

A Strategic Investment Plan for the South East 2026



Foreword



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OBE**

Chair, Transport for
the South East

Leader, East Sussex
County Council

I am proud to introduce this updated Strategic Investment Plan for Transport for the South East. It marks the next major step in our journey, building on the strong foundations of our first Strategic Investment Plan and demonstrating how far we have come as a partnership in ambition, capability and strategic influence.

Transport for the South East brings together local transport authorities and national delivery partners to speak with a strong, united voice for our region. Together, we strengthen local capability and expertise, build shared evidence and shape deliverable programmes that improve life for residents, communities and businesses across the South East.

This is a time of significant change. Constrained finances, shifting national priorities, local government reorganisation and the emergence of new Mayoral Combined Authorities will shape the years ahead. Furthermore, with national policy increasingly prioritising decision-making by local leaders, strong regional collaboration is essential. Transport for the South East provides that stability: a cross party platform that helps the South East align priorities and support locally informed decision-making.

Since publishing our first Strategic Investment Plan, we have deepened regional partnerships, expanded our technical expertise and developed a transparent, continuously improving evidence base that underpins every recommendation we make. This updated Plan builds on that progress. It aligns our refreshed Transport Strategy with a focused, prioritised investment programme shaped by new data, evolving national policy and the realities of today's funding environment, ensuring both documents work together to support clear, evidence led decision making.

Foreword

The Strategic Investment Plan sets out a clear and considered approach to improving the way our region moves. This begins with making better use of the networks people rely on every day, protecting and strengthening our existing assets. The Plan identifies targeted interventions that support sustainable growth, improve access to jobs, education, healthcare and essential services, and unlock the economic potential of our communities.

By reinforcing the South East's international gateways and accelerating the transition to a cleaner, more resilient transport system, the Plan provides a practical yet ambitious framework for delivering the outcomes our region needs to thrive.

Crucially, this Strategic Investment Plan represents the region's unified advice to government on the investment choices that will deliver the greatest long term benefit. Developed with our local authorities and national delivery partners, it sets out clear priorities supported by realistic funding and delivery routes. It recognises the essential role of government, local authorities and regional bodies, and the need for appropriate and sustained investment to maintain and operate the networks we depend on.

This Plan will continue to evolve as new challenges and opportunities emerge. Delivering it will require commitment, collaboration and long term investment. But it is achievable. And if we continue to work together, we can secure a resilient, well connected and sustainable transport system that underpins a thriving, confident South East to 2050 and beyond.

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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



In addition, by 2050, each weekday:

250,000 more rail trips



1 million more bus, ferry and mass transit trips

1.25 million more walk, wheel and cycle trips



While car trips will continue to grow, there will be 1.4 million fewer car trips per day than if this plan is not delivered

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 CO₂ equivalents emitted between now and 2050

Executive Summary

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 ₂ e)	-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 CO₂e; and 5,000 weekday trips

