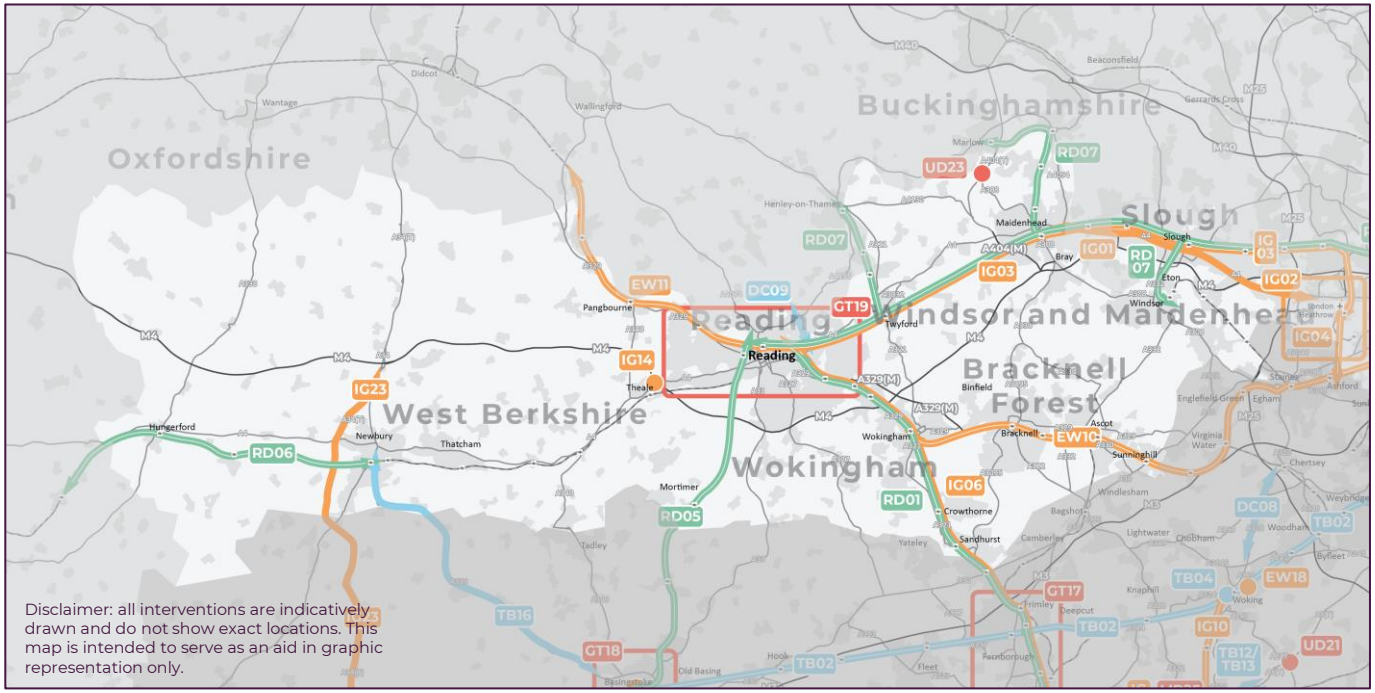
A contingency has been added for minor items that have not been measured. Allowances have been made for main contractors' preliminaries, overhead and profit, temporary works, traffic management, professional fees and development costs where required. To reflect the maturity of the design a risk allowance has been applied.

Highways maintenance and renewals expenditure assumptions have been extrapolated from National Highways capital expenditure on maintenance and renewals in the South-East region between 2015 and 2023.

Rail maintenance and renewals expenditure assumptions have been extrapolated from Network Rail capital expenditure on renewals and enhancements in the Southern area between 2019 and 2024.

Benefits and costs – Berkshire

Figure 8: Map of Strategic Investment Plan interventions in Berkshire



Strategic Investment Priorities

- Sustainable connectivity to Heathrow Airport, including delivery of western rail access to Heathrow Airport.
- Major enhancement for North Downs and Reading to Waterloo Lines to improve rail connectivity to Gatwick Airport and to London.
- Delivery of a comprehensive mass transit network for Reading and surrounding area to support major housing and commercial development.
- Multi-modal scheme package to improve connectivity between the M3 and M4 corridors and resilience of the M25 South West Quadrant.
- Electrify the Reading to Basingstoke Line for sustainable logistics and passenger travel.

Table 7: Benefits and cost of Strategic Investment Plan for Berkshire

Benefits and costs	Change
Daily car trips	**-155k**
Daily active travel trips	**+10k**
Daily bus, ferry and mass transit trips	**+135k**
Daily rail trips	**+15k**
Additional full time-equivalent jobs filled by 2050	**+5k**
Gross Value Added (GVA) per annum in 2050	**+£300m**
Change in emissions in 2050 (tonnes CO_2e)	**-85k**
Construction investment (capital mid-cost estimate in 2025 prices)	**£5bn**

All figures are rounded to nearest:
- 5,000 weekday trips.
- 5,000 new jobs
- £50 million for GVA.
- 5,000 tonnes CO_2e.
- £1 billion for construction investment costs.

These are applicable for all subsequent tables.

An interactive StoryMap is available at this link.

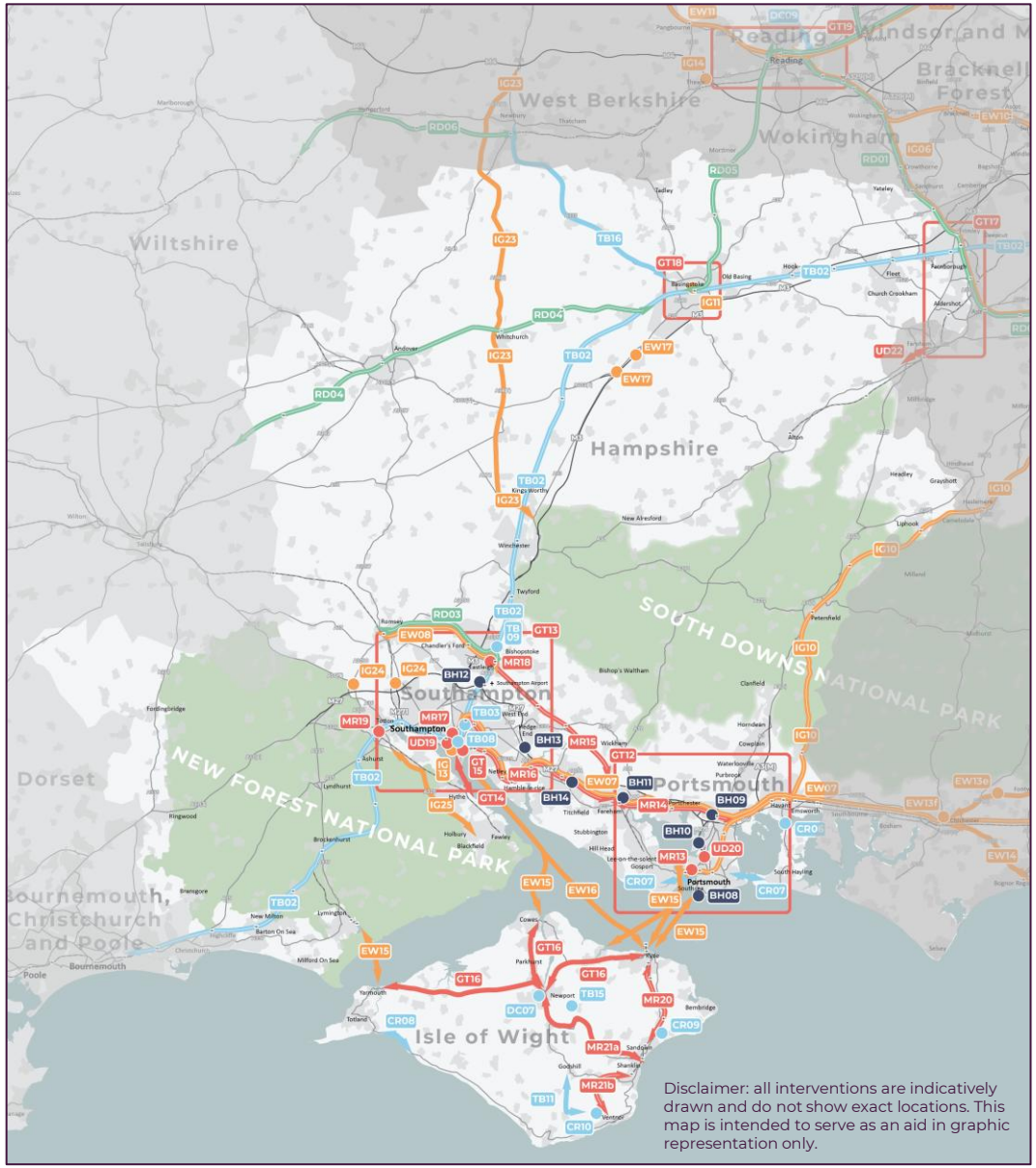
Benefits and costs – Berkshire

Table 8: Strategic Investment Plan interventions in Berkshire

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW10** Reading to Waterloo Service Enhancements	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB16** A339 Newbury - Basingstoke Safety Enhancements	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **IG01** A4 Reading - Maidenhead - Slough - Heathrow Airport Mass Rapid Transit	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **DC09** New Thames Crossing East of Reading	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **IG03** Western Rail Link to Heathrow	• **GT19** Reading Mass Rapid Transit		• **FD01** Global Policy Intervention: Ferry Decarbonisation	
• **IG06** North Downs Line - Service Level and Capacity Enhancements	• **UD23** A404 Bisham Junction (pipeline)		• **PS01** Global Policy Intervention: Energy Decarbonisation	
• **IG17** Theale Strategic Rail Freight Terminal			• **RD01** North Downs Line Electrification	
• **IG23** A34 Junction and Safety Enhancements			• **RD05** Reading - Basingstoke Enhancements	
			• **RD06** Newbury – Taunton Electrification	
			• **RD07** Thames Valley Branch Line Decarbonisation	

Benefits and costs – Hampshire and the Solent

Figure 9: Map of Strategic Investment Plan interventions in Hampshire and the Solent



An interactive StoryMap is available at this link.

Strategic Investment Priorities

- Deliver mass transit solutions for Southampton and surrounding area and South East Hampshire, including Portsmouth, providing improved access to key destinations and supporting sustainable growth.
- Improve rail freight connectivity to and from the Port of Southampton and improved passenger connectivity across the Solent Freeport area, including Southampton Airport and Portsmouth Port.
- Support more affordable bus, ferry and mass transit services with longer operating hours in the sub-region.
- Deliver a network of mobility hubs along the M27 corridor to better integrate road, rail, bus and micro-mobility to reduce congestion and support sustainable housing and commercial development.
- Improve the connectivity and resilience of the Isle of Wight's transport network to improve access to employment opportunities and key services, and support sustainable growth.

Table 9: Benefits and cost of Strategic Investment Plan for Hampshire and the Solent

Benefits and costs	Change
Daily car trips	**-380k**
Daily active travel trips	**+10k**
Daily bus, ferry and mass transit trips	**+290k**
Daily rail trips	**+95k**
Additional full time-equivalent jobs filled by 2050	**+15k**
Gross Value Added (GVA) per annum in 2050	**+£2.3bn**
Change in emissions in 2050 (tonnes CO_2e)	**-350k**
Construction investment (capital mid-cost estimate in 2025 prices)	**£10bn**

Table 10: Strategic Investment Plan interventions in Hampshire and the Solent (1 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW07** West Coastway Faster Services	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB02** South West Main Line Digital Signalling	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **EW08** West of England Service Enhancements	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB03** South West Main Line Mount Pleasant Level Crossing Removal	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **EW11** Cross Country Service Enhancements	• **MR13** Portsmouth Station Platforms	• **TB04** South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements	• **FD01** Global Policy Intervention: Ferry Decarbonisation	• **BH08** Southsea Transport Hub
• **EW15** Isle of Wight Ferry Service Enhancements	• **MR14** Fareham Loop / Platform	• **TB08** Northam Rail Bridge Replacement and Enhancement (MRN)	• **PS01** Global Policy Intervention: Energy Decarbonisation	• **BH09** Cosham Station Mobility Hub
• **EW16** New Summer Route - Ryde to Southampton	• **MR15** Botley Line Double Tracking	• **TB11** Highway Widening between Ventnor and Godshill via Whitwell	• **RD03** Eastleigh - Romsey to Salisbury Line Electrification	• **BH10** Tipner Transport Hub (M275 Junction 1)
• **IG10** Portsmouth Direct Line - Line Speed Enhancements	• **MR16** Netley Line Signalling and Rail Service Enhancements	• **TB15** New Gyratory at Down End, Newport	• **RD04** West of England Main Line (Basingstoke to Salisbury) Electrification	• **BH11** Fareham Station Mobility Hub
• **IG11** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	• **MR17** Southampton Central Station Upgrades	• **TB16** A339 Newbury - Basingstoke Safety Enhancements	• **RD05** Reading - Basingstoke Enhancements	• **BH12** M27 Junction 5 / Southampton Airport Strategic Mobility Hub

Table 10: Strategic Investment Plan interventions in Hampshire and the Solent (2 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG13** Better Rail Access to Port of Southampton	• **MR18** Eastleigh Station Platform Flexibility	• **DC07** Newport Junction Improvements - Further Phase		• **BH13** M27 Junction 7/8 Strategic Mobility Hub
• **IG23** A34 Junction and Safety Enhancements	• **MR19** South West Main Line - Totton Level Crossing Removal	• **CR06** Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries		• **BH14** M27 Junction 9 Strategic Mobility Hub
• **IG24** Southampton Access (M27 Junction 2 and Junction 3)	• **MR20** Isle of Wight Railway Service Enhancements	• **CR08** Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay		
• **IG25** A326 Capacity Enhancements	• **MR21a** Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Newport)	• **CR09** Raising the height of Morton Road (A3055) Brading		
• **IT01** Isle of Wight Ferries Operating Hours and Frequency Enhancements	• **MR21b** Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Ventnor)	• **CR10** Major Bridging Scheme of the Graben, Ventnor		
• **EW17** M3 Junction 7 and 8 improvements	• **GT12** South East Hampshire Rapid Transit Future Phases	• **CR06** Langstone Bridge repairs		
	• **GT13** Southampton Mass Transit	• **TB09** Bishopstoke Road Railway Bridges		
	• **GT14** Solent Ferry Services			
	• **GT15** Southampton City Centre Placemaking			

Table 10: Strategic Investment Plan interventions in Hampshire and the Solent (3 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
	• **GT16** Isle of Wight Mass Transit System			
	• **GT17** Blackwater Valley Mass Rapid Transit			
	• **GT18** Basingstoke Mass Rapid Transit			
	• **UD19** West Quay Realignment			
	• **UD20** Portsmouth City Centre Road			

Benefits and costs – Kent and Medway

Figure 10: Map of Strategic Investment Plan interventions in Kent and Medway

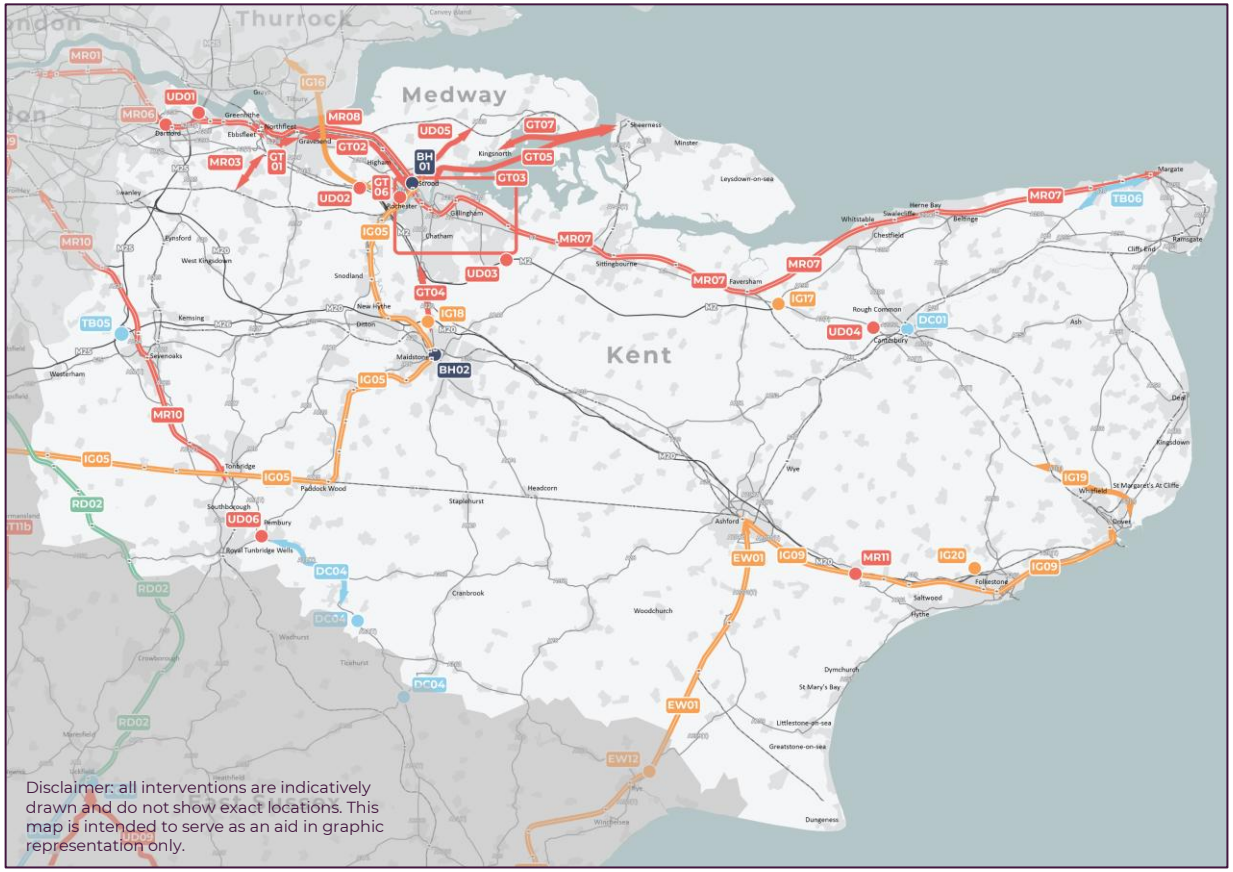


Table 11: Benefits and cost of Strategic Investment Plan for Kent and Medway

Benefits and costs	Change
Daily car trips	-280k
Daily active travel trips	+40k
Daily bus, ferry and mass transit trips	+195k
Daily rail trips	+45k
Additional full time-equivalent jobs filled by 2050	+5k
Gross Value Added (GVA) per annum in 2050	+£400m
Change in emissions in 2050 (tonnes CO_2e)	-150k
Construction investment (capital mid-cost estimate in 2025 prices)	£10bn

Strategic Investment Priorities

- Integrate the Lower Thames Crossing with the Strategic/Major Road Network to increase capacity and resilience between Channel Ports and the UK.
- Direct rail services to Mainland Europe from Kent's international stations, and additional rail services to Gatwick Airport supported by new infrastructure.
- Better connect North Kent and Medway with London by rail to open up sites for housing and commercial development.
- Deliver an integrated mass transit system for Medway and the surrounding area that builds on the success of neighbouring Fastrack to support sustainable growth.
- Tackle bottlenecks on the highway network to increase transport resilience and unlock growth.

An interactive StoryMap is available at this link.