** Total does not equal sum of the sub regions because of rounding

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

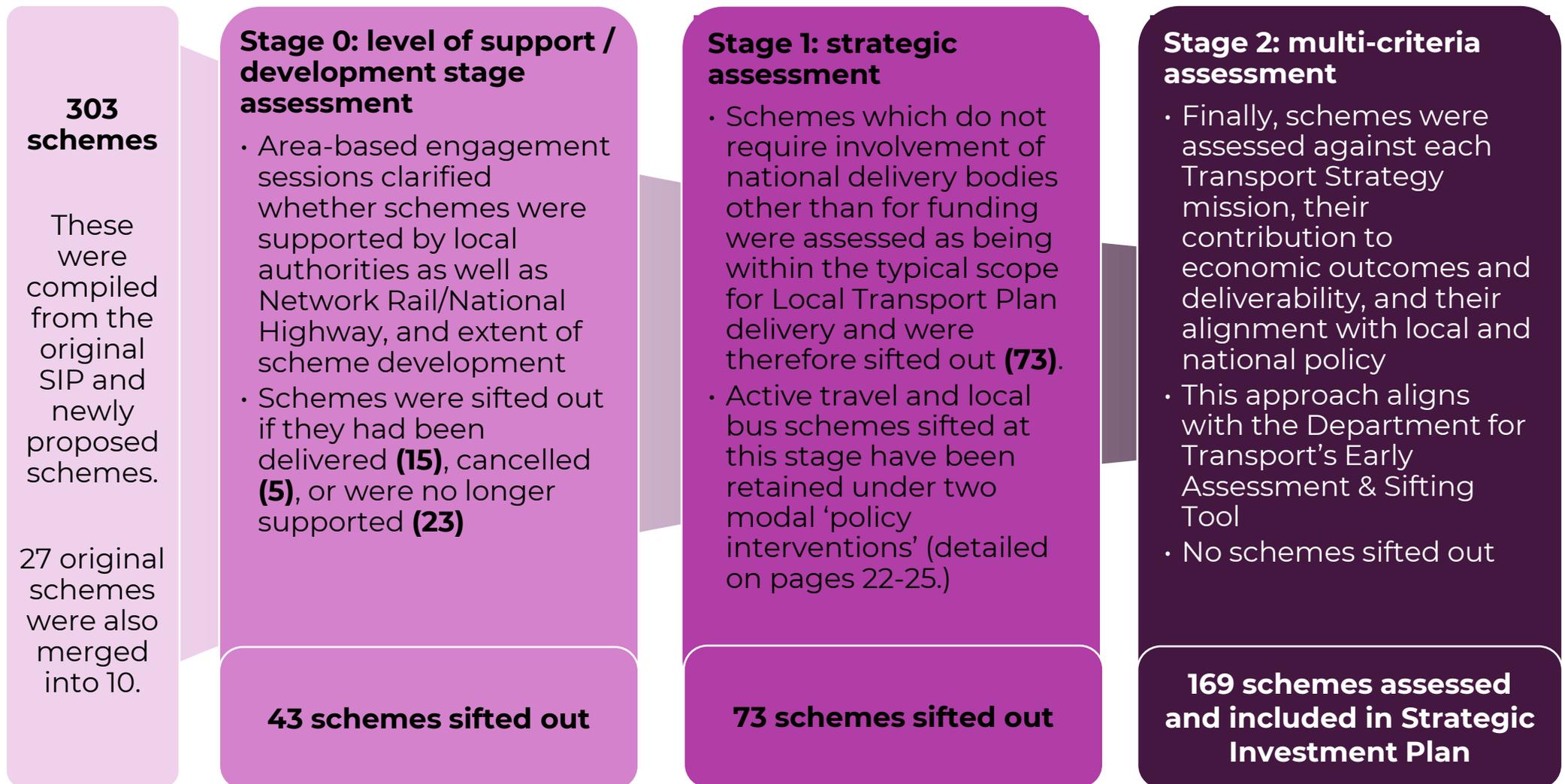


Figure 1: Three stage assessment process

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.

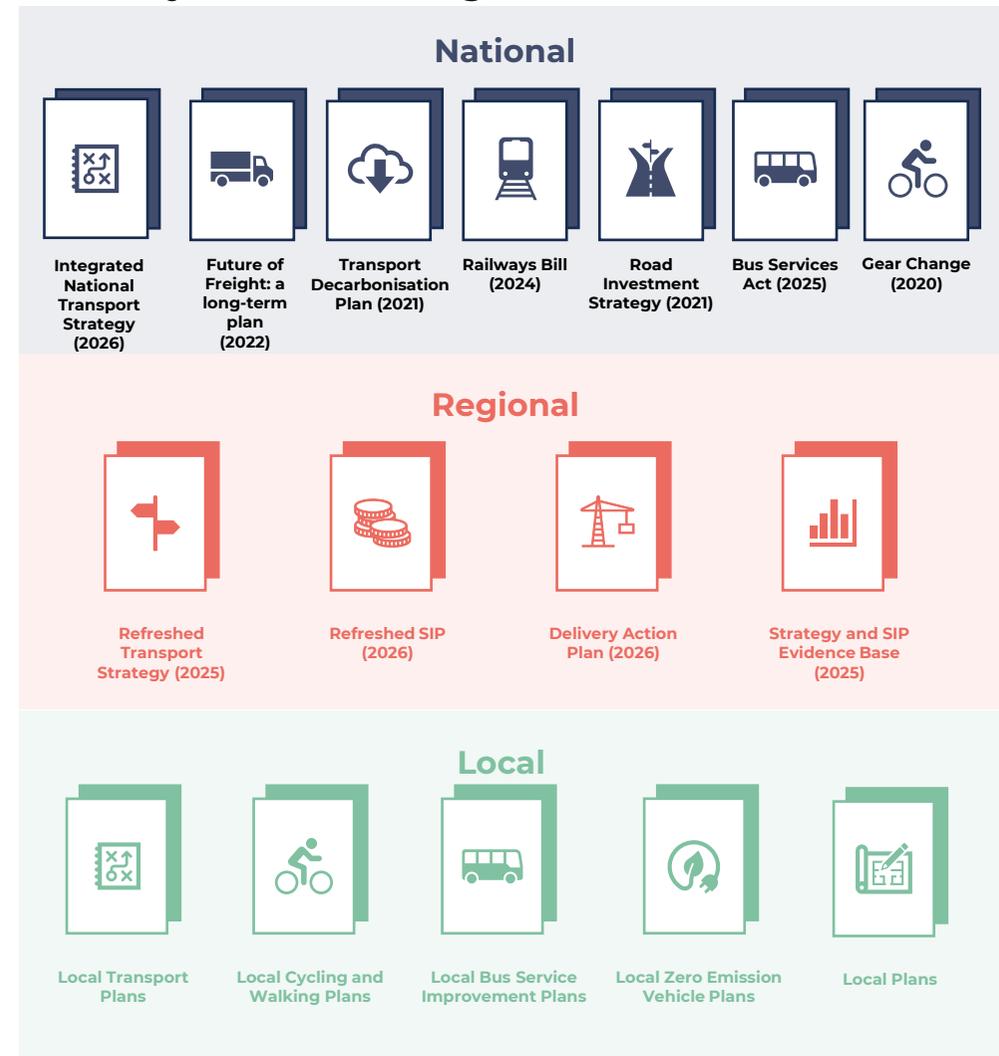
At the national level, this Strategic Investment Plan reflects and supports national objectives while helping local authorities and partners realise those ambitions.

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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Environmental Goal

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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.

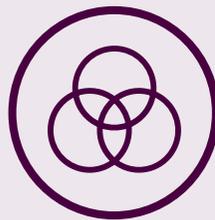
Each intervention in the Strategic Investment Plan has been assessed for contribution to mission delivery. This ensures there is a 'golden thread' from the ambitions set out in the Transport Strategy and a bottom-up assessment of individual interventions.

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.

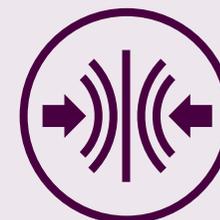
The five missions are:



**Strategic
Connectivity**



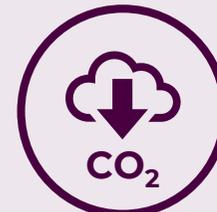
**Sustainable
Growth**



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



In addition, by 2050, each weekday:

250,000 more rail trips



1 million more bus, ferry and mass transit trips

1.25 million more walk, wheel and cycle trips



While car trips will continue to grow, there will be 1.4 million fewer car trips per day than if this plan is not delivered

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 CO₂ equivalents emitted between now and 2050

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.

Mission alignment	Score	0	1	2	3	4
Strategic Connectivity						
Sustainable Growth						
Resilience						
Integration & Inclusion						
Decarbonisation						

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.



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.



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.



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.



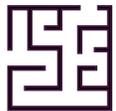
Virtual access

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.

Transport for the South East would support delivery of the policy interventions in the following ways:



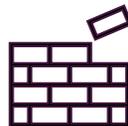
Analytical framework

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



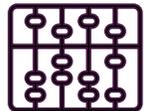
Capacity and capability

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.