Table 12: Strategic Investment Plan interventions in Kent and Medway (1 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **IG05** Gatwick - Kent Service Enhancements	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB05** M25 Junction 5 Enhancements	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **IG09** High Speed 1 - Dollands Moor Connection	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB06** A28 North Thanet Link (MRN)	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **IG15** Rail Freight Gauge Clearance Enhancements	• **MR01** Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	• **DC01** Canterbury Rail Chord	• **FD01** Global Policy Intervention: Ferry Decarbonisation	• **BH01** Strood Rail Interchange Upgrade
• **IG16** Lower Thames Crossing	• **MR03** High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	• **DC04** A21 Kippings Cross - Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	• **PS01** Global Policy Intervention: Energy Decarbonisation	• **BH02** Integrated Maidstone Stations
• **IG17** A2 Brenley Corner Enhancements	• **MR06** Dartford Station Remodelling/Relocation			
IG18 A229 Blue Bell Hill Improvement Scheme	• **MR07** North Kent Line / Chatham Main Line - Line Speed Enhancements			

Table 12: Strategic Investment Plan interventions in Kent and Medway (2 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG19** A2 Dover Access	• **MR08** North Kent Line Service Enhancements			
• **IG20** Increasing Rail Freight for International Goods Movements	• **MR10** South Eastern Main Line Chislehurst - Tonbridge Capacity Enhancements			
	• **MR11** Otterpool Park/Westenhanger Station Additional Platform			
	• **GT01** Fastrack Expansion - Northfleet to Gravesend			
	• **GT02** Gravesend to Medway Bus Priority Corridor			
	• **GT03** Medway Mass Transit			
	• **GT04** Medway - Maidstone Bus Priority			
	• **GT05** Medway Passenger Ferry Infrastructure & Services			
	• **GT06** Strood Riverside Multimodal Hub			
	• **GT07** Queensborough Passenger Ferry Infrastructure & Services			

Table 12: Strategic Investment Plan interventions in Kent and Medway (3 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
	• **UD01** M25 Junction 1a Enhancements			
	• **UD02** M2 Junction 1 Enhancements			
	• **UD03** M2 Junction 4 Enhancements			
	• **UD04** A2 Canterbury Junctions Enhancements			
	• **UD05** A228 Hoo Peninsula Enhancements			
	• **UD06** A228-A264 corridor between Medway Valley and Tunbridge Wells			

Benefits and costs – Surrey

Figure 11: Map of Strategic Investment Plan interventions in Surrey

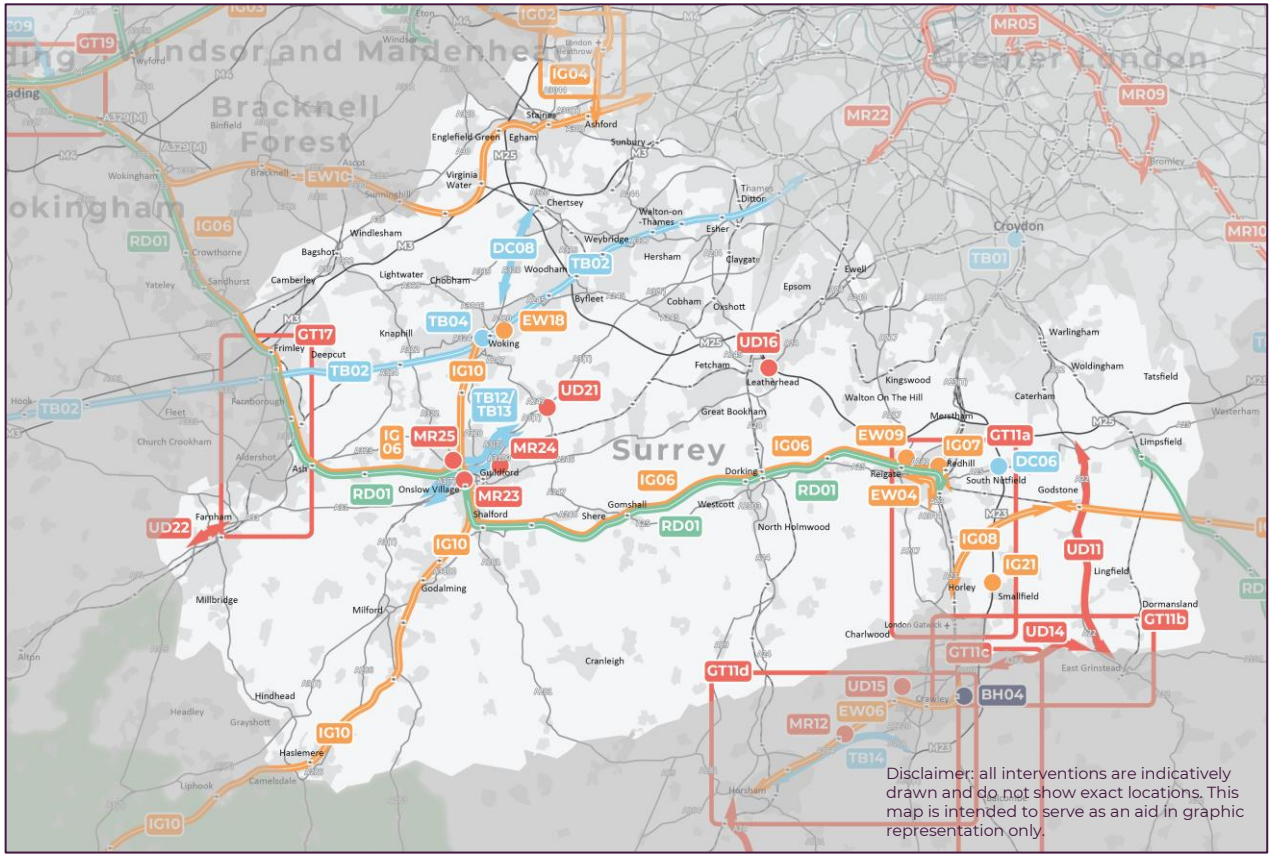


Table 13: Benefits and cost of Strategic Investment Plan for Surrey

Benefits and costs	Change
Daily car trips	-215k
Daily active travel trips	+20k
Daily bus, ferry and mass transit trips	+155k
Daily rail trips	+50k
Additional full time-equivalent jobs filled by 2050	+5k
Gross Value Added (GVA) per annum in 2050	+£750m
Change in emissions in 2050 (tonnes CO_2e)	-105k
Construction investment (capital mid-cost estimate in 2025 prices)	£5bn

An interactive StoryMap is available at this link.

Strategic Investment Priorities

- Improve public transport connectivity to and from Heathrow Airport by bus and a southern rail link, also enabling through-services from London to Surrey and North Hampshire.
- Enhance interurban connectivity, integration and reliability on radial rail routes to and from London - the South West Main Line (including Woking Victorian Arches), the Waterloo-Reading Line (including improved integration with the Ascot-Ash Vale Line).
- Enhance strategic, orbital, inter-urban rail connectivity on the North Downs Line, including enhanced services to and from Gatwick Airport.
- Deliver a long-term solution for the A3 in Guildford to improve highway network resilience and support sustainable growth locally.
- Deliver a comprehensive mass transit network for the Blackwater Valley to support major housing and commercial development.

Benefits and costs – Surrey

Table 14: Strategic Investment Plan interventions in Surrey (1 of 2)

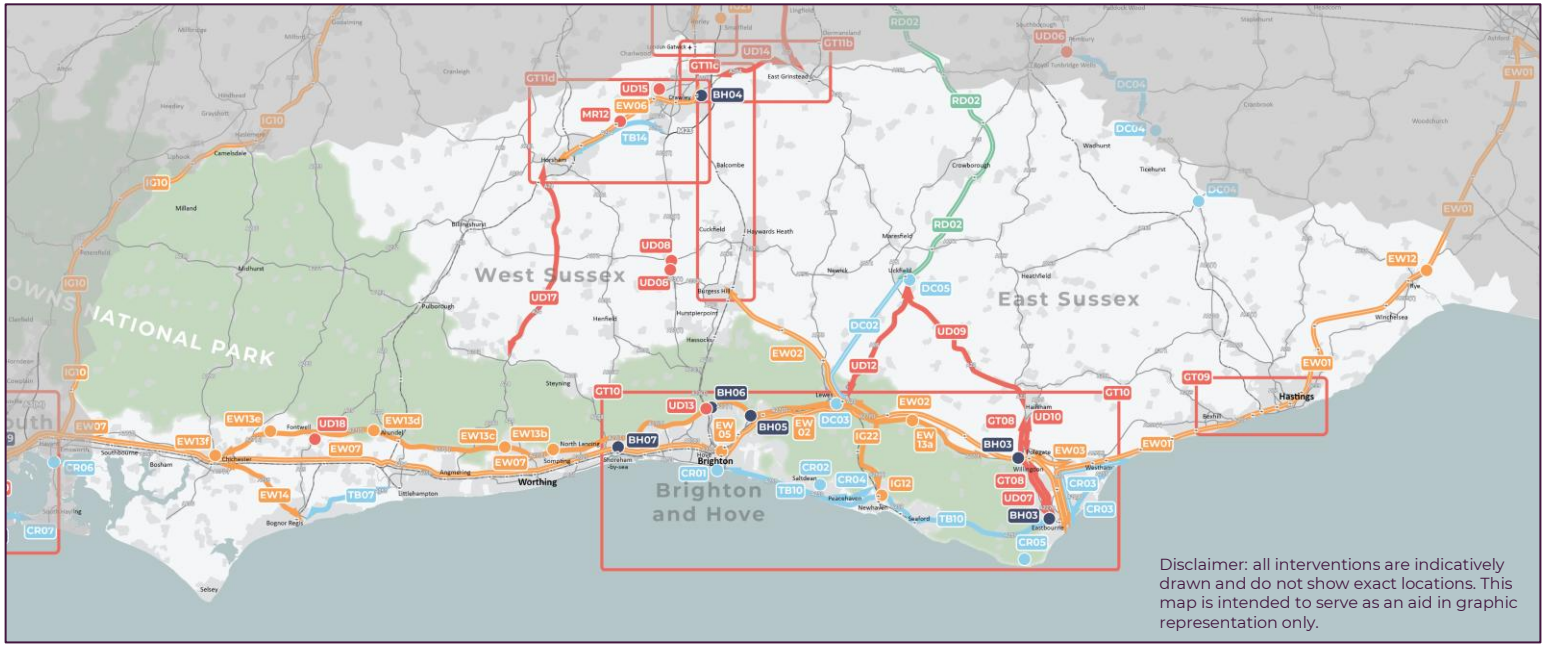
Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW04** Brighton Main Line - Reinstate Cross Country Services	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB02** South West Main Line Digital Signalling	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **EW09** Reigate Station Upgrade	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB04** South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **EW10** Reading to Waterloo Service Enhancements	• **MR12** New Station to the North East of Horsham	• **TB12** A3 Guildford Local Traffic Segregation	• **FD01** Global Policy Intervention: Ferry Decarbonisation	
• **EW11** Cross Country Service Enhancements	• **MR23** Guildford Station Upgrade	• **TB13** A3 Guildford Long Term Solution	• **PS01** Global Policy Intervention: Energy Decarbonisation	
• **IG02** Heathrow Bus Rapid Transit	• **MR24** New Station Guildford East (Merrow)	• **DC06** M23 Junction 8a New Junction and Redhill Link Road	• **RD01** North Downs Line Electrification	
• **IG04** Southern Rail Link to Heathrow	• **MR25** New Station Guildford West (Park Barn)	• **DC08** A320 North Corridor (MRN & HIF)	• **RD02** Uckfield Branch Line (Hurst Green - Uckfield) Electrification	
• **IG05** Gatwick - Kent Service Enhancements	• **GT11a** Fastway Extension (Crawley - Redhill)			
• **IG06** North Downs Line - Service Level and Capacity Enhancements	• **GT11b** Fastway Extension (Crawley - East Grinstead)			

Table 14: Strategic Investment Plan interventions in Surrey (2 of 2)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG07** Redhill Station Upgrade	• **GT11c** Fastway Extension (Haywards Heath - Burgess Hill)			
• **IG08** Redhill Aerodrome Chord	• **GT11d** Fastway Extension (Crawley - Horsham)			
• **IG10** Portsmouth Direct Line - Line Speed Enhancements	• **GT17** Blackwater Valley Mass Rapid Transit			
• **IG11** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	• **UD11** A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements			
• **EW17** Woking Station and Capacity Upgrades	• **UD16** A24/A243 Knoll Roundabout and M25 J9A (MRN pipeline)			
• **EW18** Woking Station and Capacity Upgrades	• **UD17** A24 Horsham - Dorking Improvements			
	• **UD21** A3/A247 Ripley South (pipeline)			
	• **UD22** A31 Farnham Corridor			

Benefits and costs – Sussex and Brighton

Figure 12: Map of Strategic Investment Plan interventions in Sussex and Brighton



Strategic Investment Priorities

- Whole-corridor solutions for major orbital rail (West Coastway, East Coastway and Marsh Link) and road corridors (A27, A259 and the southern end of A26) to improve strategic connectivity including to international gateways and major conurbations, as well as attracting and opening up development.
- Deliver Brighton and East Sussex Mass Transit to support sustainable growth and address pockets of transport related social exclusion.
- Improve the resilience of the Brighton Main Line and work together to build parallel corridors. This will enhance capacity to open-up new developments.
- Fastway expansion to support sustainable growth and improve inter-urban local connectivity, including to and from Gatwick Airport.
- Targeted improvements along the A21 and the area's north-south Major Road Network to address resilience bottlenecks, safety hotspots, and to open sites for sustainable development.

Table 15: Benefits and cost of Strategic Investment Plan for Sussex and Brighton

Benefits and costs	Change
Daily car trips	**-315k**
Daily active travel trips	**+25k**
Daily bus, ferry and mass transit trips	**+240k**
Daily rail trips	**+60k**
Additional full time-equivalent jobs filled by 2050	**+20k**
Gross Value Added (GVA) per annum in 2050	**+£2.05bn**
Change in emissions in 2050 (tonnes CO_2e)	**-215k**
Construction investment (capital mid-cost estimate in 2025 prices)	**£5bn**

An interactive StoryMap is available at this link.

Table 16: Strategic Investment Plan interventions in Sussex and Brighton (1 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW01** High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB07** A259 Bognor Regis to Littlehampton Enhancement (MRN)	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **EW02** East Coastway Line - Faster Services	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB09** A259 South Coast Road Corridor Eastbourne - Brighton (MRN & BSIP)	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **EW03** Willingdon Rail Chord	• **GT08** Eastbourne/Wealden Mass Rapid Transit	• **TB14** A264 Horsham - Pease Pottage Carriageway Enhancements	• **FD01** Global Policy Intervention: Ferry Decarbonisation	• **BH03** Eastbourne/Polegate Strategic Mobility Hub
• **EW04** Brighton Main Line - Reinstate Cross Country Services	• **GT09** Hastings/Bexhill Mass Rapid Transit	• **DC02** Uckfield - Lewes Wealden Line Reopening (Traction and Capacity Enhancements)	• **PS01** Global Policy Intervention: Energy Decarbonisation	• **BH04** Three Bridges Strategic Mobility Hub
• **EW05** Brighton Station Additional Platform	• **GT10** Sussex Coast Mass Rapid Transit	• **DC03** Uckfield - Lewes Wealden Line Reopening (Reconfiguration at Lewes)	• **RD02** Uckfield Branch Line (Hurst Green - Uckfield) Electrification	• **BH05** Falmer Strategic Mobility Hub
• **EW06** Arun Valley Line - Faster Services	• **GT11a** Fastway Extension (Crawley - Redhill)	• **DC05** A22 Uckfield Bypass Enhancements		• **BH06** A27/A23 Patcham Interchange Strategic Mobility Hub
• **EW07** West Coastway Faster Services	• **GT11b** Fastway Extension (Crawley - East Grinstead)	• **CR01** A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)		• **BH07** Shoreham Strategic Mobility Hub

Table 16: Strategic Investment Plan interventions in Sussex and Brighton (2 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **EW12** A259 Level Crossing Removals	• **GT11c** Fastway Extension (Haywards Heath - Burgess Hill)	• **CR02** A259 (East Saltdean) Resilience Scheme		
• **EW13a** A27 Lewes - Polegate	• **GT11d** Fastway Extension (Crawley - Horsham)	• **CR03** Eastbourne - Pevensey Bay A259 Resilience Scheme (Road & Rail)		
• **EW13b** A27 Worthing and Lancing Improvement	• **UD07** A2270/A2101 Corridor Movement and Access Package (MRN pipeline)	• **CR04** Rushey Hill (between Peacehaven/Newhaven) Resilience Scheme		
• **EW13c** A27 Worthing (Long Term Solution)	• **UD08** A23 Hickstead and Bolney Junction Enhancements	• **CR05** Beachy Head (Birling Gap)		
• **EW13d** A27 Arundel Enhancements	• **UD09** A22 Corridor Package (MRN)			
• **EW13e** A27 Tangmere Enhancements	• **UD10** A22 Corridor - Hailsham to Uckfield (MRN pipeline)			
• **EW13f** A27 Chichester Improvements	• **UD11** A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements			
• **EW14** A259 Chichester - Bognor Regis Enhancement (MRN pipeline)	• **UD12** A26 Lewes - Uckfield Enhancements			

Table 16: Strategic Investment Plan interventions in Sussex and Brighton (3 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG05** Gatwick - Kent Service Enhancements	• **UD13** Brighton & Hove A27 Junction Improvements			
• **IG12** Newhaven Port Capacity and Rail Freight Interchange Upgrades	• **UD14** A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure			
• **IG21** M23 Junction 9 Enhancements - Gatwick	• **UD15** Crawley Western Link Road and Active Travel Infrastructure			
• **IG22** A26 Lewes - Newhaven Realignment and Junction Enhancements	• **UD18** A29 Realignment including combined Cycleway and Footway			

Regional benefits and costs

The table below brings together benefits and costs for each of the sub-regions as well as the total benefits and costs of the Strategic Investment Plan presented as a comparison to a "business as usual" scenario.

Table 17: Sub regional benefits and costs (2025 prices)

Sub-regions	Strategic Investment Plan	Berkshire	Hampshire and Solent	Kent and Medway	Surrey	Sussex & Brighton
Daily car trips	**-1,345k**	**-155k**	**-380k**	**-280k**	**-215k**	**-315k**
Daily active travel trips	**+105k**	**+10k**	**+10k**	**+40k**	**+20k**	**+25k**
Daily bus, ferry and mass transit trips	**+1,015k**	**+135k**	**+290k**	**+195k**	**+155k**	**+240k**
Daily rail trips	**+265k**	**+15k**	**+95k**	**+45k**	**+50k**	**+60k**
Additional full time-equivalent jobs filled by 2050	**+45k***	**+5k**	**+15k**	**+5k**	**+5k**	**+20k**
Gross Value Added (GVA) per annum in 2050**	**+£5.8bn**	**+£300m**	**+£2.35bn**	**+£400m**	**+£750m**	**+£2.05bn**
Change in emissions in 2050 (tonnes CO_2e)	**-905k**	**-85k**	**-350k**	**-150k**	**-105k**	**-215k**
Construction investment (capital mid-cost estimate in 2025 prices)	£35bn	£5bn	£10bn	£10bn	£5bn	£5bn

* Figures rounded to nearest: £5 billion for construction costs; £50 million for GVA; 5,000 new jobs; 5,000 tonnes CO_2e; and 5,000 weekday trips
** Total does not equal sum of the sub regions because of rounding

TRANSPORT FOR THE South East

Funding and financing

Overview

We know that our Strategic Investment Plan, which is both ambitious and capital intensive, needs to be underpinned by a pragmatic consideration of how it will be funded.

In common with other comparable infrastructure programmes, the Strategic Investment Plan's principal challenge will relate to funding. Addressing this will involve both making efficient use of government funds and identifying new and innovative approaches.

The benefits that would be generated through delivery of the Strategic Investment Plan suggest that there is a strong case for seeking a fair and proportionate contribution from the full spectrum of beneficiary groups.

This requires new and innovative tools that seek to monetise a share of the specific value that projects deliver for beneficiaries and can supplement or (eventually) replace traditional central government grant and local farebox for certain types of interventions.

However, we recognise that, if they are to have maximum impact, novel approaches may require either broader (e.g. nation-wide) reform or a degree of devolution of funding powers beyond that which the South East currently enjoys.

That being said, funding allocations for interventions within this Strategic Investment Plan will generally continue to be provided to delivery authorities (such as Network Rail, National Highways and LTAs) from consolidated government budgets that are themselves funded in the main part by general taxation and user revenues. There are additional grant programmes for other forms of transport such as mass transit, cycling and active travel, either in their own right or as part of broader funding competitions.

The continued existence of centralised funding for most types of interventions suggests that many of the programmes within the Strategic Investment Plan will continue to be funded, at least in part, from central sources, especially given the very strong case for investment in our region.

Strategic Investment Plan funding requirement in context

The future quantum of government funding that will be allocated to transport infrastructure (beyond current spending plans) is unknown.

Figure 13 compares phased costs of Strategic Investment Plan interventions with two illustrative future funding scenarios to demonstrate the ambition and deliverability of our plan.

- The first takes the National Infrastructure Commission recommendation[1], assuming 80% of the 1.3% of GDP spent nationally on infrastructure earmarked for transport and allocated to Transport for the South East on a per capita basis.
- The second assumes that existing Transport for the South East per capita transport expenditure is uplifted to the UK average.

In both scenarios, the funding requirements of the Strategic Investment Plan (including maintenance, renewals and other capital costs) could theoretically be met without private funding or financing. The second funding scenario has significantly more headroom.

Figure 13 also provides an estimation of outturn transport capital expenditure in the most recent five year block (2020-24). This data is for the former Government Office Region of the South East so is inflated by expenditure out of the TfSE area (e.g. East West Rail). However, it does show of level of investment required in the first five year block of the SIP (2025-2029) does not represent an unrealistic increase.

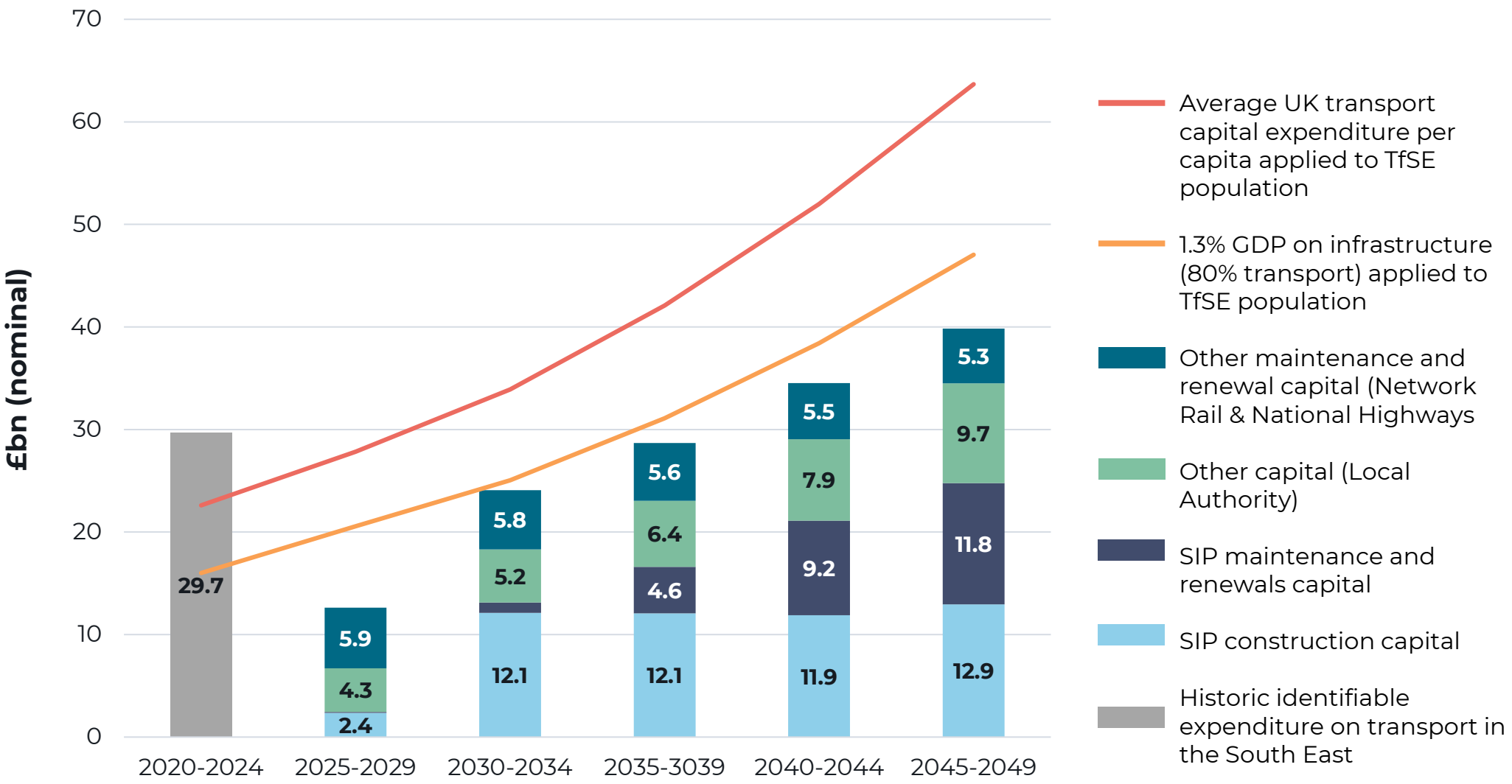
When forecasting Strategic Investment Plan costs, a number of assumptions were made to ensure a smooth spending profile until 2050:

- Any rail, SRN, or unprogrammed MRN schemes were moved back 5 years, excepting schemes under construction, starting after 2045 or airport access.
- MRT schemes over half a billion were programmed from 2035-2040. MRT schemes over 100 million are programmed from 2030-2035.
- Airport rail access schemes were programmed from 2030-2040.

1. In Autumn 2023, the National Infrastructure Commission published its second National Infrastructure Assessment. The assessment contained a recommendation for 1.3% of GDP to be spent on infrastructure for the 15-year period from 2025 to 2039 with 80% earmarked for transport.

Strategic Investment Plan funding requirement in context

Figure 13: Profile of investment requirements and 'affordable' funding profile



TRANSPORT FOR THE South East

Delivery

Transport for the South East's Role in Delivering the Strategic Investment Plan

Delivering this Strategic Investment Plan requires a coordinated, strategic approach to planning, prioritisation, and progress monitoring. To achieve this, Transport for the South East has established a clear framework for translating the strategy into actionable interventions and policies.

The Analytical Framework

This underpins the evidence base for all strategic decisions, from decarbonisation and electric vehicles to freight and economic assessments. Comprising data, models and tools, it is both a resource on which delivery partners can draw and also a core component of Transport for the South East's approach to strategy development, prioritisation, and monitoring. The framework will continue to evolve, ensuring decisions remain guided by robust, up-to-date data and analysis.

The Prioritisation Framework

Recognising the complexity of delivering schemes through various funding streams, Transport for the South East's Prioritisation Framework provides a structured methodology to rank Strategic Investment Plan schemes against criteria such as strategic fit, deliverability, and impact. This supports Transport for the South East in its role providing advice to government and also ensures resources can be directed in line with any prioritisation criteria.

Support for Delivery Partners

Transport for the South East works closely with partners to provide funding, resources, and technical tools to support scheme development. Key initiatives include:

- *Centre of Excellence*: Building capacity and technical expertise across the region.
- *Scheme Development Support*: Supporting the early stages of scheme development.

Monitoring, Reporting, and Refreshing

Progress is tracked through annual updates to the Delivery Action Plan and reported in Transport for the South East's Annual Report.

The Delivery Action Plan is a detailed route map for achieving the Strategic Investment Plan, especially for schemes prioritised for progress within the next three years. It clarifies responsibilities, resource requirements, and Transport for the South East's role in delivery. The plan is updated annually with partners to align with regional priorities. More detail is provided in the Updating the Strategic Investment Plan section on page 89.

Delivery partners

The delivery of this Strategic Investment Plan will require the collective effort of Transport for the South East and its partners. Transport for the South East's delivery approach is based on a clear understanding of the roles and responsibilities of each. The list below outlines how different delivery activities contribute to the broader strategic outputs necessary for achieving the Transport Strategy's missions.

Department for Transport	• Provides funding, sets policies, and makes regulatory changes needed for delivery. • The Department for Transport's support ensures alignment between national transport objectives and the priorities for the South East.
Local Transport Authorities	• Manage local roads, public transport, and active travel (like cycling and walking). • Develop and deliver transport projects, making sure local plans align with national priorities. • As new Mayoral Strategic Authorities are created, they will take on responsibility for local transport in their areas.
Local Planning Authorities	• Ensure new housing, jobs, and transport are planned together. • Develop local plans to help create well-connected, sustainable communities that support Transport for the South East's vision.
National Highways	• Government company that plans, designs, builds, operates and maintains England's motorways and major A roads (SRN), to make journeys safer, smoother and more reliable. • Priorities are safety, customers and delivery.
Network Rail and Great British Railways	• Manage rail infrastructure, operations and stations. • Align rail investment with regional priorities. • Aim to enhance rail connectivity, reliability, and support environmental goals like decarbonisation.
Active Travel England and Walk Wheel Cycle Trust	• Develop and promote walking and cycling infrastructure. • Key stakeholders on the Regional Active Travel Strategic Action Plan. • Integrate active travel into wider transport planning to create healthier, more connected communities.
Transport operators and port and airport owners	• Operates public transport services, ports, and airports. • Plays a key role in delivering better connections and transitioning to zero-emission fleets. • Addresses operational challenges and improves access to international gateway.
Industry bodies and interest groups	• Provides expertise and feedback on transport initiatives. • Helps ensure projects align with economic, social, and environmental objectives. • Supports collaboration and investment in projects that benefit the South East.

Monitoring and evaluation

The Strategic Investment Plan is a long-term plan and its outputs, outcomes and impacts will materialise incrementally through its 24 year time horizon and beyond.

Monitoring and evaluating the development delivery and benefits realisation of the Strategic Investment Plan will be delivered through updates to the Delivery Action Plan and the State of the Region Report.

The Delivery Action Plan is the detailed route map for achieving the Strategic Investment Plan, especially for schemes prioritised for progress within the next three years. It clarifies leadership responsibilities, resource requirements, and Transport for the South East's role in supporting delivery. Updated annually through partner collaboration, this plan remains dynamic and aligned with regional priorities. Progress on the delivery of individual schemes is reported in Transport for the South East's Annual Report.

The State of the Region Report is developed to show how the region is changing across key economic, social and environmental areas linked to transport.

Transport for the South East has committed to publish an updated State of the Region report every two years to demonstrate how the region continues to evolve. This will enable monitoring and evaluation of the Strategic Investment Plan in terms of scheme achievement of intended outputs, outcomes and impacts.

The second and most recent State of the Region report is optimised for assessing Strategic Investment Plan progress. It aligns each indicator to one of the Transport Strategy missions allowing progress monitoring of mission delivery.

We will also repeat our Regional Travel Survey every two years. This will enable us to track changes in travel behaviour over time and provide valuable data for the State of the Region report.

Updating the Strategic Investment Plan

Updates to the Strategic Investment Plan

Transport for the South East recognises the need to maintain the Strategic Investment Plan as a 'live' programme to account for:

- changes in funding and development status of Strategic Investment Plan interventions
- delivery or cancellation of Strategic Investment Plan interventions
- interventions for which the need no longer exists or has been addressed by alternative solutions
- emergence of new interventions for inclusion

These updates will be made annually using the following process:

1. Engagement with all LTAs and delivery partners to identify
    i. changes to existing Strategic Investment Plan interventions
    ii. new interventions for inclusion
2. Changes to existing Strategic Investment Plan interventions will be recorded in the Delivery Action Plan.
3. The three-stage option assessment process (described on page 11) is used for all new proposals firstly to test if the intervention is sufficiently strategic to be included in the Strategic Investment Plan.
4. The multi-criteria assessment framework is used to test mission alignment and performance against strategic, economic and delivery criteria (as all current Strategic Investment Plan interventions have been).
5. Depending on scale of intervention, appropriate quantitative analysis including updated modelling will be conducted to test the impact of new proposals.
6. Where new proposals show sufficient mission alignment and performance against strategic, economic and delivery criteria, they will be included (alongside the change to any existing Strategic Investment Plan interventions) in an updated Strategic Investment Plan, Delivery Action Plan and there will be annual reporting of the changes through the TfSE Annual Report.

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TRANSPORT FOR THE South East

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Integrated Sustainability Appraisal

Strategic Investment Plan

March 2026

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Non-Technical Summary

Transport for the South-East (TfSE) has updated its Strategic Investment Plan (SIP). The SIP provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment. It updates the previous SIP published in 2022.

In terms of sustainability policy in England, recent years have seen a growing emphasis on both environmental net gain and the need to decarbonise. Transport is the largest single contributor to greenhouse gas emissions in the UK. Development and operation of transport infrastructure and traffic have impacts on biodiversity and environmental quality (including air, water and soils).

This report sets out a summary of the Integrated Sustainability Appraisal (ISA) for the Transport Strategy, in addition to an updated assessment for the SIP. The ISA aims to identify and mitigate environmental and social impacts at a strategic level.

The South East of England is Britain's gateway to the world. Its dynamic economy, scenic landscapes, rich cultural heritage, and proximity to London and mainland Europe make it one of the most prosperous and desirable regions for living, working, and visiting in Britain. While parts of the TfSE Region are densely populated, large areas are highly designated for the biodiversity, heritage and landscape value and important for the sustainable growth of the Region.

Both the Strategy and the SIP have five 'missions' which set a route map for improving strategic connectivity, strengthening resilience, enhancing integration, decarbonising the transport system, and unlocking sustainable growth. They aim to deliver beneficial outcomes by reducing congestion and air pollution; providing affordable and accessible public transport; reducing the impacts of climate change; enabling better physical and mental health through active travel; and providing users with better access to jobs, education, leisure and other opportunities.

In order to deliver these missions, a number of interventions have been identified for investment. The majority of these were previously assessed as part of work undertaken for the recent Transport Strategy. Interventions that require new transport infrastructure can have significant negative effects on natural capital, biodiversity, historic environment, landscape, water, soils, air quality, noise and greenhouse gases. However, they can also deliver positive effects, including on the same sustainability aspects. Positive effects identified include air quality, greenhouse gases, safety, health, equalities and the economy.

New interventions and measures proposed in the updated SIP do not substantially change previous assessments undertaken. For many of the interventions, a precautionary approach is taken to the assessment. This considers the presence of sensitive environmental features and potential for construction and operational effects of different types of transport. Potential negative impacts predicted at this stage can be avoided or reduced through further assessment and project-level design. For larger projects, this will involve environmental impact assessment as part of consenting.

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1. Introduction

Transport for the South East (TfSE) is the Sub-national Transport Body for the south east, bringing together 16 local transport authorities, as well as representatives from district and borough councils, protected landscapes, business representatives, National Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise. The TfSE area is shown below.

Figure 1.1 TfSE Area

A map of the Transport for the South East area

TfSE adopted a refreshed Transport Strategy in June 2025 and subsequently updated its Strategic Investment Plan (SIP). The SIP provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment.

Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal (ISA) was previously undertaken for the Strategy and has been updated for the SIP. The ISA combines several sustainability appraisal processes, so that environmental and social impacts, including equalities and health, are identified and mitigated as part of strategy development.

This report has two functions

1) Meet the statutory requirements of a 'Post-Adoption Statement' for the Strategic Environmental Assessment of the Strategy. This is undertaken under Regulation

16 of the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

2) A non-statutory ISA to update the assessment to reflect the SIP, including any changes since the Strategy.

The ISA draws on a substantial body of work from previous assessments, including Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA), and Habitats Regulations Assessment (HRA)

Note that a separate HRA under the Conservation of Habitats and Species Regulations 2017 (as updated) has also been undertaken for new interventions in the SIP and this is included as Appendix B

The structure of this report

This report comprises

- Background to the updated Strategy and SIP, including changes following consultation and sustainability assessments undertaken to date.
- Overview of the Methodology used for the ISA.
- Summary of the Sustainability Context for the Region, including overview of policy updates which have been detailed in previous reports.
- Results of the previous ISA for the Strategy, as applied to the SIP including assessment of new interventions.
- Monitoring and mitigation for the SIP, updated to reflect assessment results.

2. TfSE Strategic Investment Plan

Background: The TfSE Transport Strategy

TfSE's work is guided by a shared vision for 2050, recently updated in collaboration with stakeholders as part of the 2025 Transport Strategy[1].

The overall TfSE 2050 vision is set out below:

Our vision is for the south east to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

The overarching vision is supported by three goals that reflect the three pillars of sustainable development:

- **Economic Goal:** Improve productivity and attract investment to grow our economy and better compete in the global marketplace.
- **Social Goal:** Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- **Environment Goal:** Protect and enhance the South East's unique natural and historic environment.

Underpinning these goals are five key Missions that TfSE will prioritise to achieve its vision. The five Missions are as follows:

- **Strategic Connectivity:** We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.
- **Resilience:** We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations.
- **Inclusion and Integration:** We will create an inclusive and integrated transport network in the South East that offers affordable, safe, seamless, door-to-door connectivity for all users.
- **Decarbonisation:** We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.

[1] https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

- **Sustainable Growth:** We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.

An Integrated Sustainability Appraisal[2], including SEA, HRA, EqIA and HIA was undertaken alongside the Strategy and forms the basis for the assessment of the SIP.

Consultation

In the development of the Strategy, TfSE took a co-creation approach including a programme of engagement using a variety of methods with key stakeholders (local transport authorities, National Rail, Highways England, Protected Landscapes and TfSE Transport Forum), expert working groups, socially excluded groups and the general public[3].

A public consultation was also held on the Transport Strategy, including the ISA, between 10 December 2024 and 7 March 2025. The consultation attracted over 1,500 responses. The Strategy was updated following analysis of consultation responses. A summary of changes is listed below:

- Strengthen active travel theme in the Inclusion and Integration and Sustainable Development Missions.
- Increase recognition of rural transport exclusion in the Inclusion and Integration Mission.
- Update the Strategy to reflect recent developments to planning and the environment – such as the proposed Nature Restoration Fund.
- Reference more Strategic Rail schemes where these align with the Strategic Investment Plan and Missions.
- Reference more Resilience schemes where these align with the Strategic Investment Plan and Missions.
- Include further detail about trajectories and trends, with linkages to impacts.
- Update the Strategy to reflect downstream changes in local and regional government in the South East.
- Place greater emphasis on demand management interventions.
- Further consideration will be given to the interventions that can best support connectivity between Isle of Wight and the mainland.

[2] Available at: https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

[3] TfSE, Transport Strategy Refresh: You Said – We Did Report: file:///Users/ursulastevenson/Downloads/Transport-Strategy-Refresh-You-Said-We-Did-1%20(1).pdf

- Reference more specific Strategic Highway schemes in the core text and on maps.
- Include further details on potential funding sources, and what dependencies there may be.
- Provide case studies of schemes that demonstrate some form of third party support and/or value capture.

The ISA influenced the development of the Strategy through:

- A review of sustainability policy in England, particularly in the last five years, increased the emphasis in the Strategy on environmental net gain, climate resilience and the need to decarbonise.
- Identification of potential for significant or uncertain effects and introduction of mitigation and monitoring.
- Identification of opportunities for environmental enhancement including nature recovery and blue/ green infrastructure.

The updated Strategy and supporting documents can be found on TfSE's website[4].

Strategic Investment Plan overview

The Strategic Investment Plan provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment. It updates the previous SIP published in 2022, including evidence base and investment priorities.

Stakeholder engagement has played a key part in development of the SIP. Extensive engagement with the region's constituent authorities, infrastructure managers, operators, business forums, and interest groups has also been undertaken to ensure that the SIP reflects regional ambitions and local needs.

Proposed interventions have been assessed for alignment with national policy and TfSE's five strategic missions and transport, socio-economic and environmental outcomes. The SIP prioritises the interventions that best address the south east's most pressing challenges and unlock the south east's most promising opportunities.

Changes to proposals

While many of the interventions proposed in the 2025 Strategy have been included in the updated SIP, there are some differences. There are a number of new interventions that have been proposed through engagement, including schemes for increased climate resilience.

[4] https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

A number of interventions have also been removed. These include:

- schemes that have since been delivered or cancelled.
- interventions requested to be removed by Local Transport Authority
- rail interventions not supported by Network Rail

For purposes of updating the ISA from the 2025 Strategy, this is based on the following changes:

New interventions
• Crossrail 2 (MR22) • Fareham mobility hub (BH11) • Beachy Head (Birlington Gap) (CR05) • A259 (East Saltdean) resilience scheme (CR02) • Eastbourne-Pevensey Bay A259 resilience scheme (road and rail) (CR03) • Rushey Hill (between Peacehaven/Newhaven) resilience scheme (CR04) • Willington Chord (EW03) • M2 Junction 4 enhancements (UD03) • Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay (CR07) • Major bridging scheme of the Graben, Ventnor (CR09) • Highway widening between Ventnor and Godshill via Whitwell ((TB10) • New gyratory at Down End, Newport (TB14) • Further phase of Newport junction improvements (DC08) • Raising the height of Morton Road (A3055) Brading (CR08) • M2 Junction 1 enhancements (UD02)

Interventions already delivered	Interventions not included
• M20 Junction 3 - Junction 5 Smart Motorway • A21 Safety Enhancements (RIS3 pipeline, brought forward to RP2) • Digital Operations Stack and Brock • A20 Enhancements for Operations Stack & Brock • M3 Junction 9 • A322 and A329(M) Smart Corridor	• New Station - Canterbury Interchange • Ebbsfleet International (Swanscombe Connection) • Hoo Peninsula Passenger Rail Services • North Kent Line / Hundred of Hoo Railway - Rail Chord • High Speed 1 - Link to Medway (Chatham) • M2 Junction 4 - Junction 7 Smart Motorway (SMP) • A24 Dorking Bypass • A23 Carriageway Improvements - Gatwick to Crawley • Brighton Main Line - 100mph Operation • A27 Fontwell Enhancements • Southampton Cruise Terminal Access for Mass Transit • M271 Junction 1 Strategic Mobility Hub • Additional Rail Freight Paths to Southampton • Southampton Central Station Upgrade and Timetabling

	• Southampton Central Station - Woolston Crossing • Southampton Automotive Port Rail Freight Access and Loading Upgrades • Solent new city centre station • Havant and Fratton Rail Freight Hubs • A27 Falmer – Polegate Bus Stop and Layby Improvements • West Worthing Level Crossing Removal • M3 Junction 9 - Junction 14 Smart Motorway (SMP)

In addition, some of the interventions which were included in the original SIP have been aggregated into two of the global policies. These are the following:

- **Active travel** (under Sustainable Growth mission): This global policy comprises all the individual active travel interventions and local cycling and walking improvement plans previously listed individually in the 2022 SIP and 2025 Strategy.
- **Bus enhancements** (under Inclusion & Integration mission): This global policy comprises all the individually listed local bus enhancements in the 2022 SIP and 2025 Strategy.

It is important to note that these remain in the SIP but are assessed as a global policy rather than individual interventions.

3. Methodology

The ISA methodology tends to be driven by the SEA process and other sustainability assessments are incorporated into this. While the ISA for the SIP is not covered by the SEA Regulations[5], it follows a similar process. The stages set out in this section cover:

- Stage A: Setting the context and objectives, establishing the baseline and scope;
- Stage B: Developing and refining strategic alternatives and assessing their effects;
- Stage C: Preparing the ISA Report
- Stage D: Consultation; and
- Stage E: Monitoring the significant effects of implementing the SIP.

Stage A Scoping

The scope of this assessment was determined via the Scoping Report for the Transport Strategy issued in August 2024 to the statutory bodies (Environment Agency, Historic England and Natural England).

As the SIP sets out a framework for investment for the Strategy, it uses this scoping exercise to ensure consistency with sustainability objectives and assessments. The assessment framework is presented in Table 4.1 in the next Chapter.

Stage B: Assessment

The assessment builds on the approach used for the previous SIP and 2025 Strategy. Given the early stages of development and number of interventions across the Region, the assessment is high-level and precautionary. The assessment aims to identify potential significant effects to be mitigated as part of future project development, including feasibility studies and outline business cases (see list of interventions for each mission in the SIP for project stage). These are designed to test viability of projects, including environmental constraints. In addition, project level Environmental Impact Assessment (EIA) and other tools will be required as design develops.

The methodology draws on transport typologies and sensitivity of corridor described below, project design information is limited.

The assessment of interventions is based on:

1) A sensitivity assessment - Using the approximate locations provided, each of the interventions was mapped using GIS against the indicators such as environmentally protected sites as well as socio-economic information.

2) A typology assessment – based on 15 different types of transport such as new highways, on-line highway improvements, active travel, enhanced bus services etc.

[5] The purpose of the SIP in the context of the SEA Regulations is to inform investment under priorities already assessed in the Transport Strategy.

Stages C & D: Reporting and Consultation

This report sets out the results of the ISA for the SIP, incorporating SEA, HIA and EqIA. A separate HRA has also been prepared.

This report also summarises changes to the Plan following consultation on the Strategy and how the results of the ISA has influenced the development of the Strategy (Chapter 2).

Stage E: Monitoring

Chapter 6**Error! Reference source not found.** of this report sets out monitoring required. Key metrics are incorporated into TfSE's State of the Region Report[6], which is intended to be updated every two years using available data to monitor how the region is changing in relation to economic, social and environmental objectives.

Limitations and Assumptions

The ISA covers the TfSE Region and level of assessment undertaken is proportionate to the scale of the Strategy and SIP. At this level, it is not possible to assess interventions alongside design information and a precautionary approach which uses sensitivity of the corridor combined with type of intervention as set above.

The interventions assessed are delivered through Local Authority Transport Plans, or national bodies such as National Highways and Network Rail. Further assessment will need to be undertaken – in some cases at a strategic level to develop feasibility and outline design, but particularly at a project level as part of delivery.

The assessment assumes that construction of any infrastructure follows existing best practice and applicable environmental legislation and guidance (for example legislation for protected species and construction best practise). Therefore, it is assumed that construction of small scale infrastructure including improving footpaths and cycleways, online bus, rail and highway (minor online works) infrastructure would generally not give rise to significant environmental effects, unless adjacent to a sensitive receptor such as a designated site. Larger infrastructure such as new railways, roads and dualling and offline mass transit may have some significant effects, and these are identified in the assessment.

The results of the updated HRA have informed the assessment. However, there may be some differences between the assessments. At the screening stage, the HRA focuses on whether there is a potential pathway between interventions and European sites[7],

[6] Transport for the South East State of the Region 2023 Report: https://transportforthesoutheast.org.uk/state-of-region-report/

[7] The European Sites comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). In the UK, Ramsar sites are also afforded the same level of protection.

whereas the IIA objective for biodiversity is wider in scope and does not reflect 'likely significant effects' under the Habitats Regulations.

4. Sustainability Context

This chapter provides an environmental overview of the TfSE Region and a summary of the issues and opportunities associated with change over the plan period. The Scoping Report for the 2025 TfSE Strategy provides further information, including a full review of the environmental characteristics, evolution of the environment, existing problems and relevant legislation, polices and plans, including any environmental protection objectives (Appendix A of the Scoping Report).

Policy Context

In terms of sustainability policy in England, the last five years, has seen a growing emphasis on both environmental net gain and the need to decarbonise.

Goals set out within the national 25 Year Environment Plan[8] are focused on enhancing natural capital and ecosystem services, including enhancing the natural environment, clean air and water, mitigation and adaptation to climate change. This is also reflected in the requirement for environmental targets and biodiversity net gain in the Environment Act 2021. The interaction between green spaces and health is also noted.

Nature Positive 2030[9] was produced in 2021 by the UK's five statutory nature conservation bodies and sets out how pledges to protect 30% of land and seas for nature by 2030 can be achieved. Local Nature Recovery Strategies[10] need to be prepared by authorities to identify priorities for nature recovery and propose associated actions in identified locations by March 2025. Despite these commitments, there are continuing trends of biodiversity decline.

Section 245 of the Levelling-Up and Regeneration Act 2023 states that public bodies, while performing their functions in relation to or so as to affect a National Park or National Landscape, have a duty to 'further the purposes' of these landscapes.

The Department for Transport released its plan to decarbonise transport in 2021[11]. Decarbonising all forms of transport comprised increasing cycling and walking, zero emissions buses and coaches, zero emissions cars, vans, motorcycles and scooters, decarbonising railways, maritime and aviation sectors. It also included multi-modal

[8] HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment https://www.gov.uk/government/publications/25-year-environment-plan
[9] Joint Nature Conservation Committee, Natural England, Natural Resources Wales, NatureScot and the Northern Ireland Environment Agency, 2021, Nature Positive 2030: https://jncc.gov.uk/our-role/the-uk/nature-positive-2030/
[10] Defra, 2023, Local Nature Recovery Strategies Policy Paper: https://www.gov.uk/government/publications/local-nature-recovery-strategies/local-nature-recovery-strategies
[11] Department for Transport, 2021, Decarbonising Transport, A Better Greener Britain: https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf

decarbonisation covering change in fuels, freight and logistics, the role of technology and places.

Overview of the TfSE Region

The region is densely populated along the northern border surrounding London and its south coast, including conurbations such as Southampton and Brighton. There are also a network of towns along major rail corridors to London, including Ashford, Basingstoke, Burgess Hill/Haywards Heath, and Newbury/Thatcham.

Outside these areas, population density is relatively low and the region is highly designated for its biodiversity, heritage and landscape interests. There are in the region of 300 internationally designated and 1,250 nationally designated sites for nature conservation. Canterbury Cathedral is a World Heritage Site and there are two World Biosphere Reserves (Brighton & Lewes Downs, Isle of Wight), defined by UNESCO as 'learning places for sustainable development', in particular interactions between social and ecological systems. There are approximately 2,200 nationally important Scheduled Monuments , in addition to over 50,000 Listed Buildings, designated for their heritage value. Two National Parks (New Forest and the South Downs) cover approximately 20% of the total TfSE area, in addition there are eight National Landscapes in the region.

There are numerous other environmental designations, in addition to other valuable assets, such as clean air, water resources and high quality agricultural soils. Environmental protection and enhancement is an important part of sustainable growth.

Key sustainability issues and objectives

From a review of relevant policy and baseline information in the TfSE Region, including trends over time, sustainability issues and opportunities were identified for the Strategy.

Sustainability objectives were then formulated to guide the assessment. Sustainability objectives are a recognised way of considering the environmental, social and economic effects of a plan or programme and comparing the effects of alternatives.

Table 4.1 below sets out the sustainability issues, opportunities and objectives used for the assessment of the Strategy and are also used for the SIP.

Table 4.1 Sustainability Appraisal Framework

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Natural Capital and Ecosystem Services	• Transport policy and its implementation can impact or enhance environmental targets, including net gain. • There is an opportunity to integrate a natural capital and ecosystem services approach into development of transport policy and its implementation.	ISA 1: To maintain and enhance the provision of ecosystem services from the region's natural capital and deliver environmental net gain.
Biodiversity	• There is potential for impacts to designated sites for nature conservation as well as the potential to contribute to wider nature decline, through impacts on habitats and species. • Any impact on biodiversity will need to meet requirements for net gain, this may be challenging for delivery of some projects. • There is also potential to support nature recovery, for example through changing travel behaviour, or supporting improvements in priority areas.	ISA 2: To protect and enhance habitats, species, valuable ecological networks and ecosystem functionality in the region, including through nature recovery and biodiversity net gain.
Historic Environment	• Direct and indirect impacts on the significance of internationally, nationally and locally designated and non-designated heritage assets, including their settings. • Opportunities to enhance the historic environment, including engagement through improved access.	ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement, including setting of assets and provision of access.
Landscape and Townscape	• There is huge development pressure on designated landscapes in the TfSE area, including their setting, and transport could directly and indirectly affect these. • There is also potential for erosion of landscape and townscape quality. • Transport infrastructure, particularly active travel, can provide greater opportunities to connect people with the natural environment.	ISA 4: To protect and enhance the quality of the region's distinctive landscapes/ townscapes and provide opportunities to connect people with them.

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Water Environment	• Increased urban run-off from infrastructure and traffic flows affects quantity and quality of surface water run-off. Design of transport infrastructure can help improve water resources.	ISA 6: To protect and enhance surface and groundwater quality.
Air Quality	• Emissions to air affects human health, in addition to biodiversity. • Emissions from transport, including highways, ports and airports are sources of key air pollutants, including nitrogen and particulate matter in the TfSE area. Transport policy therefore has a role to play in meeting air quality targets.	ISA 7: To protect and enhance air quality by reducing transport related emissions.
Climate Change and GHG Emissions	• Transport is the largest contributor to the UK's greenhouse gas emissions and has a key role to play in mitigating climate change. • Climate change (extreme heat, flooding and storms) can impact transport infrastructure and there are opportunities to improve resilience.	ISA 8: To reduce greenhouse gas emissions and maximise resilience to climate change.
Noise and Vibration	• There is a concentration of transport hubs and networks in the TfSE area, which can lead to environmental noise exposure affecting both people and wildlife. • There are opportunities for reducing road noise, through both technology and reducing road traffic.	ISA 9: To reduce exposure to transport related noise and vibration.
Soils and Resources	• There is potential for deterioration in quality of, and loss of soils, including the best and most versatile agricultural land from transport policies and projects. • Transport policy has potential to maximise use of existing transport infrastructure, there is also potential use of resources and generation of waste in transport-related construction.	ISA 5: To promote the use of brownfield land and existing infrastructure, protecting soils and increasing resource efficiency.

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Population and Equalities	• The TfSE area has a growing population and associated increase in use of transport infrastructure. • Access to affordable and efficient transport and accessibility of different types of transport is important for different groups of people including the elderly, young people, less able bodies, those on lower incomes, in urban centres or geographically isolated.	ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.
Health	• While regionally, the TfSE area as a whole performs well in terms of health indicators, there are localised issues, including areas of high deprivation, exposure to transport-related air pollution and noise. • Transport has a role in improving both physical and mental health. Active travel in particular can promote physical exercise, reduce obesity levels and provide opportunities for access to greenspace.	ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.
Community Safety	• High levels of serious injuries and fatalities on the TfSE road network compared to the rest of the UK. • There are opportunities to increase active travel through improved safety in design. • Crime levels on public transport are a concern and may be a barrier, for example females travelling after dark.	ISA 12: To promote safe transport through reducing accidents and improving safety of active travel and personal security, particularly on public transport.
Economy	• Transport is an important factor in productivity in the TfSE area. • There are opportunities to provide better links to education and employment, including urban areas and coastal towns.	ISA 13: To promote a strong economy through the transport network with better access to opportunities.

5. Assessment

The full assessment for each Mission is presented in Appendix B. New interventions are highlighted and act as alternatives to those previously presented in the Strategy. Interventions from the Strategy that don't form part of the SIP have also been identified as alternative options.

The SIP sets out whether interventions will be implemented in the short-term (before 2030), medium term (in the 2030s) or long-term (2040s). Interventions such as timetabling and service provision are generally short to medium term and reversible. Effects associated with implementation of infrastructure are considered medium to long-term, depending on the scale of infrastructure, and permanent.

Cumulative effects, which arise when projects have an in-combination effect on a receptor, were taken into account in the development of the SIP. Interventions reflect regional growth and infrastructure proposals at both the national and local level. Interventions such as Crossrail and Southern Access Heathrow are included within the SIP. A review of potential cumulative effects are provided in Chapter 5 of the ISA for the Transport Strategy[12] and are not repeated here.

Results of the ISA

Table 5.1 below sets out the results of the ISA for each of the Sustainability objectives. For each objective there is:

- An overall summary of the effects of the SIP
- A summary of the assessment for new interventions not previously assessed (in the 2022 SIP or 2025 TfSE Strategy update)
- A summary of the assessment for interventions which were previously assessed (in the 2022 SIP or 2025 TfSE Strategy update) but have been removed from the 2026 SIP update

[12] See Integrated Sustainability Appraisal at the following link: https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

Table 5.1 Results of the ISA

ISA 1: Natural capital, ecosystem services. To maintain and enhance the provision of ecosystem services from the region's natural capital and deliver environmental net gain.	
Summary of assessment	The assessment has resulted in mixed effects on natural capital. Potential for **significant negative effects** were identified where short and long-term priorities for major road and rail infrastructure from the SIP can affect natural capital and ecosystem services. Infrastructure such as Southern access to Heathrow, A27 Improvements at Arundel, Lewes to Polegate, Lower Thames Crossing and South East Lorry Park are more likely to affect a range of services such as food production, flood alleviation and water quality. **Negative effects** are also predicted for smaller-scale habitat loss and disturbance from improvements to existing infrastructure. **Positive effects** through natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost of severed through a lack of maintenance or through other development.
New Interventions included	The Willingdon Chord has potential for **significant negative effects** due to loss of habitats and agricultural land, although this will depend on the route. Other small scale infrastructure such as minor highway works (junction improvements, highway widening and improvements (e.g. Isle of Wight schemes, M2 Junctions) were assessed as having potential for **negative effects**, although not significant.
Interventions not included	The HS1 Link to Medway and A27 Fontwell Junction are not included in the SIP update and were predicted to have potential for **significant negative effects**. Other interventions such as the North Kent Line / Hundred of Hoo Railway - Rail Chord and Ebbsfleet international connections were predicted to have mixed effects.
ISA 2: Biodiversity To protect and enhance habitats, species, valuable ecological networks and ecosystem functionality in the region, including through nature recovery and biodiversity net gain	
Summary of assessment	The assessment has resulted in mixed effects on biodiversity. Potential for **significant negative effects** were identified where short and long-term priorities for major road and rail infrastructure from the SIP has the potential to affect biodiversity. Examples include the Southern access to Heathrow, A27 Improvements at Arundel, Lewes – Polegate, Crawley Western Link Road, A21 Kipplings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses and South East Lorry Parks. They could result in significant disturbance during construction (noise, vibration and dust) as well as the loss of land, which could both lead to damaged and segregated habitats. Coastal environments are particularly sensitive, so potential effects such as disturbance of wildlife and impacts on water quality from ferry services (Medway and Queensborough Passenger Ferry infrastructure, A28

	North Thanet Link) are also predicted on a precautionary basis. **Negative effects** are predicted for smaller-scale habitat loss and disturbance. Active travel schemes (global intervention) across the region associated with priorities for integration and sustainable growth have potential to result in **positive effects**. Although new routes could involve disturbance and small scale loss of habitat (potentially larger with strategic mobility hubs), they could also be designed to enhance biodiversity, e.g. through creation of linking corridors, though new habitat would take time to establish. As with all linear infrastructure, habitat fragmentation could occur, but the scale of walking and cycle paths means any fragmentation would be minor due to the width of paths. Improvements to existing routes, as well as highway and rail corridors, create an opportunity to enhance habitats and ecological networks.
New Interventions included	**Significant negative effects** were predicted for re-routing the A3055 between Brook Chine and Freshwater Bay, Raising the height of A3055 at Brading and Major bridging of the Graben Ventnor, all of the Isle of Wight. These interventions were either within or in close proximity to sensitive habitats and designations including Isle of Wight Downs SAC, Compton Down SSSI, Compton Chine to Steephill Cove SSSI, Isle of Wight Maritime SAC, Solent & Southampton Water SPA, Brading Marshes to St Helens Ledges SSSI. Significant effects were also predicted for new rail infrastructure – the Willingdon Chord, although this will depend on route and design. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, which has the potential to affect the Seaford to Beachy Head SSSI including chalk biological and geological features, although set-back could have a positive effect by moving the road out of the SSSI.
Interventions not included	The HS1 Link to Medway, A27 Fontwell Junction and New Sheerness to Hoo Peninsular Ferries are not included in the SIP update and were predicted to have potential for **significant negative effects**. Other interventions such as the North Kent Line / Hundred of Hoo Railway - Rail Chord and Ebbsfleet international connections were predicted to have mixed effects.
ISA 3: Historic Environment To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement, including setting of assets and provision of access.	
Summary of assessment	The assessment has resulted in mixed effects on the historic environment. **Significant negative effects** have potential to arise where major road and rail infrastructure from the SIP is proposed in sensitive areas or involves large-scale earthworks. There is potential for effects on buried (designated and non-designated) archaeology and historic landscapes but also on the setting of other historic assets such as scheduled monuments, listed buildings, historic parks and gardens, conservation areas and undesignated assets of importance.

	Risks are greater for schemes such as A27 Arundel, Flimwell and Hurst Green Bypasses, South East Lorry Parks and Lewes – Polegate. Minor **negative effects** can occur from refurbishment or small-scale interventions due to components such as lighting, signage and overhead lines, which can also have a visual impact, particularly in areas of high heritage value (such as schemes near Arundel, Lewes and Brighton). Many interventions with more minor infrastructure were assessed as having **mixed effects**. Positive effects are predicted where reduced congestion, particularly in urban areas can improve setting and reduce deposition of particulate matter from traffic emissions on built heritage. Place-making interventions such as those at Southampton can also improve cultural interpretation or access. However, place-making and train station improvements can also erode the setting of heritage assets, if they aren't considered in design.
New interventions included	**Significant negative effects** were predicted for interventions on the Isle of Wight - Re-routing the A3055 between Brook Chine and Freshwater Bay due to presence of scheduled barrows; Raising the height of A3055 at Brading due to nearby scheduled Roman Villa and Listed Buildings; and Major bridging of the Graben Ventnor due to potential effects on setting of Scheduled bowl barrows and Listed Buildings. Significant effects were also predicted for new rail infrastructure – the Willingdon Chord due to new land take and unknown archaeology, although this will depend on route and design. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, which has the potential to affect Scheduled Monuments, although set-back could have a positive effect by moving the road away from designated sites.
Interventions not included	HS1 Link to Medway are not included in the SIP update and were predicted to have potential for **significant negative effects.** North Kent Line / Hundred of Hoo Railway - Rail Chord, Ebbsfleet international connections and other interventions not included were largely predicted to have mixed effects
ISA 4: Landscape and townscape To protect and enhance the quality of the region's distinctive landscapes/ townscapes and provide opportunities to connect people with them.	
Summary of assessment	The assessment has resulted in mixed effects on landscapes and townscapes. **Significant negative effects** have potential to arise where major road and rail infrastructure from the SIP is proposed in corridors which potentially affect the South Downs National Park and National Landscapes, in addition to undesignated locally important landscapes. These can arise from loss of greenfield land and vegetation, but also visual intrusion from components such as lighting (impact on dark skies), signage, and overhead lines. Risks are greater for offline highway

	improvements such as A27 Arundel and Lewes – Polegate and Lower Thames Crossing. **Negative effects** on visual amenity can also arise from many small-scale interventions. However, **positive effects** may also arise from rail and other mass transit interventions by reducing vehicular traffic in landscapes (Fawley Peninsula Rail Connectivity and New Forest National Park), and related reduction in noise and visual disturbance. Place-making in urban centres (Southampton) and active travel interventions across the region improve connections between people and townscapes/ landscapes.
New Interventions included	**Significant negative effects** were predicted on a precautionary basis for re-routing the A3055 between Brook Chine and Freshwater Bay, raising the height of A3055 at Brading and major bridging of the Graben Ventnor, all of which are within the Isle of Wight National Landscape, although impact will depend on design. Similarly the M2 Junction modifications are located within the Kent Downs National Landscape so assessed on a precautionary basis at this stage. Significant effects were also predicted for new rail infrastructure – the Willingdon Chord, although this will depend on route and design. Other new resilience schemes along the A259 lie in proximity to the South Downs National Park but are online improvements within the urban corridor, minor **negative** effects were predicted. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, within the South Downs National Park, which could cause visual impact although may have positive effects by continuing to provide safe access for visitors to this dramatic coastal landscape.
Interventions not included	A27 Fontwell Junction and A24 Dorking Bypass are not included in the SIP update and were predicted to have potential for **significant negative effects**.
ISA 5: Soils and resources To promote the use of brownfield land and existing infrastructure, protecting soils and increasing resource efficiency.	
Summary of assessment	The assessment has resulted in mixed effects on soils and resources. **Significant negative effects** were identified for the A29 Realignment, A27 Arundel and A27 Lewes – Polegate interventions from the SIP. They are likely to result in large scale loss of soils, potentially affecting best and most versatile agricultural land. There is potential for deterioration in quality and loss of soils for other schemes, for example, for junction improvements on the A27 at Brighton, Hove and Worthing, which are all located in areas of high agricultural land value and have therefore resulted in **negative** effects.

	For several of the priorities and associated interventions, effects are **uncertain**, mainly due to the level of scheme information available. If development makes use of existing infrastructure, including the road network through reallocation of road space, there's potential for **positive effects,** however, if land take is required along with significant infrastructure and resources, there's potential for **negative effects**. The majority of infrastructure is likely to result in the use of resources and production and disposal of waste in construction.
New Interventions included	**Significant negative effects** were predicted for the Willingdon Chord and South East Lorry Parks due to loss of agricultural land and soils. Mixed **positive** and **negative effects** were predicted for Isle of Wight schemes for making best use of existing infrastructure and protecting areas of erosion and geological features but involve small scale loss of soils. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, which may involve additional land-take although may reduce pressure on the eroding cliff at this location.
Interventions not included	The majority of interventions removed from the SIP, were assessed as having minor **negative** or **no effects** on soils and resources.
ISA 6: Water environment To protect and enhance surface and groundwater quality.	
Summary of assessment	The assessment has resulted in mixed effects on the water environment. **Significant negative effects** are predicted for large scale road schemes (such as A27 Polegate-Lewes and A27 Arundel), which have potential to increase surface water runoff and flood risk (including pollutants); and have impacts on surface water and groundwater, particularly from physical alteration as a result of development. Similarly, the New Thames Crossing East of Reading and Lower Thames Crossing have a higher risk of water pollution due to locations. Smaller-scale interventions may have effects similar to those listed above but are less likely to be significant and/or more able to be mitigated. Interventions such as new or an increase in ferry operations (e.g. Southampton to Fawley Waterside, Medway and Queensborough services) may also have minor **negative** effects on water quality during construction of facilities and potentially operation. There is potential for **positive effects** from highway improvements, which provide opportunities to improve existing drainage network, reducing polluted run-off and potential for contamination as standards are upgraded.

New Interventions included	**Significant negative effects** were predicted ed for the Willingdon Chord and South East Lorry Parks on a precautionary basis due to potential for polluted run-off. **Mixed negative and positive effects** were predicted for A259 and Isle of Wight resilience schemes due to potential risks to surface and ground water resources, although there are also opportunities to improve existing drainage.
Alternatives not included	The majority of interventions removed from the SIP, were assessed as having minor **negative** or **mixed effects** on water resources.
ISA 7: Air quality To protect and enhance air quality by reducing transport related emissions	
Summary of assessment	The assessment has resulted in mixed effects on air quality. **Significant negative effects** were identified for interventions such as the A27 Arundel bypass, A27 Lewes to Polegate, and potentially the South East Lorry Park long term solution, which could potentially increase vehicular traffic and associated emissions. For other smaller-scale highways schemes in the SIP, **minor negative effects** were predicted. **Mixed positive and negative effects** were common, where interventions are delivered in order to reduce congestion, these improve local air quality at junctions and pinch points, or reallocate lanes for public transport, but may also induce vehicular traffic. Examples include A34 Junction and Safety enhancements and A27 Brighton and Hove Junctions. **Significant positive effects** were predicted for mass transit interventions which are likely to induce high levels of modal shift such as Southampton Mass Transit and Netley Line Service Enhancements. Positive effects were also identified for some of the rail schemes which reduce traffic congestion, such as removing level crossings at Totton and Mount Pleasant. Rail schemes also improve air quality through encouraging modal shift, although some interventions are likely to increase emissions during construction (e.g. HS1 Link to Medway, Crossrail extension). Other interventions that support modal shift and have **positive** effects include global interventions for active travel, and use of public transport.
New interventions included	Crossrail 2 is predicted to have **significant positive effects** on air quality due to modal shift. **Positive effects** are also predicted from rail schemes such as the Willingdon Chord. **Mixed effects** are predicted from M2 Junction Enhancements, which ease congestion and reduce build-up of pollutants but also may induce traffic.
Interventions not included	West Worthing Level Crossing removal and New Southampton Central Station had potential for **significant positive** effects on air quality.

ISA 8: Climate change and greenhouse gases To reduce greenhouse gas emissions and maximise resilience to climate change.	
Summary of assessment	The assessment has resulted in mixed effects on climate change and greenhouse gases. **Significant negative effects** were identified for bypass and dualling schemes on the A27 and A21 which could increase uptake of vehicular traffic and lead to negative cumulative effects from the SIP. Large- scale construction for some interventions is also likely to have greater impacts from embodied carbon. For some highways interventions reallocation of road space for public transport (e.g. bus priority measures) and active travel (e.g. cycle lanes) may also have **positive effects** as encourage alternative modes. Examples include Basingstoke Mass Rapid Transit and Blackwater Valley Mass Rapid Transit. For many transport corridors, there are areas at risk from flooding and erosion, particularly on the south coast, and a precautionary **negative effect** is predicted, although the Resilience mission seeks to address this. Climate change generally negatively effects the operation of the rail and road network through flooding, high temperatures and wind. The West Coastway and M275 Junction 1 are examples of interventions located in areas prone to flooding. Climate change adaptation measures would need to be specific to each development. Similar to air quality, the impact of mission priorities and associated interventions on greenhouse gases and climate change effects, would also give rise to **positive effects** where there is modal shift, cumulatively these are likely to be significant. Active travel and public transport interventions will contribute to reducing greenhouse gas emissions. Interventions to reduce fares for long distance transport, road user charging, research on alternatives fuels and decarbonisation would have **significant positive effects**.
New interventions included	Crossrail 2 is predicted to have **significant positive effects** on air quality due to modal shift. **Positive effects** are predicted for A259 and Isle of Wight resilience schemes as these reduce climate impacts, by moving infrastructure away from areas at risk of erosion, storm damage or coastal flood risk.
Alternatives not included	Only minor **positive and negative effects** were predicted on climate change and greenhouse gases from interventions removed from the SIP.

ISA 9: Noise To reduce exposure to transport related noise and vibration.	
Summary of assessment	The assessment has resulted in mixed effects on noise. **Significant negative effects** were identified for the South East Lorry Parks, A27 Arundel and Lewes – Polegate interventions from the SIP due to introduction of new sources of traffic noise. However, there may be **positive effects** from transport schemes such as active travel which could potentially support a modal shift and contribute to reducing noise pollution. Efficient rail travel has the potential to reduce traffic noise and ease road congestion. However, there is the potential at certain locations for noise levels to increase, with the introduction of more services at a higher speed. The assessment of some interventions in the SIP has identified a number of **uncertain** effects on noise and vibration. The frequency of new services is not yet known, but if there is a large increase in capacity the level of noise could be significantly increased.
New interventions included	No significant effects from noise were predicted for new interventions in the SIP, **minor negative effects** were predicted for the M2 Junction enhancements and Willingdon Chord due to potential to introduce new or increased sources of road/ rail noise.
Alternatives not included	Only minor **positive and negative effects** were predicted on noise from interventions removed from the SIP.
ISA 10: Equalities To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.	
Summary of assessment	The assessment of the SIP has generally identified **positive effects** on equalities. Most missions, themes and interventions will provide greater connectivity to transport users, in particular missions for strategic connectivity, inclusion & integration and sustainable growth will help communities gain greater access to jobs, services and facilities. **Significant positive effects** are predicted for geographically isolated groups from ferry enhancements, including to the Isle of White and Southampton to Ryde. In addition, disadvantaged groups and people less likely to own a private vehicle, such as the elderly or young people, will benefit from transport interventions such as A4 Reading - Maidenhead - Slough - London Heathrow Airport and Blackwater Valley mass rapid transport schemes. Global interventions for affordable fares,

	concession schemes and integrated ticketing also enable these groups to better access jobs, services and leisure opportunities. Potential for **negative effects** on equalities are associated with similar assessment for air quality and noise as set out above and may disproportionally affect older people, infants and people with some disabilities.
New interventions included	**Mixed effects** are predicted (Willingdon Chord) where new interventions will have impacts on local receptors, such as noise, which may be disproportional for some groups, but positive effects in relation to accessibility and access to opportunities and services. There are likely to be **positive effects** from climate resilience schemes on A259 and Isle of Wight where some groups may be disproportionately affected by the impact of climate change.
Alternatives not included	Only potential minor **positive and negative effects** were predicted on equalities from interventions removed from the SIP.
ISA 11: Health To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.	
Summary of assessment	The assessment has resulted in mixed effects on health, Appendix A sets out further information to support the assessment. **Negative effects** on health are associated with a similar assessment to air quality and noise as set out above. There are distinct health risks associated with exposure to particulates or sources of transport noise for sensitive or vulnerable groups. There is potential for minor negative effects at certain locations, for example the A27 Junctions. However, the majority of missions, priorities and interventions in the Strategy will have **positive effects** on health. **Significant positive effects** are predicted from active travel interventions which encourage physical activity, reducing health conditions such as obesity. **Significant positive effects** would arise from some ferry enhancements, due to access to education, work, social, leisure and cultural opportunities which in turn contribute to overall health and wellbeing. Other public transport interventions including strategic mobility hubs, mass rapid transport and rail schemes have positive effects, some of which are significant. For example, there are **significant positive effects** predicted for Eastbourne/Polegate Strategic Mobility Hub, Hastings / Bexhill Mass Rapid Transit, and Newbury / Thatcham Bus

	Enhancements as well as other schemes. These have benefits such as active travel for first mile/ last mile, in addition to well-being from the socio-economic benefits listed above.
New interventions included	**Significant positive effects** are predicted on physical and mental health from the Integrated Maidstone Stations and Fareham Mobility Hub, from factors such as better access to services and potential for first mile/last mile active travel. New interventions such as the Willingdon Chord, Newport and M2 Junctions are predicted to have **mixed positive and negative effects** on local receptors, due to potential changes in noise and air quality.
Alternatives not included	Only potential minor **positive and negative effects** were predicted on health from interventions removed from the SIP.
ISA 12: Community Safety To promote safe transport through reducing accidents and improving safety of active travel and personal security, particularly on public transport.	
Summary of assessment	The assessment has generally identified **positive** effects on community safety as new interventions will be built to a high standard of safety. There may be some mixed effects as a precautionary approach, for example where there are personal safety concerns where design has not sufficiently progressed. Level crossings present a safety risk for all users and Network Rail believe that the best way of reducing level crossing risk is to eliminate the crossing completely by closing it. **Significant positive effects** were predicted for removal of level crossings (Mount Pleasant and Totton). Several highway interventions have been designed to improve road safety, including the A22 Corridor Package . Other highway interventions will enable safe active travel interventions to be brought forward. Active travel schemes would also result in **positive** effects. Provision of off-road routes for cyclists and pedestrians will reduce the number of collisions involving them. People are more likely to choose active travel for journeys if there are suitable networks to travel on.
New interventions included	Only potential minor **positive and negative effects** were predicted on safety from interventions removed from the SIP.
Alternatives not included	West Worthing Level Crossing removal had potential for **significant positive effects** on safety.

ISA 13: Economy To promote a strong economy through the transport network with better access to opportunities.	
Summary of assessment	The assessment has identified generally positive effects. **Significant positive effects** are likely to arise from affordable public transport fares, road and rail schemes such as the A27 Arundel bypass, A27 Lewes to Polegate, Lower Thames Crossing, Brighton Main Line 100mph operations, Sussex Coast Mass Rapid Transit, Eastbourne / Polegate Strategic Mobility Hub, Southampton Mass Transit, Waterside Branch Line, as well as other interventions. **Positive effects** are predicted where interventions may enhance long term economic prosperity by facilitating the building of a strong, low carbon economy, and by providing reliable and affordable transport choice to support growth. Economic centres would benefit from increases in rail passenger numbers and more reliable rails services achieved though upgrades to stations, electrification and improved interchanges. Access to employment centres could be enhanced through transport improvements, encouraging continued economic growth. Greater connectivity and capacity across the SE Region may also help to facilitate increased tourism opportunities, contributing further to the local and regional economy.
New interventions included	**Significant positive effects** predicted for M2 Junction Enhancements, Crossrail 2 due to improved journey times and for the resilience schemes (e.g. Isle of Wight and A259 interventions) the importance to local economies for maintaining transport links into the future.
Alternatives not included	The Brighton main Line 100mph service, improvements to Southampton main line at the Woolston crossing, and new Central Station have been removed from the SIP. These interventions was predicted to have **significant positive effects** on the economy. Other interventions removed were due to have minor **positive effects**.

6. Mitigation and monitoring

The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

The SEA Regulations also require that monitoring is undertaken so that the significant effects of implementation can be identified and remedial action taken. The monitoring also helps measure the performance of the environmental outcomes of the Strategy, including the SIP, and includes metrics from the TfSE State of the Region Reporting[13]. Monitoring appears in italics in Table 6.1 below.

Table 6.1 Mitigation and Monitoring

Topic	Mitigation/ Monitoring	Delivery mechanism
Natural Capital and Ecosystem Services	• Design of new transport to take into account natural capital and ecosystems services. • Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. • *Monitoring: Environmental net gain metrics (minimum of 10%)*	EIA Project level design Biodiversity net gain assessment
Biodiversity	• Optioneering and design of infrastructure should avoid or minimise impact on designated sites, habitats and species. • Linear infrastructure can provide long distance, strategic, nature recovery networks if managed in such a way as to promote biodiversity. • *Monitoring: Biodiversity net gain metrics (minimum of 10%)*	Feasibility studies Outline Business Case Ecological impact assessment (including as part of EIA) Biodiversity net gain assessment Project level design

[13] https://transportforthesoutheast.org.uk/state-of-region-report/#:~:text=This%20first%20iteration%20of%20the,Transport%20for%20the%20South%20East.

Topic	Mitigation/ Monitoring	Delivery mechanism
Historic Environment	• Optioneering and design of infrastructure should avoid or minimise impact on heritage assets and designations, including setting. • Staged archaeological evaluation and *archaeological monitoring.*	Feasibility studies Outline Business Case Heritage impact assessment (including as part of EIA) Archaeological investigation and monitoring.
Landscape and Townscape	• Optioneering and design of infrastructure should avoid or minimise impact landscape/ townscape, historic environment and nature conservation designations. • Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure. • *Monitoring: Local authority green infrastructure mapping*	Feasibility studies Outline Business Case Landscape and visual impact assessment (including as part of EIA) Project level design Local Plan evidence base
Soils and Resources	• Optioneering and design to minimise greenfield land-take. • *Monitoring: Loss of Best and most versatile agricultural land to transport infrastructure.*	EIA Project level design
Water Environment	• Optioneering and design to take into account quality of water resources and areas of flood risk. • Sustainable Drainage Schemes and natural flood risk management measures. • Environmental net gain to improve quality of aquatic systems. • *Monitoring: Transport related reasons for not achieving good ecological status.*	Strategic and project level Flood Risk Assessment Project level design River basin management plans. Water Framework Directive assessments
Air Quality	• Design to increase opportunities for active travel, public transport and rail freight. • *Monitoring: NOx and particulate pollution levels in urban areas.* • *Monitoring: Mortality linked to air pollution*	Included in Strategy Missions Local authority air quality monitoring TfSE State of the Region Report

Topic	Mitigation/ Monitoring	Delivery mechanism
Climate Change and GHG Emissions	• Efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging). • Carbon emissions modelling for Local Transport Plan and individual projects. • Optioneering and design to avoiding areas of flood and erosion risk. • Use of materials for construction and maintenance to incorporate climate resilience and design life. • *Monitoring: CO2 emissions from transport.* • *Monitoring: Mode share of trips per person per year.* • *Monitoring: Percentage change in weather events affecting the rail network*	Included in Strategy Missions Environmental assessment Carbon assessment (and major projects) Carbon accounting (e.g. for major construction projects) Project level design and procurement TfSE State of the Region Report
Noise and Vibration	• Choice of materials and project level design (route options, bunding, screening etc). • *Monitoring: Number of noise important areas in the South East*	Noise assessment Project level design
Population and Equalities	• Accessibility for all including those with reduced mobility considered in design. • Affordability considered in public transport and new mobility interventions. • *Monitoring: Transport-related social exclusion (TRSE) metrics.*	Included in Strategy Missions Project level Equalities or Diversity Impact Assessment TfSE State of the Region Report
Health	• Integrate opportunities for active travel in design. • *Monitoring: mode share of walking and cycling.* • *Monitoring: Adult activity levels*	Included in Strategy Missions TfSE State of the Region Report
Community Safety	• Community and personal safety measures, such as lighting, information provision and layout, considered in design. • *Monitoring: Number of people Killed and Seriously Injured by road transport.*	Project level design and safety audit
Economy	• No mitigation required. • *Monitoring: TfSE transport and the economy metrics.*	Included in Strategy Missions. TfSE State of the Region Report

Appendix A Habitats Regulations Assessment Screening Statement

Strategic Investment Plan

February 2026

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Executive Summary

Transport for the South-East (TfSE) has updated its Strategic Investment Plan (SIP). The SIP provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment. It updates the previous SIP published in 2022.

The SIP:

- Builds on the technical work conducted since the publication of the SIP in 2022
- Reflects the output of an updated evidence base.
- Updates the investment priorities in line with our 2025 Transport Strategy and the five missions that underpin it.

The first TfSE Transport Strategy (2020) and the 2025 update have been subject to a Habitats Regulations Assessment (HRA). The Strategic Investment Plan (SIP) must also be subject to a HRA, the first stage of which is Stage 1 - Screening. This document therefore presents the HRA Screening statement for the updated SIP 2026.

The HRA Screening of the updated SIP has considered whether there is potential for activities associated with the SIP's Missions, Themes and Interventions to result in Likely Significant Effects (LSEs) on European and Ramsar Sites located both inside and outside of the TfSE Region.

European Sites include Special Protection Areas (SPAs), designated for important bird species, and Special Areas of Conservation (SACs), designated for important habitats and other wildlife. Ramsar Sites are wetlands of international importance recognised under the Ramsar Convention.

Some of the interventions are either very strategic or do not propose any physical developments which could affect European and Ramsar Sites. However, a number of interventions could cause LSEs on a selection of European and Ramsar Sites, either alone or in combination with other interventions. In addition, some interventions lack detail and therefore, due to uncertainty, it is not possible to exclude LSEs on other European and Ramsar Sites within the region.

The HRA Screening has reached a similar conclusion to the previous HRA undertaken for the 2025 Transport Strategy. Further detailed assessment is necessary to satisfy the requirements of the Habitats Regulations through to Stage 2 - Appropriate Assessment. In order for this to be undertaken, further details on the interventions and consultation with Natural England would be required. There is insufficient detail at this time to enable a more in-depth analysis of the SIP to the degree required for Appropriate Assessment. It will only be possible to undertake this level of assessment once specific projects are proposed and robust analysis can be carried out.

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Appendix A: Information on European and Ramsar Sites

Appendix B: HRA Detailed Screening (Excel)

Introduction

Overview

Transport for the South East (TfSE) is a sub-national transport body consisting of 16 Local Transport Authorities (LTAs) as well as representatives from 46 district and borough councils, protected landscapes (such as the South Downs National Park), and national agencies (including Network Rail, Transport for London and National Highways).

The TfSE region is depicted in Figure 1 below.

Figure 0-1: The TfSE Region

TfSE was established in 2017 and published its first Transport Strategy in 2020. The Transport Strategy was updated in 2025 to reflect the changes to national and local policies, changes in travel behaviour as a result of the COVID-19 pandemic, and progress made since the publication of the last Strategy.

To support the delivery of the Transport Strategy, TfSE has developed a SIP. The first SIP was published in 2023 and set out a framework for investment in strategic transport infrastructure, services, and regulatory interventions and covers the period until 2050. The SIP sits at the regional planning level, "bridging the gap between national and local government," and is intended to provide advice to the Secretary of State for Transport. The SIP is a 'live' programme which is updated annually to account for changes to funding, changes to SIP interventions, and the emergence of new interventions for inclusion. The last update to the SIP took place in 2025 and coincided with the Transport Strategy refresh.

This report sets outs the Habitats Regulations Assessment for the updated SIP 2026.

Habitats Regulations Assessment (HRA)

A HRA is a mandatory process which determines whether a plan or project could significantly harm the designated features of European and Ramsar Sites. A European

Site is protected by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations)[14], which was transposed into domestic legislation from the Habitats Directive (92/43/EEC)[15].

European Sites include Special Protection Areas (SPAs), designated for important bird species, and Special Areas of Conservation (SACs), designated for important habitats and other wildlife. Ramsar Sites are wetlands of international importance recognised under the Ramsar Convention.

Part 6 of the Conservation of Habitats and Species Regulations 2017 (as amended) sets out the requirements for screening assessments, the circumstances under which an Appropriate Assessment is required and the further implementation of Article 6(3) and 6(4) of the Habitats Directive.

The UK left the European Union (Brexit) on Exit Day, 31st January 2020, followed by Completion Day on 31st December 2020. The EU Exit Regulations (2019) establish any EU Exit-related changes to the Habitats Regulations (2017), with these considered to have no material implications on the requirement or process for a HRA of the Plan. After Brexit, European and Ramsar sites occurring in the UK designated under the Habitats Regulations became part of the National Site Network (as defined in the interpretation sections of the Habitat Regulations (2017)), with a focus on maintaining ecological coherence throughout the UK.

In addition to the Habitats Regulations, UK Government policy (Office of the Deputy Prime Minister Circular 06/2005) states that internationally important wetlands designated under the Convention on Wetlands 1971, called the Ramsar Convention (Ramsar sites) are afforded the same protection as SPAs and SACs for the purpose of considering development proposals that may affect them. The Government also affords the same level of protection to potential SPAs (pSPAs), possible SACs (pSACs) and proposed Ramsar sites and to sites identified, or required, as compensatory measures for adverse effects on any of the above sites, through planning policy such as the National Planning Policy Framework[16].

The Habitat Regulations place a duty upon 'Competent Authorities' (in this case TfSE) to consider the potential for effects upon European and Ramsar sites. The HRA process must be applied before a plan or project which may affect a European or Ramsar site(s) can be lawfully undertaken or authorised. When undertaking an HRA, it is best practice for competent authorities to clearly record and reason their decision-making process and their conclusions, which take into account the precautionary principle where there is reasonable uncertainty.

[14] UK Government, The Conservation of Habitats and Species Regulations 2017, SI 1012 (Accessed 12/02/2026)

[15] European Union, Council Directives 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, 1992 (Accessed 12/02/2026)

[16] Department for Levelling Up, Housing & Communities (2023) National Planning Policy Framework. Available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf (Accessed 12/02/2026)

The TfSE Strategic Investment Plan

The SIP sets out TfSE's long-term vision for the region, providing a comprehensive framework for strategic transport investment over the next thirty years. The SIP has been developed in partnership with local authorities, transport operators, and wider stakeholders. It outlines the transport interventions required to support sustainable economic growth, improve environmental outcomes, and enhance connectivity across the South East.

In 2025, the SIP was updated to align with the new strategic framework. This update incorporated a revised vision, evidence base and investment priorities. The updated SIP now reflects the 2025 Transport Strategy vision.

While many of the interventions proposed in the 2025 Strategy have been included in the updated SIP, there are some differences between the documents. There are a number of new interventions within the SIP that have been proposed through engagement, including schemes for increased climate resilience. A number of interventions have also been removed. These include:

- schemes that have since been delivered or cancelled;
- interventions requested to be removed by a Local Transport Authority; and
- rail interventions not supported by Network Rail.

The overall TfSE 2050 vision is set out below:

Our vision is for the south east to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

The overarching vision is supported by three goals that reflect the three pillars of sustainable development:

- **Economic Goal:** Improve productivity and attract investment to grow our economy and better compete in the global marketplace.
- **Social Goal:** Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- **Environment Goal:** Protect and enhance the South East's unique natural and historic environment.

Underpinning these goals are five key Missions that TfSE will prioritise to achieve its vision. The five Missions are as follows:

- **Strategic Connectivity:** We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.
- **Resilience:** We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations.
- **Inclusion and Integration:** We will create an inclusive and integrated transport network in the South East that offers affordable, safe, seamless, door-to-door connectivity for all users.
- **Decarbonisation:** We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.
- **Sustainable Growth:** We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.

Work Undertaken to Date

TfSE's Transport Strategy was adopted in 2020 and provided the strategic direction for the region. The Transport Strategy was subject to a HRA[17].

Following on from the Transport Strategy, TfSE undertook an Economic Connectivity Review which was the first major output of the Transport Strategy for the region. This work identified five Area Studies:

- Inner Orbital Study;
- Outer Orbital Study;
- South Central Radial Study;
- South East Radial Study; and
- South West Radial Study.

The objectives and interventions included within these areas studies were also subject to individual HRAs and Sustainability Appraisals (SAs).

The outcome of these Area Studies helped to form the 'blueprint' for TfSE's SIP. The SIP was developed in partnership with TfSE's 16 LTAs and aims to build on the Transport Strategy and bring together previously published work including area and thematic studies to present an investment plan.

The SIP was adopted in March 2023 and sets out a series of packages comprising complementary, multi-modal interventions designed to deliver the long-term vision and strategic goals originally established in the 2020 Transport Strategy. It is described as "a

[17] Transport for the South East Habitats Regulations Assessment Screening Statement, Update of the Transport Strategy for the South East. TfSE Framework_HRA Screening statement_SLR_1.pdf (Accessed: 16/02/2026)

framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades."

Habitats Regulations Assessment Process and Methodology

Legislative, Policy Context and Guidance

Legislation

Regulation 63 (1) of the Habitats Regulations states that 'A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which—

> (a) is likely to have a significant effect on a European site[3] or a European offshore marine site (either alone or in combination with other plans or projects), and
>
> (b) is not directly connected with or necessary to the management of that site,

—must make an Appropriate Assessment of the implications for that site in view of that site's conservation objective.'

Policy

The National Planning Policy Framework (paragraph 194)[18] also states that the following should be given the same protection as habitats sites:

> a) potential Special Protection Areas and possible Special Areas of Conservation;
>
> b) listed or proposed Ramsar sites; and
>
> c) sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.

Guidance

The following guidance has been referred to in undertaking the HRA to date:

- Scottish Natural Heritage (2015) Habitats Regulations Appraisal of Plans Guidance For Plan-Making Bodies In Scotland Version 3.0[19] ;
- DTA Publications (terminated Jan 2026) The Habitats Regulations Assessment Handbook[20];
- European Commission (2021). Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC[21];

---

[18] National Planning Policy Framework (Accessed 12/02/2026)
[19] Scottish Natural Heritage Habitats Regulations Appraisal of Plans Guidance For Plan-Making Bodies In Scotland Version 3.0 originally prepared by David Tyldesley and Associates, 2015 (Accessed 12/02/2026)
[20] DTA Publications (terminated Jan 2026) The Habitats Regulations Assessment Handbook https://www.dtapublications.co.uk/handbooks (Accessed 12/02/2026)
[21] ·European Commission. Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC, 2021 (Accessed 12/02/2026)

- Government Guidance (2019) – Appropriate Assessment: Guidance on the use of Habitats Regulations[22]; and
- Natural England (2021). Habitats Regulations Assessment. Natural England Standard[23].

Stages of Habitats Regulations Assessment

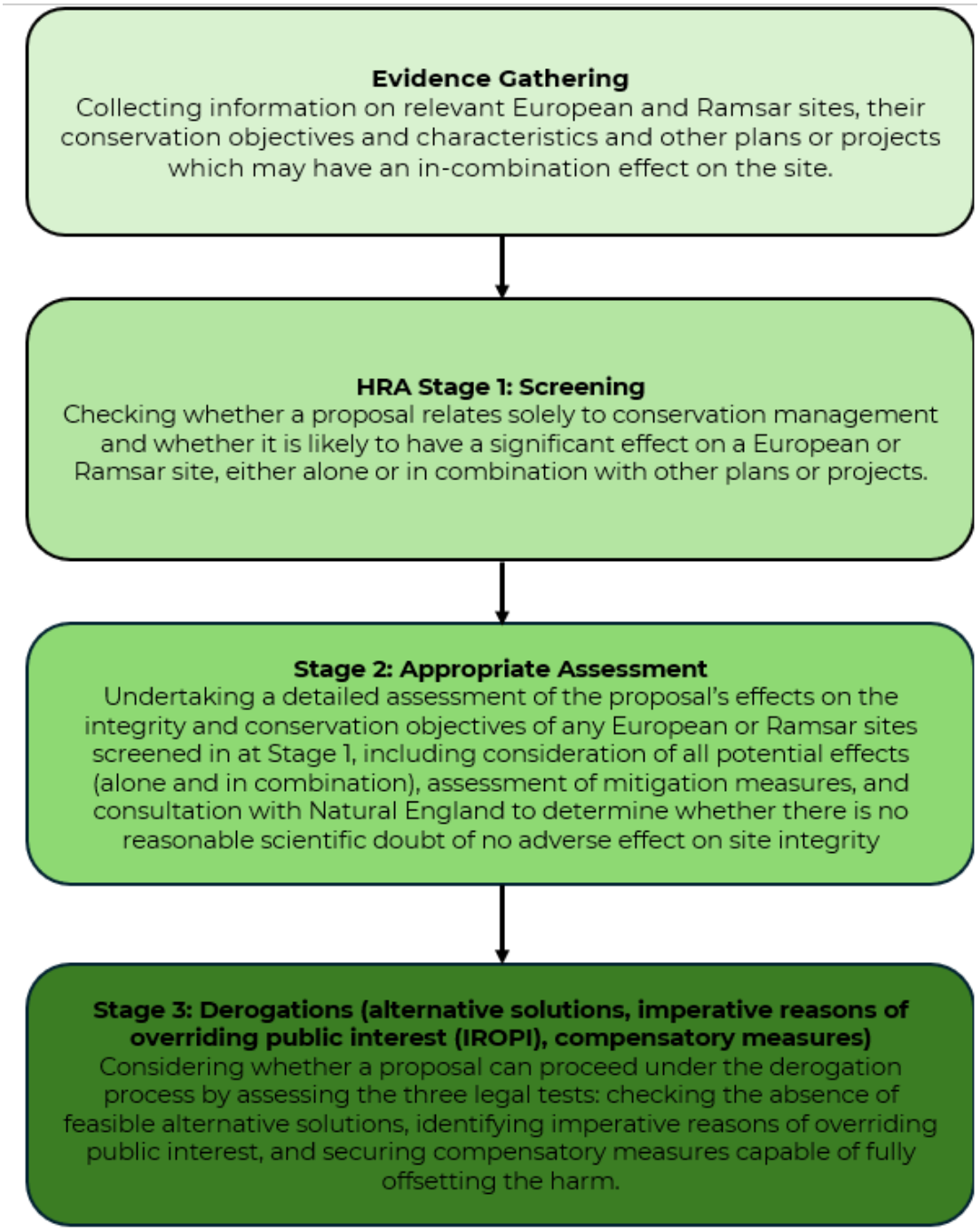
HRA is a staged process as shown in **Figure 0-1** overleaf, setting out the overall approach followed in accordance with the Habitats Regulations Assessment draft guidance.[24]. Current best practice demonstrates that a blurring of the tasks in an iterative manner is the most effective method of assessing a plan as it develops.

The HRA process requires close working with Natural England in order to agree the process and outcomes and, if necessary, obtain information and agree mitigation proposals.

During screening, the 'Precautionary Principle' needs to be applied: if an effect cannot be ruled out based on objective information, it has been reported as "likely" or not possible to rule out. Furthermore, a judgement by the Court of Justice of the European Union (People Over Wind) ruled that Article 6(3) of the Habitats Directive must be interpreted as meaning that mitigation measures (referred to in the judgment as measures which are intended to avoid or reduce effects on Habitats Sites) should be assessed within the framework of an AA and that it is not permissible to take account of measures intended to avoid or reduce the harmful effects of the plan or project on a European or Ramsar Site at the screening stage. The screening exercise must therefore consider elements of the plan without any proposed mitigation. Measures that reduce impacts on European or Ramsar Sites but form an integral part of the plan and would have been provided even if there were no LSE on European or Ramsar Sites, can still be included at the screening stage.

[22] Ministry of Housing, Communities and Local Government, Planning Practice Guidance, Appropriate Assessment: Guidance on the use of Habitats Regulations, 2019 (Accessed 12/02/2026)
[23] Natural England Standard: HRA Habitats Regulations Assessment (HRA) - NESTND026 (Accessed 12/02/2026)
[24] Gov.UK Guidance: Habitats Regulations Assessments: protecting a European site Habitats regulations assessments: protecting a European site - GOV.UK (Accessed 12/02/2026)

Figure 0-1: The HRA Process



Previous HRA Work and Findings

HRA Screening was undertaken for the first Transport Strategy (2020). This was undertaken at a high level and focused on the Plan's objectives and strategic corridors. The assessment was based solely upon the preliminary information available in relation to the locations of 'Strategic Corridors', rather than specific interventions. A Zone of Influence (ZoI) was used to determine the scope of the HRA. The ZoI was defined by the potential effects arising from the project or plan and the available pathways for those

effects to reach and affect interest features of European sites. In order to identify the ZoI an initial buffer of 2km around each Strategic Corridor was established. This buffer was extended accordingly where a corridor was located up/downstream of a European Site and up to 30km where bats are qualifying features of a SAC, cSAC or pSAC. This approach follows Highways England Design Manual for Roads and Bridges (DMRB) guidance and provided a contextual framework for the consideration of impacts. A total of 72 European Sites were identified as being present within the initial ZoI.

A HRA of the updated Transport Strategy took place in 2025. The screening of the Transport Strategy update focused on each of the short- and long-term priorities associated with each of the missions and their accompanying interventions, to identify whether they could lead to LSEs on any European and Ramsar Sites.

The HRA Screening of the Transport Strategy (2025) identified LSEs on 48 European and Ramsar Sites. The LSEs of the priorities and interventions identified included disturbance, habitat loss / habitat damage and/or fragmentation, hydrological change (water quality or quantity), air pollution, recreational pressures and human disturbance and coastal processes.

Scope of the SIP HRA Screening

The SIP is underpinned by five Transport Strategy Missions. Each Mission is divided into between three and five Mission Themes. Under each Theme, there are a number of interventions which are projects which will take place across the South East to address the issues and opportunities of each Mission. A summary of the SIP Missions and Themes is outlined in the table below.

The HRA Screening has considered whether there is potential for activities associated with the SIP's Interventions to have a likely significant effect (LSE) on European and Ramsar sites both inside and outside of the TfSE Region.

The same set of 72 European Sites used as the basis of the previous HRAs has been used as the basis for the HRA of the SIP update, however, a number of additional sites have been added which have been identified as having an impact pathway with priorities and interventions. See **Appendix A** for further details of the sites.

The HRA screening process has involved assigning each intervention a screening category letter (A-J), as presented in **Table 0-1:** below. The full screening of individual interventions is provided in Appendix B, with a summary of the screening outcomes outlined in Chapter 0.

Table 0-1: SIP Missions and associated Themes

Mission	Mission Statement	Themes
Strategic Connectivity	"We will boost connectivity in the south east by enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, convenient and resilient transport links and key services, for people and goods.".	1. **Orbital and east-west connectivity:** Improve orbital and east-west connectivity. Improvements to be made to the coastal rail corridor and the inner orbital rail corridor. This should alleviate congestion on the A27. Improvements to be made to highway corridors. 2. **Access to international gateways and strategic freight:** Improve access to South East's ports, airports and international rail services. Improve surface access by bus and rail to Heathrow and Gatwick airports. Improve strategic freight connectivity by strengthening rail and highway corridors from Southampton and Channel Ports to the Midlands and North and increasing lorry parking efficiency. 3. **Incentives and timetables:** Incentivise long distance mode-shift through targeted fare reforms, improved interchanges, and better facilities for passengers and freight users.
Sustainable Growth	"We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities."	1. **Urban and suburban metro rail:** Introduce metro-style rail enhancements. Deliver reliable, high-frequency and affordable urban rail services to support sustainable intensification. Improved intra and inter-regional services to contribute to sustainable economic development through strengthening job markets and tacking exclusion. 2. **Growth-led mass transit:** Deliver high quality mass transit systems to areas outside of the core rail network. This may include light rail, Bus Rapid Transit (BRT), or dedicated express bus corridors. Networks should be integrated into housing plans. 3. **Active travel:** deliver local and regional cycling and walking infrastructure plans across the South East. Active travel should be embedded into Local Plans, regeneration schemes and new settlements. 4. **Unlocking development:** Invest in high-quality, multi-modal highway corridors. 5. **Integrated transport and land use planning:** build planning capacity at local and regional levels including through local levies, developer contributions and long-term funding settlements to deliver supporting infrastructure.
Resilience	"We will safeguard the south east's connectivity and work to maintain and enhance the reliability and resilience of transport systems for future generations. We will do this by anticipating risks, taking	1. **Tacking bottlenecks:** Resolve major capacity constraints on key rail and road corridors, including Croydon, Woking, Southampton Central, and critical radial routes such as the A3 and A2/A282. Address pinch points on the Major Road Network to improve resilience and reduce disruption across the wider transport system. 2. **Diversionary and alternative corridors:** Strengthen secondary rail and road corridors to reduce reliance on single routes, including progressing the Kent Bifurcation Strategy, assessing reinstated rail links, and upgrading alternatives such as the A22

Mission	Mission Statement	Themes
	preventative measures, enhancing recovery and adapting in the face of uncertain future risks."	and connections between the M3 and M4. These corridors would provide resilience during disruption and support planned redistribution of travel demand. 3. **Coastal and river infrastructure:** Invest in assessing, monitoring, and managing long-term climate risks to transport assets located on vulnerable coastlines and river corridors. Integrate transport planning with shoreline management and climate adaptation to protect key rail and road routes with limited alternative alignments. 4. **Sustainable maintenance and renewal:** Secure long-term funding for highway and rail maintenance to address the growing backlog and reduce the risk of disruptive failures. Prioritise sustainable renewal to maintain network reliability and support continued economic growth.
Inclusion and integration	"We will create an inclusive and integrated transport network in the south east that enables affordable, safe, seamless, door-to-door connectivity for all users – including those currently underserved by the transport system."	1. **Better integrated hubs:** Expand high-quality multimodal hubs that combine rail, bus, active travel, and shared mobility in accessible locations such as Strood, Farnborough, and Canterbury. Improve access to islands and peninsulas by upgrading ferry services and better integrating them with the wider transport network. 2. **Inclusive infrastructure:** Embed universal design principles and deliver a clear upgrade programme to raise accessibility standards across transport networks. Improve step-free access, wayfinding, and facilities to meet the needs of excluded and underserved groups. 3. **Fares and ticketing:** Create simple, affordable, integrated fares through multi-modal and multi-operator ticketing, capped daily rates, and improved concessionary offers. Remove cost and complexity barriers to encourage more people to choose sustainable travel.
Decarbonisation	"We will support the south east's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve the environment and quality of life."	1. **Zero and low Emission Vehicles:** Accelerate EV adoption by expanding charging infrastructure, especially in rural and suburban areas. Support the wider transition to zero and low-emission vehicles through investment in battery reuse, recycling, and circular-economy systems. 2. **Railway decarbonisation:** Deliver a strategic, corridor-based approach to electrification, prioritising overhead lines for long-distance services and using battery or sustainable fuels for shorter routes. Target key corridors such as Hastings–Ashford, the North Downs Line, and the Wessex Main Line to reduce diesel reliance and improve efficiency. 3. **Behaviour change and demand management:** Promote sustainable travel through behaviour-change campaigns, better marketing of alternatives, and improved digital connectivity that reduces the need to travel. Explore future options for an equitable

Mission	Mission Statement	Themes
		national road-user charging framework aligned with the transition away from fuel duty. 4. **Ferry decarbonisation:** Support the shift to low-carbon ferry operations by adopting hybrid, electric, and cleaner fuel technologies. Invest in shore-side power infrastructure to cut emissions and protect sensitive coastal and estuarial environments. 5. **Power supply:** Plan for a resilient, low-carbon energy system that can meet rising demand from EVs, electrified rail, and shore-side port operations. Strengthen local grid capacity and expand smart charging to ensure clean, reliable power across the transport network. 6. **Beyond transport:** Integrate transport decarbonisation with wider efforts in housing, energy, land use, and digital connectivity. Take a joined-up approach to ensure zero-carbon transport supports broader environmental and place-based outcomes.

.

Table 0-2: Screening Criteria

Screening category	Description	Screening outcome
A	General statement of policy / general aspiration	Screened out
B	Policy listing general criteria for testing the acceptability / sustainability of proposals	Screened out
C	Proposal referred to but not proposed by the plan	Screened out
D	General plan-wide environmental protection /site safeguarding / threshold policies	Screened out
E	Policies or proposals which steer change in such a way as to protect European and Ramsar sites from adverse effects.	Screened out
F	Policy that cannot lead to development or other change.	Screened out
G	Policy or proposal that could not have any conceivable effect on a site.	Screened out
H	Policy or proposal the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in combination with other aspects of this or other plans or projects).	Screened out
I	Policy or proposal which may have a likely significant effect on a site alone.	Screened in
J	Policy or proposal with an effect on a site but unlikely to be significant alone, so need to check for likely significant effects in-combination.	Dependent on in-combination test
K	Policy or proposal unlikely to have a significant effect either alone or in-combination.	Screened out after the in-combination test
L	Policy or proposal which might be likely to have a significant effect in-combination.	Screened in after the in-combination test
M	Bespoke area, site or case-specific policies or proposals intended to avoid or reduce harmful effects on a European Site.	Screened in

Potential In Combination Effects with SIP Interventions, and Other Relevant Plans, Programmes and Projects

The HRA must consider the potential for LSEs on European and Ramsar Sites either alone or in combination with other plans, projects and programmes, in order to identify any cumulative or incremental impacts on the same European and Ramsar Sites. In combination effects need to consider both the potential effects of other plans published for consultation and projects seeking consent and any ongoing negative effects of finalised and/or adopted plans or projects.

Potential in combination effects have been identified with respect to other relevant plans, projects and programmes both nationally and regionally as well as those adjacent to the TfSE region. These have been considered in detail in Section 4, but those plans, projects include:

- National Planning Policy Framework, Ministry of Housing, Communities and Local Government (2024)[25]
- National Networks National Policy Statement, DfT (2024)[26]
- Ports National Policy Statement, DfT (2012)[27]
- Local Plans
- Local Transport Plans
- Local Cycling and Walking Infrastructure Plans
- Local Bus Service Improvement Plans
- High Speed Two (HS2)[28]
- Heathrow Expansion[29]

Assumptions and Limitations

HRA guidance states that the precautionary principle needs to be applied during the assessment of plans in a way that recognises the general nature of some plans, or some parts of plans, and that there may be degree of uncertainty as to the plan's effects due to the non-specific nature of a plan.

The previous HRA Screenings undertaken for the first Transport Strategy and the five Area Studies did not assess interventions. The HRA Screenings focussed on other components of the plan such as potential transport corridors, policies and objectives. Whilst this HRA has screened the interventions from the SIP, there is still a very limited amount of information on these proposals. As there are still limited details on the interventions, such as location, routes, whether construction is required, technology likely to be used etc, it is unlikely that that the screening will be able to categorically demonstrate that the SIP will not have any LSEs upon European and Ramsar Sites.

[25] National Planning Policy Framework (Accessed 12/02/26)
[26] National Networks - National Policy Statement (Accessed 12/02/26)
[27] National Policy Statement for Ports (Accessed 12/02/26)
[28] What is HS2 - HS2 (Accessed 12/02/26)
[29] Plan overview | Heathrow (Accessed 12/02/26)

Best endeavours have been made to ensure that this HRA is proportionate and has been based on best scientific information available at the time of writing.

The specific transport interventions set out in the Transport Strategy are being delivered by other organisations, including National Highways and Network Rail. Although they form part of the SIP, TfSE is not the authority responsible for their development and delivery.

The consideration of plans, programmes and projects is limited to what is considered proportionate and relevant to this HRA. Within the TfSE region, there will be large numbers of plans and projects at the local authority level but these are too numerous and too detailed for this HRA to consider.

Screening Findings

Screening of Interventions

The full HRA Screening can be found in Appendix B. This chapter provides a summary of the screening findings.

The HRA Screening assessed all interventions within the TfSE SIP to determine whether they could give rise to LSEs on European Sites or Ramsar Sites, either alone or in combination. The screening process took into account the nature of interventions and allocated a corresponding screening category in line with the criteria presented in **Table 0-2**. Generally, interventions which would lead to significant levels of development, or would lead to activities in close proximity to European and Ramsar sites would be screened in. Small-scale interventions where no pathways towards European and Ramsar sites could be identified would be screened out.

Screening identified LSEs on 74 European and Ramsar Sites which are located within or outside of the South East region.

As a result of the high-level, strategic nature of the interventions, interventions were often screened in or out for similar reasons. In general, interventions were screened in where:

- The intervention involved new construction which could cause physical damage, disturbance, air and water pollution to European or Ramsar Sites. It was not possible to rule out LSEs on the European and Ramsar Site(s) as a result of the intervention, therefore it was screened in; and
- The intervention involved small-scale development, and would not lead to LSEs alone, however in-combination with other interventions may lead to LSEs in-combination, therefore they were screened in.

Interventions were screened out where:

- They rely entirely on existing infrastructure with no or minimal need for physical works;
- Any required works would be small-scale, localised, and not reasonably capable of affecting European or Ramsar Sites;
- They are strategic or policy-based, with no direct physical interventions proposed; and / or
- They are located at a sufficient distance from European and Ramsar Sites such that no feasible impact pathway exists.

The following sections summarise the screening outcomes for each of the five SIP Missions.

Strategic Connectivity:

There are a total of 52 Strategic Connectivity interventions. A total of 31 interventions were screened in, all of which were categorised with an 'I' (policy or proposal which may have a LSE on a site alone). Screened-in interventions involved construction works,

whereas screened-out interventions involved construction works to existing assets or involved small-scale, localised development works.

Resilience:

There are a total of 35 Resilience interventions. 27 were screened in, all of which were categorised with an 'I'. Eight were screened out, all of which were categorised with a 'G' (policy or proposal that could not have any conceivable effect on a site). Those screened out generally involve small-scale or contained works, such as the *TB03 Mount Pleasant Level Crossing Removal* scheme which would result in the localised construction of a bridge or a tunnel on Mount Pleasant Road between St Denys and Southampton Central railway station.

Inclusion and Integration

There are a total of 17 Inclusion and Integration interventions. 15 were screened in. 10 were categorised with an 'I', four with a 'J', and one with a 'L'. Those categorised with an 'L' or a 'J' were strategic mobility hubs which were unlikely to result in LSEs alone; however, LSEs were identified when considered in-combination. These interventions are:

- BH03: Eastbourne / Polgate Strategic Mobility Hub;
- BH09 Cosham Station Mobility Hub;
- BH12: M27 Junction 5 / S'oton Airport Strategic Mobility Hub;
- M27 Junction 7 / 8 Strategic Mobility Hub (BH13); and
- M27 Junction 9 Strategic Mobility Hub (BH14).

In-combination effects have been identified for these interventions due to their proximity to each other which have the potential to adversely affect a number of European and Ramsar Sites, particularly if construction of these schemes happens concurrently. At this stage, the size, scale and location of these mobility hubs is not known. There is potential for surface runoff from construction to result in changes to water quality which may affect the composition of species within these European and Ramsar sites.

Two interventions were screened out and categorised with a 'G' because they would result in small-scale development and no pathways to European and Ramsar Sites were identified.

Decarbonisation:

There are 12 Decarbonisation interventions in total. Seven were screened in and were categorised with an 'I'. Five were screened out, four of which were categorised with a 'G'. These interventions included the decarbonisation of railway lines where construction activities would be limited and would ultimately result in improvements to localised air quality. One intervention was categorised with an 'A' because it is a strategic policy which would not itself propose physical developments which could affect European and Ramsar sites.

Sustainable Growth:

There are 74 Sustainable Growth interventions in total. 47 were screened in, 45 of which were categorised with an 'I' and two with an 'L'. The two interventions categorised with an 'L' were not considered significant alone; however, LSEs were identified when considered in-combination. These interventions were GT09: Eastbourne / Wealden Mass Rapid Transit and GT09: Hastings / Bexhill Mass Rapid Transit. These interventions are likely to increase movements between Eastbourne, Bexhill-on-Sea and Hastings which may lead to in-combination effects on the Pevensey Levels SAC and Ramsar, particularly if construction of these schemes happens concurrently. In addition, surface runoff from construction may result in changes to water quality which may affect the composition of species within these European and Ramsar sites.

27 interventions were screened out, all of which were categorised with a 'G', because the intervention is either: development which relies on existing infrastructure, development being small scale, or positioned a sufficient distance away from European or Ramsar Sites.

Potential In Combination Effects

The HRA process must consider the potential for LSEs on European and Ramsar Sites either alone or in combination. Potential in combination effects may be identified between the interventions within the SIP or between the SIP and other plans, projects and programmes, in order to identify any cumulative or incremental impacts on the same European and Ramsar sites. In combination effects need to consider both the potential effects of other plans published for consultation and projects seeking consent and any ongoing negative effects of finalised and/or adopted plans or projects.

The screening exercise found that some interventions may result in minor effects alone, however, when assessed alongside other interventions, they have the potential to generate significant in-combination effects. These effects have been detailed in **Chapter 0: Screening Findings.**

The plans and programmes considered for potential in combination effects are described in **Table 0-1**, whilst the projects considered for potential in combination effects are set out in

Table 0-3 overleaf. Please refer to the

Assumptions and Limitations for an explanation of the approach to the identification of relevant plans, programmes and projects.

Table 0-2 : Potential In Combination Effects with Other Plans and Programmes

Plan Name	Plan Description	Potential In Combination Effects
National Planning Policy Framework, Ministry of Housing, Communities and Local Government (2024)	The NPPF promotes the development of sustainable transport and highlights that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Development of these forms of transport will help to reduce congestion and emissions and improve air quality and public health.	In-combination effects may arise from the transport interventions within the TfSE SIP alongside growth outlined within the NPPF. The construction of new transport infrastructure, together with new residential and employment development, could further exacerbate pressures on European and Ramsar Sites. Impacts include physical damage, disturbance, air pollution and water pollution.
National Networks National Policy Statement, DfT (2024)	The National Networks National Policy Statement (NPS) supports both development of major rail infrastructure (including new and re-opened alignments) and also road improvements (including adding additional lanes to existing single and dual carriageway trunk roads, adding new slip roads, and improving junctions). An expanded network of	In-combination effects may arise from the transport interventions within the TfSE SIP alongside the development of transport infrastructure supported and outlined within the National Networks NPS. These documents in combination could further exacerbate pressures on European and Ramsar Sites.

Plan Name	Plan Description	Potential In Combination Effects
	strategic rail freight interchanges will also be developed. A HRA was undertaken to inform the NPS. Due to the non-spatial and strategic nature of the NPS, it was not possible to know the timescales or locations of individual NSIPs that will come forward and be subject to Development Consent Orders. It therefore was not possible to discount the potential for likely significant effects on European or Ramsar Sites or the potential for adverse effects on the integrity of European or Ramsar Sites	Impacts include physical damage, disturbance, air pollution and water pollution.
Airports National Policy Statement, DfT (2018)	Expansion at London Heathrow, in addition to making best use of existing aviation capacity (e.g. London Gatwick), is likely to increase transport requirements for all modes. A HRA Screening and AA were undertaken in support of the NPS. The screening identified LSE on eight European and Ramsar Sites as a result of impacts that may arise from the development of a new runway at Heathrow Airport. These effects were assessed further through the AA stage of the HRA. Whilst it was considered likely that a number of the potential adverse effects identified could be ruled out through detailed design, it was deemed not possible to exclude all of the likelihood of adverse effects given the lack of detailed project information.	Potential effects of the Airports NPS could lead to LSEs on European and Ramsar Sites in combination with the interventions which will deliver the TfSE SIP. The interventions which support the SIP (such as Western Rail Link to Heathrow, Southern Access to Heathrow and A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit) may help to enable the expansion of Heathrow airport and contribute to potential localised effects of construction to European and Ramsar Sites in the vicinity of the airport.
Ports National Policy Statement, DfT (2012)	Development of new ports, in addition to expansion of existing ports, is likely to increase freight trade capacity. It should be noted that this statement is currently under review and is due to be adopted in 2025, as set out in the Freeports Bidding Prospectus[30]. A HRA Screening and AA were undertaken in support of the NPS.	A number of LSEs on European and Ramsar Sites in coastal locations close to existing ports have been identified through the screening of the TfSE SIP. Port expansion will involve construction activities and therefore has the potential to result in in-combination effects on the same European and

[30] HM Treasury, Freeports Bidding Prospectus, 2020

Plan Name	Plan Description	Potential In Combination Effects
	This concluded that it was not possible to predict in advance of specific development applications that may come forward. However, it is in the nature of port development that intertidal mudflats, saltmarshes and some other categories of protected habitat may be required for the development itself, or be adversely affected in other ways such that the impacts cannot be directly mitigated.	Ramsar Sites that may be affected by the SIP.
Local Plans	Local Plans are prepared by the Local Planning Authority (LPA), usually the Council or the National Park Authority for the area. They provide a vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities. Allocations for economic and residential development are likely to stimulate transport demand and conversely improvements in economic transport corridors are likely to stimulate development.	The Sustainable Growth Mission within the TfSE SIP aims to deliver transport interventions that unlock investment and support sustainable growth in line with Local Plans. The construction of new transport infrastructure associated with the SIP, together with construction arising from new housing and employment development, has the potential to give rise to in-combination effects on European and Ramsar Sites depending on where proposals are located.
Local Cycling and Walking Infrastructure Plans	Local Cycling and Walking Infrastructure Plans (LCWIPs) enable Local Authorities to plan for active modes of transport in their areas. LWCIPs identify where walking and cycling infrastructure improvements should be made, based on existing and future potential demand. Investment in cycling and walking schemes can help to improve public health, provide access to services and facilities, minimise carbon emissions and contribute to the natural environment.	New walking and cycling infrastructure could result in in-combination effects on European and Ramsar Sites where it is delivered in addition to the interventions identified as supporting the TfSE SIP, depending on the location of proposals. These effects may arise from construction-phase impacts as well as disturbance associated with improved access and increased recreational pressure on sensitive sites.
Local Transport Plans	Local Transport Plans (LTPs) are statutory documents required by the Transport Act 2000, which set the strategy for the management, maintenance and development of a Local Authority area's transport system. LTPs can identify both strategy policy and implementation	LTPs are likely to align with the TfSE SIP and may rely on the same interventions for delivery. However, where LTPs include additional interventions not considered within the SIP, the construction of this infrastructure could give rise to

Plan Name	Plan Description	Potential In Combination Effects
	plans for delivering policy. Therefore, like the SIP, they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period. A LTP is likely to include interventions and schemes which appear within the TfSE SIP (which will be delivered by various parties) and interventions and schemes put forward by the Local Authority itself. LTPs must be subject to HRA in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).	in-combination effects on European and Ramsar Sites, depending on where proposals are located.

Table 0-3: Potential In Combination Effects with Projects

Project Name	Project Description	Potential In Combination Effects
Heathrow Expansion[31]	Heathrow Airport plans to expand via the development of a third runway, as well as new facilities both on and off the airfield, to the north-west of the existing runways. The development of this runway would provide the capacity for an additional 260,000 flights annually.	Potential effects of the planned Heathrow Airport expansion could give rise to LSEs on European and Ramsar Sites in combination with the interventions that will deliver the TfSE SIP. The interventions supporting this priority—such as the Western Rail Link to Heathrow, Southern Access to Heathrow, and the A4 Reading–Maidenhead–Slough–London Heathrow Mass Rapid Transit—may help to facilitate the airport's expansion and therefore contribute to construction-related impacts on European and Ramsar Sites in the vicinity of Heathrow. These in-combination effects relate specifically to construction activities associated with both the airport expansion and the enabling transport

[31] Plan overview | Heathrow (Accessed 20/11/24)

Project Name	Project Description	Potential In Combination Effects
		infrastructure, where temporal or spatial overlap may occur.

Conclusions

This HRA Screening exercise has identified that the updated TfSE SIP 2026 could lead to a number of LSEs, either as a result of a single intervention or in combination with other interventions, plans, projects and programmes.

Further detailed assessment is necessary to satisfy the requirements of the Habitats Regulations, through to Stage 2 - Appropriate Assessment. In order for this to be undertaken, further details on the interventions and consultation with Natural England would be required.

There is insufficient detail at this time to enable a more in-depth analysis to the degree required for Appropriate Assessment. It will only be possible to undertake this level of assessment once specific projects are proposed and robust analysis can be carried out.

The interventions set out in the SIP are being delivered by other organisations, including National Highways and Network Rail. Although they form part of the SIP, TfSE is not the authority responsible for their development and delivery.

Many of the interventions will also be included within the LTPs within the TfSE region and will undergo HRA when they are prepared, providing another opportunity for potential LSEs to be identified and potential adverse effects to be assessed, as well as when interventions become projects (through project-level HRA). Any transport project brought forward in accordance with the TfSE SIP, which may involve construction/improvements to infrastructure, and which may increase access in order to meet the Missions and deliver the priorities of the TfSE, would require careful consideration of potential effects on European and Ramsar Sites.

The HRA Screening of the TfSE SIP 2026 update has been precautionary and uncertainty has been identified due to the strategic nature of the Plan and lack of detail relating to the interventions cited within it. Appropriate Assessment of transport interventions / projects at the project stage may identify that some interventions may not have impact pathways to European and Ramsar Sites and impacts on ecological integrity could be excluded at the Appropriate Assessment stage.

It is expected that all LTPs and transport interventions / projects within the TfSE region will be subject to HRA Screening and it is recommended that this requirement is referred to in the 'Delivery' chapter of the SIP. Where potential in combination effects are identified in Screening, an assessment of adverse effects on site integrity and in-combination effects of interventions will be required and full recommendations for mitigation is expected to be provided within each project/plan-level Appropriate Assessment (HRA Stage 2 Appropriate Assessment) in order to avoid adverse effects upon the European and Ramsar Sites.

Appendix B – Assessment of SIP Interventions

Key to Effects	
++	Potential for significant positive effects
+	Potential for minor positive effects
-	Potential for minor negative effects
- -	Potential for significant negative effects
+/-	Potential for both positive and negative effects
?	Uncertain effects
0	Negligible or no effects

Appendix A - ISA for the Strategic Connectivity Mission

Strategic Connectivity - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	GHGs	Noise	Equal.	Health	Comm Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
1. Orbital and East West Connectivity													
HS 1 / Marsh Link – Hastings, Bexhill and Eastbourne Upgrade (EW01)	--	--	0	-	-	+/-	+	+	-	+	+	+	++
East Coastway Line faster services (EW02)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
NEW: Willingdon Chord (EW03)	--	--	--	--	--	-	+	+	-	+/-	+/-	+	+
Brighton Main Line - Reinstate Cross Country Services (EW05)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Brighton Station Additional Platform (EW05)	0	0	0	0	0	0	+/-	+/-	+/-	+	+	+	+
Arun Valley Line - Faster services (EW06)	0	0	0	0	0	0	-	+	-	++	+	+/-	++
West Coastway Faster services (EW07)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
West of England Service Enhancements (EW08)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Reigate Station Upgrade (EW09)	0	0	+/-	0	0	0	+	+/-	0	+	+	+	++
Reading to Waterloo Service Enhancements (EW10)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Cross Country Service Enhancements (EW11)	0	0	+/-	+/-	0	0	0	+	?	+	+	+	+
A259 Level Crossing Removals (EW12)	-	--	-	-	-	-	0	0	0	0	0	++	+
A27 Lewes – Polegate (EW13a)	--	--	--	--	--	--	--	--	--	+/-	+/-	+/-	++
A27 Worthing and Lancing Improvement (EW13b)	+/-	-	-	-	-	+/-	+/-	+/-	-	+/-	-	+	+
A27 Worthing Long Term Solution (EW13c)	+/-	-	-	-	-	+/-	+/-	+/-	-	+/-	-	+	+
A27 Arundel Enhancements (EW13d)	--	--	--	--	--	--	--	--	--	+/-	+/-	+/-	++
A27 Tangmere Junction (EW13e)	--	--	--	--	-	-	+/-	+/-	+/-	0	+/-	+	+
A27 Chichester Improvements (EW13f)	-	-	--	-	0	+/-	+/-	+/-	+/-	0	+/-	+	+
A259 Chichester to Bognor Regis Enhancement (EW14)	-	-	+/-	+	+	+/-	+	+	+	+	+/-		
Isle of Wight Ferry Service Enhancements (EW15)	-	-	0	+/-	0	-	+/-	+/-	-	++	++	+/-	+
New Summer Route - Ryde to Southampton (EW16)	-	-	0	+/-	0	-	+/-	+/-	-	++	++	+/-	+

Strategic Connectivity - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	GHGs	Noise	Equal.	Health	Comm Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
2. Access to international gateways and strategic freight													
A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit (IG01)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+
London Heathrow Airport Bus Access Enhancements (IG02)	0	0	0	0	0	0	+	+	+	+	+	+	0
Western Rail Link to Heathrow (IG03)	-	-	-	-	-	-	+/-	+/-	-	+	+	+/-	+
Southern Access to Heathrow (IG04)	--	--	-	--	-	--	+/-	+/-	-	+	+	+/-	+
Gatwick – Kent Service Enhancements (IG05)	+/-	+/-	+/-	+/-	0	+/-	+/-	+/-	+/-	0	0	+	+
North Downs Line - Service Level and Capacity Enhancements (IG06)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Redhill Station Upgrade (IG07)	0	0	-	+/-	0	0	+/-	+/-	+/-	+	+	+	+
Redhill Aerodrome Chord (IG08)	-	-	-	-	-	-	+/-	+/-	+/-	+	+	+	+
Ebbsfleet International (Northfleet Connection) (IG09)	-	-	-	-	-	-	+/-	+/-	+/-	+	+	+	+
High Speed East – Dollands Moor Connection (IG10)	+/-	+/-	+/-	0	0	+/-	+/-	+/-	+/-	0	0	+/-	+
Portsmouth Direct Line - Line Speed Enhancements (IG11)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme (IG12)	-	-	+/-	+/-	0	0	+/-	-	+/-	+	+	+/-	+
Newhaven Port Capacity and Rail Freight Interchange Upgrades (IG13)	-	-	0	-	-	-	-	-	-	+/-	0	0	+
Lower Thames Crossing (IG14)	--	--	+/-	--	-	--	-	--	-	+/-	+/-	0	++
Better Rail Access to Port of Southampton (IG15)	0	+/-	0	0	0	-	+	+	+	0	+	+	+
B9 Southampton Container Port Rail Freight Access and Loading Upgrades (B9)	0	+/-	+/-	0	0	-	+	+	+	0	+	+	+
Fawley Peninsula New Rail Connectivity (IG16)	--	--	+/-	+/-	-	-	++	+/-	?	+	+	+	++
Theale Strategic Rail Freight Terminal (IG17)	+/-	+/-	+/-	-	0	-	+/-	+/-	+/-	0	+	+	+
Rail Freight Gauge Clearance Enhancements (IG18)	--	--	-	-	-	-	+/-	+/-	-	+/-	+/-	+	+
A2 Brenley Corner Enhancements (IG19)	-	-	+/-	+/-	-	-	+/-	-	+/-	0	+	+	+
M20 Junction 6 Sandling Enhancements (IG20)	-	-	+/-	+/-	-	-	+/-	-	+/-	0	+	+	+
A2 Dover Access (IG21)	-	-	+/-	-	-	-	-	--	-	+/-	-	0	+
Dover Freight Diversification(IG22)	0	0	0	0	0	0	+	+	+/-	0	+/-	+	+
M23 Junction 9 Enhancements - Gatwick (IG23)	-	-	0	0	+	0	+/-	-	+/-	+/-	+/-	+	+

Appendix A - ISA for the Strategic Connectivity Mission

Strategic Connectivity - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	GHGs	Noise	Equal.	Health	Comm Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
A26 Lewes - Newhaven Realignment and Junction Enhancements (IG24)	-	-	0	+/-	-	-	+	-	+/-	+/-	-	+	+
A34 Junction and Safety Enhancements (IG25)	--	--	--	-	+/-	+/-	+/-	-	+/-	0	0	+	+
Southampton Access (M27 Junction 2 and Junction 3) (RIS3 pipeline) (IG26)	-	-	0	0	+	0	+/-	+/-	+/-	0	0	+	+
A326 Capacity Enhancements (LLM) (IG27)	--	--	--	--	-	0	+/-	+/-	+/-	+/-	+/-	+	++
Global Policy Intervention South East Lorry Parks (IG28)	--	--	--	--	--	-	--	--	--	+/-	-	+/-	+
3. Incentives and timetables													
Isle of Wight Operating Hours and Frequency Enhancements (IT01)	-	-	-	+/-	0	-	+/-	+/-	-	++	++	+/-	+
Interventions removed from SIP													
A27 Fontwell Junction (I21)	--	--	-	--	-	-	+/-	+/-	+/-	0	+/-	+	+
Southampton Central Station – Woolston Crossing (B1)	0	0	+/-	?	0	0	+	+/-	?	+	+	+	++
West Worthing Level Crossing Removal (F2)	0	0	+	+	0	0	+	+	?	+	+	++	0
A21 Safety Enhancements (X4)	-	-	-	-	0	-	+/-	+/-	+/-	+	0	++	+
High Speed 1 – Link to Medway (U1)	--	--	--	0	-	-	+/-	+/-	+/-	+	+	+/-	+
Additional Rail Freight Paths to Southampton (A11)	+/-	+/-	+/-	+	0	+/-	+	+	+	0	+	+	+
B7 Havant Rail Freight Hub (B7)	0	0	+/-	+/-	0	+/-	+/-	+/-	+/-	0	+	+	+
B8 Fratton Rail Freight Hub (B8)	0	0	+/-	+/-	0	0	+/-	+/-	+/-	0	+	+	+
M3 Junction 9 (R1)	-	-	-	+/-	0	+/-	+/-	-	+/-	+	0	+	+
M3 Junction 9 - Junction 14 Smart Motorway (R2)	0	0	0	0	0	0	+/-	+/-	+	0	0	?	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
1. Urban and suburban metro rail													
Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet (MR01)	-	--	--	-	0	-	+/-	+/-	+/-	0	0	+/-	+
St Pancras International Domestic High Speed Platform Capacity (MR02)	0	0	+/-	+/-	0	0	+	+	+/-	0	0	0	+
High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access (MR03)	-	-	--	-	+/-	-	+/-	+/-	+/-	+	0	+/-	+
London Victoria Capacity Enhancements - Signalling and Digital Rail (MR04)	0	0	0	0	0	0	+/-	+/-	+/-	+	+	+	++
London Victoria to Shortlands Capacity Enhancements (MR05)	0	0	0	0	0	0	+/-	+/-	+/-	+	+	+	++
Dartford Station Remodelling / Relocation (MR06)	0	0	-	+/-	0	+/-	+/-	+/-	+/-	+	0	?	+
North Kent Line/ Chatham Main Line - Line Speed Enhancements (MR07)	+/-	+/-	+/-	+/-	0	+/-	+	+	+/-	+	+	+	+
North Kent Line – Service Enhancements (MR08)	0	0	+/-	+/-	0	0	+	+	?	+	+	+	+
Bakerloo Line Extension (MR09)	0	0	-	0	0	-	+/-	+/-	+/-	0	0	+/-	+
South Eastern Main Line Capacity Enhancements (MR10)	+/-	+/-	+/-	+/-	0	+/-	+/-	+/-	+/-	0	0	+	+
NEW: Otterpool Park/Westenhanger Station Additional Platform (MR11)	0	0	+/ -	+/-	0	0	+	+	+/-	0	0	+	+
New Station to the North East of Horsham (MR12)	-	-	0	-	-	-	+/-	+/-	-	++	+	+/-	+
Portsmouth Station Platforms (MR13)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Fareham Loop / Platform (MR14)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Botley Line Double Tracking (MR15)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Netley Line Signalling and Rail Service Enhancements (MR16)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Southampton Central Station Upgrade (MR17)	0	0	+/-	?	0	0	+	+/-	?	+	+	+	++
Eastleigh Station Platform Flexibility (MR18)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
South West Main Line – Totton Level Crossing Removal (MR19)	-	-	-	0	0	?	?	+	?	?	+	++	0
Isle of Wight Railway Service Enhancements (MR20)	0	0	+/-	+/-	0	0	+	+	?	+	+	+	+
Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport (MR21a)	-	-	-	+/-	-	-	+/-	+/-	-	+	+	+	+
Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor (MR21b)	-	-	-	+/-	-	-	+/-	+/-	-	+	+	+	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
NEW: Crossrail 2 (MR22)	?	?	?	?	0	0	++	+	+/-	+	+	+	++
Guildford Station Upgrade (MR23)	0	0	0	?	0	-	+/-	+/-	+/-	+	+	+	+
New Station Guildford East (Merrow) (MR24)	-	-	?	?	-	-	+/-	+/-	+/-	+	+	+	+
New Station Guildford West (Park Barn) (MR25)	-	-	?	?	-	-	+/-	+/-	-	+	+	+	+
2. Growth-led mass transit													
Fastrack Expansion - Northfleet to Gravesend (GT01)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastrack Expansion - Medway (GT02)	0	0	0	0	0	0	+	+	+	+	0	+	+
Kent, Medway and East Sussex Mass Transit (GT03)	0	0	0	0	0	0	+	+	+	+	0	+	+
Medway to Maidstone Bus Priority (GT04)	0	0	0	0	0	0	+	+	+	+	0	+	+
Medway Passenger Ferry Infrastructure & Services (GT05)	--	--	--	+/-	0	-	+/-	+/-	+/-	+	0	+/-	+
Strood Riverside Highway Enhancement and Bus Lane (GT06)	-	-	-	-	0	-	-	--	-	-	-	0	+
Queensborough Passenger Ferry Infrastructure & Services (GT07)	--	--	-	+/-	0	-	+/-	+/-	+/-	+	0	+	+
Eastbourne / Wealden Mass Rapid Transit (GT08)	+/-	+/-	+/-	+/-	?	0	+	+	+	++	+	+	+
Hastings / Bexhill Mass Rapid Transit (GT09)	+/-	+/-	+/-	+/-	?	0	+	+	+	++	+	+	+
Sussex Coast Mass Rapid Transit (GT10)	-	-	+/-	-	?	0	+	?	+	++	+	+	++
Fastway Extension: Crawley - Redhill (GT11a)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastway Extension: Crawley - East Grinstead (GT11b)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastway Extension: Crawley - Haywards Heath - Burgess Hill (GT11c)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastway Extension: Crawley - Horsham (GT11d)	0	0	0	0	0	0	+	+	+	+	0	+	+
South East Hampshire Rapid Transit Future Phases GT12)	0	0	+/-	+/-	0	0	++	+	+/-	+	+	+	++
Southampton Mass Transit (GT13)	0	0	+/-	+/-	0	0	++	+	+/-	+	+	+	++
Southampton to Fawley Waterside Ferry Service (GT14)	--	--	-	+/-	0	-	+/-	+/-	+/-	+	0	+	+
Southampton City Centre Placemaking (GT15)	+	+	+/-	+	+	+	+	+	+	+	+	+	+
Isle of Wight Mass Transit and bus connections (GT16)	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
Blackwater Valley Mass Rapid Transit (GT17)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+
Basingstoke Mass Rapid Transit (GT18)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+
Reading Mass Rapid Transit (GT19)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
3. Active travel													
Global Policy Intervention: Active Travel (AT01)	+/-	+/-	+/-	+/-	0	0	+	+	+	+	++	+	+
Global Policy Intervention: Shared Micro Mobility (AT02)	0	0	0	0	0	0	+	+	+	+	+	?	+
4. Unlocking development													
M25 Junction 1a Enhancements (UD01)	-	-	0	-	0	0	-	-	-	-	-	0	+
NEW: M2 Junction 1 Enhancements (UD02)	+/-	-	-	--	-	+/-	+/-	-	-	0	-	+/-	++
NEW: M2 Junction 4 Enhancements (UD03)	+/-	-	-	--	-	+/-	+/-	-	-	0	-	+/-	++
A2 Canterbury Junctions Enhancements (UD04)	-	-	+/-	+/-	-	-	+/-	-	-	0	+	+	+
A228 Hoo Peninsula Enhancements (UD05)	-	-	-	-	-	-	+/-	--	+/-	0	-	0	+
A228 Medway Valley Enhancements (UD06)	-	-	-	-	-	-	+/-	--	-	-	-	+	+
A228 Colts Hill Strategic Link (MRN Pipeline) (UD07)	-	-	-	-	-	-	+/-	--	+/-	-	-	+	+
A2270/A2101 Corridor Movement and Access Package (MRN pipeline) (UD08)	-	-	-	-	-	-	+/-	--	+/-	+/-	+/-	+	+
A23 Hickstead and Bolney Junction Enhancements (UD09)	-	-	-	--	+/-	0	+/-	-	+/-	0	0	+/-	+
A22 Corridor Package (UD10)	+/-	-	-	-	-	+/-	+/-	--	-	+/-	-	++	+
A22 Corridor - Hailsham to Uckfield (MRN pipeline) (UD11)	+/-	-	-	-	-	+/-	+/-	--	-	+/-	-	+	+
A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM pipeline) (UD12)	+/-	-	-	-	-	+/-	+/-	--	-	+/-	-	+	+
A26 – East Sussex Corridor enhancements – Lewes – Uckfield - Crowborough (UD13)	+/-	-	-	-	-	+/-	+/-	-	-	+/-	+/-	+	+
Brighton & Hove A27 Junction Improvements (UD14)	+/-	-	-	-	-	+/-	+/-	-	-	+/-	-	+	+
A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure (UD15)	+/-	-	-	-	-	+/-	+/-	-	-	+/-	+/-	+	+
Crawley Western Link Road and Active Travel Infrastructure (UD16)	--	--	--	-	-	-	-	--	--	+/-	-	+/-	++
A24 / A243 Knoll Roundabout and M25 Junction 9a (UD17)	-	--	0	+/-	0	+/-	+/-	-	+/-	+/-	+/-	+	+
A24 Horsham to Dorking Improvements (UD18)	+/-	-	-	-	-	+/-	-	--	-	+/-	-	+	+
A29 Realignment including combined Cycleway and Footway (UD19)	--	--	-	--	--	+/-	+/-	+/-	+/-	+	+	+	+
West Quay Realignment (LLM) (UD20)	-	-	-	+	?	-	+/-	+/-	+/-	+/-	+/-	+	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
Portsmouth City Centre Road (LLM) (UD21)	0	0	-	+	+	0	+/-	+/-	+/-	+/-	+/-	+	+
A3/A247 Ripley South (RIS3 pipeline) (UD22)	-	-	0	+/-	+/-	-	+/-	-	+/-	+/-	0	+	+
A31 Farnham Corridor (LLM) (UD23)	-	-	-	+/-	+/-	-	+/-	-	+/-	+/-	0	+	+
A404 Bisham Junction (UD24)	+/-	-	-	-	-	+/-	-	+/-	-	+/-	-	+	+
5. Integrated transport and land use planning													
Global Policy Intervention: Transport and land use planning integration (IP01)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	++	+	+
Interventions removed from SIP													
Southampton Cruise Terminal Access for Mass Transit (C4)	?	?	?	+/-	?	-	+	+	+/-	+	+	+	+
M271 Junction 1 Strategic Mobility Hub (C5)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
North Kent Line / Hundred of Hoo Railway - Rail Chord (S7)	+/-	+/-	+/-	0	0	+/-	+/-	+	+/-	+	0	0	+
Ebbsfleet International connections (S21 and S22)	+/-	+/-	+/-	0	0	+/-	+/-	+	+/-	+	0	+	+
Southampton – Woolston Crossing (B1)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
New Southampton Central Station (B2)/ New City Centre Station (B3)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++

Appendix A - ISA for the Resilience Mission

Resilience Mission - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	Climate/GHGs	Noise	Equal.	Health	Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
1. Tackling bottlenecks													
Croydon Area Remodelling Scheme (TB01)	-	-	0	-	0	0	+/-	+	+/-	0	0	+	+
South West Main Line – Digital Signalling (TB02)	0	0	0	0	0	0	?	?	?	+	+	++	+
South West Main Line – Mount Pleasant Level Crossing Removal (TB03)	0	0	+	+	0	0	++	+	?	+	++	++	0
South West Main Line / Portsmouth Direct Line – Woking Area Capacity Enhancement (TB04)	-	-	-	+/-	-	-	+/-	+/-	-	+	+	+	+
M25 Junction 5 Enhancements (TB05)	0	0	0	0	0	0	?	?	?	0	0	+	+
A28 North Thanet Link (MRN) (TB06)	-	--	--	-	-	-	-	--	-	0	-	+	+
A259 Bognor Regis to Littlehampton Enhancement (TB07)	-	-	-	-	+	+/-	+/-	+/-	+/-	+	+	+	+
Northam Rail Bridge Replacement and Enhancement (MRN) (TB08)	-	-	0	?	0	-	0	0	0	0	0	+	+
A259 South Coast Road Corridor – Eastbourne to Brighton (TB09)	-	-	-	--	?	+/-	+/-	+/-	+/-	+	+	+	+
NEW: Highway Widening between Ventnor and Gidshill via Whitwell (TB10)	-	-	-	-	-	0	0	0	0	+	+	+	+
A3 Guildford Local Traffic Segregation (TB11)	+/-	+/-	+/-	+/-	0	+/-	+	+/-	+/-	+	+	+	+
A3 Guildford Long Term Solution (TB12)	--	--	-	-	0	-	-	--	-	-	-	+/-	+
A264 Horsham - Pease Pottage Carriageway Enhancements (TB13)	-	-	-	-	0	-	+/-	-	+/-	+	-	+	+
NEW: Gyratory at Down End, Newport (TB14)	-	-	-	--	-	-	+/-	+/-	+/-	0	+/-	+	+
A339 Newbury to Basingstoke Enhancements (TB15)	-	-	+/-	--	+/-	+/-	+/-	-	+/-	+/-	+/-	+	+

Resilience Mission - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	Climate/GHGs	Noise	Equal.	Health	Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
2. Diversionary and alternative corridors													
Canterbury Rail Chord (DC01)	-	-	0	-	0	-	+/-	+/-	+/-	0	0	0	+
Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements (DC02)	-	-	0	+/-	0	+/-	+/-	+	+/-	+	+	+	+
Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes (DC03)	--	--	-	-	-	--	+/-	+/-	-	0	0	0	+
Spa Valley Line Modern Operations Reopening – Eridge to Tunbridge Wells West to Tunbridge Wells (DC04)	-	-	--	-	-	+/-	+/-	+/-	-	+	+	+	+
A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses (DC05)	--	--	--	--	-	-	+/-	--	+/-	0	-	+	+
A22 Uckfield Bypass Dualling (DC06)	--	--	?	-	-	-	-	--	--	-	-	+	+
M23 Junction 8a New Junction and Link Road - Redhill (DC07)	--	--	?	-	0	0	-	--	--	0	0	+	+
NEW: Newport Junction Improvements - Further Phase (DC08)	-	-	-	-	-	-	+/-	--	+/-	+/-	+/-	+	+
A320 North Corridor (MRN) (DC09)	-	-	-	+/-	-	-	+/-	+/-	+/-	0	0	+	+
New Thames Crossing East of Reading (LLM) (DC10)	-	-	0	-	-	--	-	--	+/-	+/-	+/-	+	+
3. Coastal and river infrastructure													
A259 (King's Road) Seafront Highway Structures Renewal Programme (CR01)	-	-	?	+	?	+/-	+/-	+/-	+/-	+	+	+	+
NEW: A259 (East Saltdean) Resilience Scheme (CR02)	+/-	-	-	-	-	+/-	0	+	0	+	0	+	++
NEW: Eastbourne Pevensey Bay A259 Resilience Scheme (Road and Rail) (CR03)	+/-	-	-	-	-	+/-	0	+	0	+	0	+	++
NEW: Rushey Hill (between Peacehaven and Newhaven) Resilience Scheme (CR04)	+/-	-	-	-	-	+/-	0	+	0	+	0	+	++
NEW: Beachy Head (Birling Gap) (CR05)	?	?	?	?	+/-	0	0	+	0	+	0	++	++
Improved Gosport – Portsmouth and Portsmouth – Hayling Island Ferries (CR06)	-	-	-	+/-	0	-	+/-	+/-	-	++	++	+/-	+
NEW: Rerouting A3055 between Brook Chine and Freshwater Bay (CR07)	--	--	--	--	+/-	+/-	0	+	0	+	0	++	++
NEW: Raising the height of Morton Road (A3055) Brading (CR08)	--	--	--	--	+/-	+/-	0	+	0	+	0	++	++
NEW: Major Bridging Scheme of the Graben Ventnor (CR09)	--	--	--	--	+/-	+/-	0	+	0	+	0	++	++

Resilience Mission - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	Climate/GHGs	Noise	Equal.	Health	Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
4. Sustainable maintenance amd renewal													
Global Policy: Sustainable maintenance and renewal (SM01)	0	0	0	0	0	0	0	++	0	0	0	+	+
Interventions removed from SIP													
Brighton Main Line - 100mph Operation (J2)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
New Station – Canterbury Interchange (S15)	-	-	0	-	0	-	+/-	+/-	+/-	0	0	0	+
A22 Smart Road Trial Proposition Study (N19	0	0	0	0	0	0	?	?	?	+	+	+	+
A23 Carriageway Improvements - Gatwick to Crawley (N7)	-	-	0	+/-	+	-	+/-	-	+/-	+/-	-	+	+
A24 Dorking Bypass (N11)	-	-	-	--	-	-	-	-	-	0	-	+/-	+
Digital Operations Stack and Brock (X8)	0	0	0	0	0	0	+/-	+/-	+/-	+/-	-	?	?
A20 Enhancements for Operations Stack and Brock (X9)	?	?	?	?	?	?	+/-	+/-	+/-	+/-	-	?	?
M2 Junction 4 – Junction 7 Smart Motorway (X13)	0	0	0	0	0	0	+/-	+/-	+	0	0	?	+
M20 Junction 3 - Junction 5 Smart Motorway (X15)	0	0	0	0	0	0	+/-	+/-	+	0	0	?	+
A322 and A329(M) Smart Corridor (R13)	-	--	+/-	+/-	0	+/-	+/-	-	+/-	+/-	+/-	+	+

Appendix A - ISA for the Inclusion and Integration Mission

Inclusion & Integration - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
1. Better integrated hubs													
Strood Rail Interchange Upgrade (BH01)	--	--	-	-	-	+/-	+/-	+/-	+/-	0	0	+/-	+
NEW: Integrated Maidstone Stations (BH02)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	++	+	++
Eastbourne / Polegate Strategic Mobility Hub (BH03)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	++
Three Bridges Strategic Mobility Hub (BH04)	+/-	+/-	+/-	+/-	+	+	+	+	+/-	+	++	+	++
Falmer Strategic Mobility Hub (BH05)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	+
A27/A23 Patcham Interchange Strategic Mobility Hub (BH06)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	+
Shoreham Strategic Mobility Hub (BH07)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	+
Southsea Transport Hub (BH08)	+/-	+/-	+/-	+/-	?	0	+	+	+/-	+	++	+	+
Cosham Station Mobility Hub (BH09)	+/-	+/-	+/-	+/-	?	+/-	+	+	+/-	+	++	+	+
Tipner Transport Hub (M275 Junction 1) (BH10)	0	0	0	+/-	+	-	+/-	+/-	+/-	+/-	+/-	+	+
NEW: Fareham Station Mobility Hub (BH11)	+/-	+/-	+/-	+/-	?	+/-	+	+	+/-	+	++	+	+
M27 Junction 5 / S'oton Airport Strategic Mobility Hub (BH12)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
M27 Junction 7 / 8 Strategic Mobility Hub (BH13)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
M27 Junction 9 Strategic Mobility Hub (BH14)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
Global Policy Intervention: Transport Integration (BH15)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	++	+	+
2. Inclusive infrastructure													
Global Policy Intervention: Local Bus Enhancements (IN05)	0	0	+/-	+/-	0	0	+	+	+/-	+	+	+	+
3. Fares and ticketing													
Global Policy Intervention: Public transport fares (FT01)	0	0	0	0	0	0	+	+	+	++	+	0	++
Interventions removed from SIP													
A21 Safety Enhancements (X4)	-	-	-	-	0	-	+/-	+/-	+/-	+	0	++	+
High Speed 1 – Link to Medway (U1)	--	--	--	0	-	-	+/-	+/-	+/-	+	+	+/-	+

Appendix A - ISA for the Decarbonisation Mission

Decarbonisation Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
1. Zero and Low Emission Vehicles													
Global policy intervention: Fuel decarbonisation (LE01)	0	0	0	0	++	0	++	++	0	0	0	0	0
2. Railway Decarbonisation													
North Downs Line Electrification (RD01)	+/-	+/-	+/-	+/-	0	0	+	+	?	+	+	+	+
Uckfield Branch Line – Hurst Green to Uckfield Electrification (RD02)	-	-	+/-	+/-	0	+/-	+/-	+	+/-	+	+	+	+
Eastleigh to Romsey Line Electrification (RD03)	+/-	+/-	+/-	+/-	-	-	+	+	+	+	+	+	+
West of England Main Line – Electrification from Basingstoke to Salisbury (RD04)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	+	+	+
Reading to Basingstoke Enhancements (RD05)	+/-	+/-	+/-	+/-	-	-	+/-	+/-	-	+	+	+	+
Newbury – Taunton electrification (RD06)	+/-	-	+/-	+/-	0	0	+	+	+	+	+	+	+
Thames Valley Branch Line Decarbonisation (RD07)	0	0	0	0	0	0	+	+	+	+	+	+	+
3. Behaviour change and demand management													
Global policy intervention: Virtual access (BC01)	0	0	0	0	0	0	+	+	+	+	+	+	+
Global policy intervention: Road user charging (BC02)	0	0	0	0	0	0	++	++	+	-	++	+	+/-
4. Ferry decarbonsiation													
Global policy intervention: Ferry decarbonisation (FD01)	0	0	0	0	++	0	++	++	0	0	0	0	0
5. Power supply													
Global policy intervention: Energy decarbonsiation (PS01)	0	0	0	0	++	0	++	++	0	0	0	0	0
Interventions removed from SIP													
Eastleigh/Southampton to Salisbury – Electrification (B6)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	+	+	+