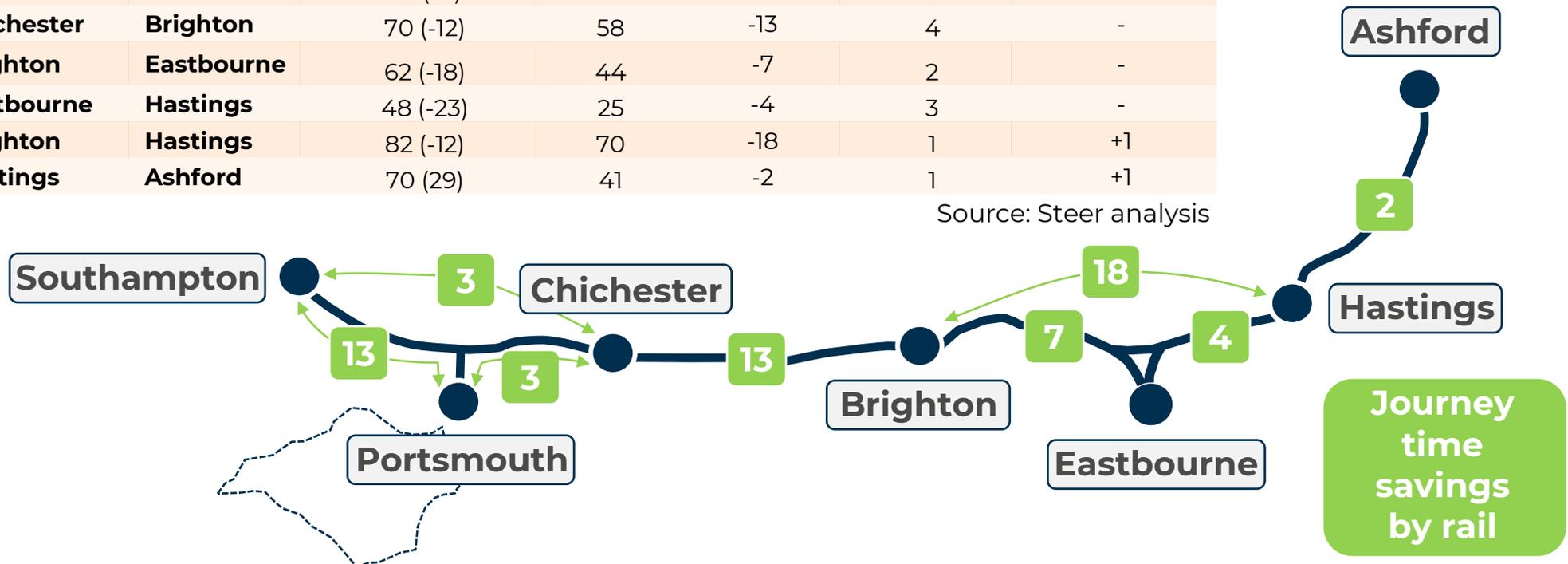
Strategic Connectivity Mission



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

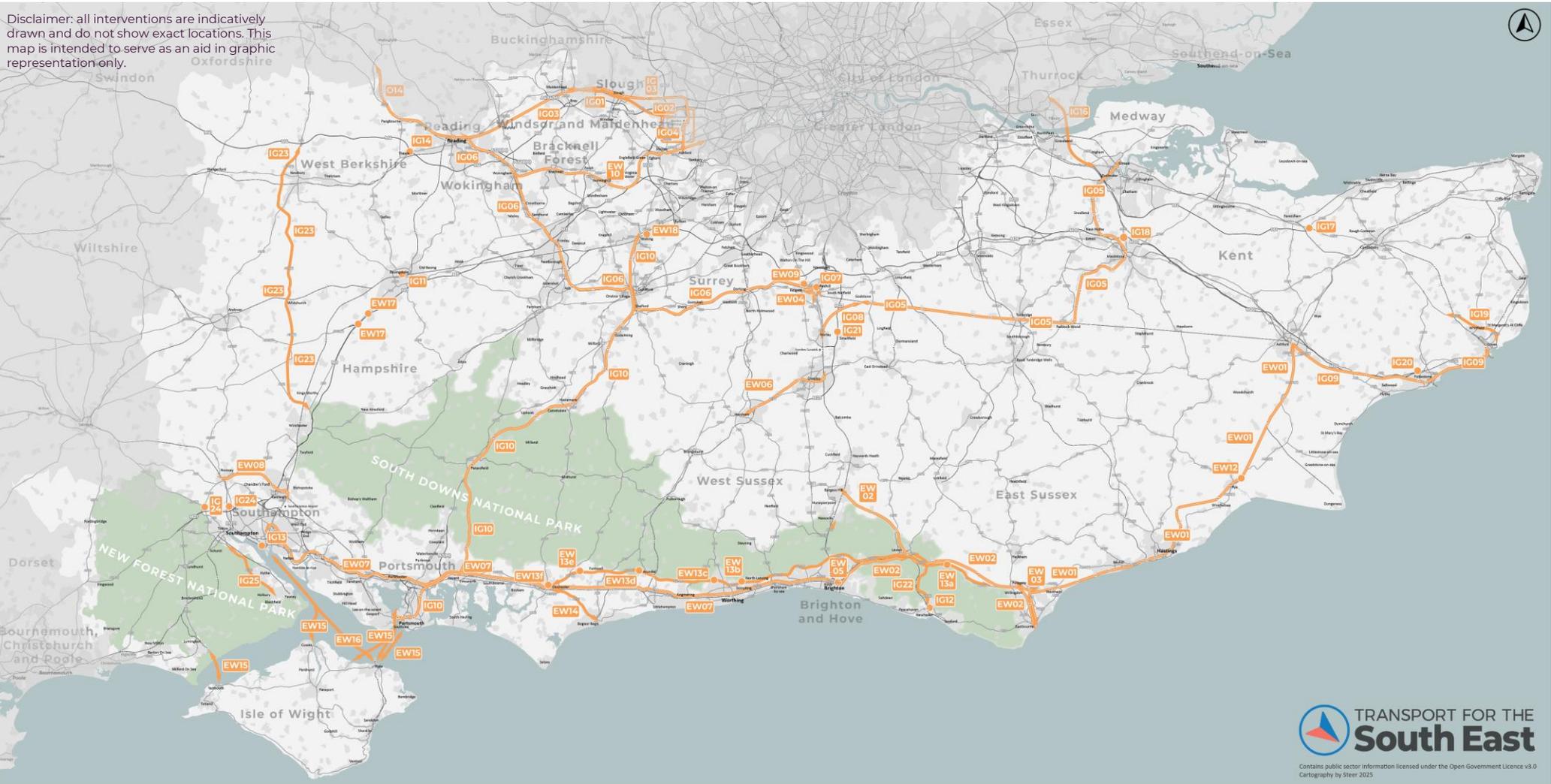
The following pages display all interventions grouped under the Strategic Connectivity Mission.

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](#).

Strategic Connectivity Mission



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	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		

Strategic Connectivity Mission



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	
	IG25	A326 Capacity Enhancements	Short-term	OBC	1, 5, 6, 8	
	IG26	Policy 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	



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.



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 (Marrow)	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		

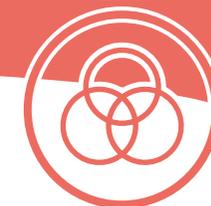


Table 3: List of Sustainable Growth themes and interventions (3 of 4)

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	Policy Intervention: Active Travel		Ongoing	1, 3, 4, 5, 6, 7, 8	
	AT02	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	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	Medium-term	SOBC	1, 5, 6, 8	
	UD10	A22 Corridor - Hailsham to Uckfield	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	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	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	Policy Intervention: Transport and Land Use Planning Integration		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	



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](#).

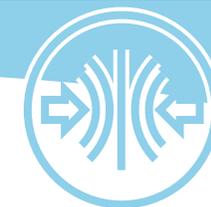


Table 4: List of Resilience themes and interventions (1 of 2)

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	Short-term	OBC	1, 3, 5, 6, 8	
	TB07	A259 Bognor Regis to Littlehampton Enhancement	Short-term	Powers/Consents	1, 4, 5, 6, 8	
	TB08	Northam Rail Bridge Replacement and Enhancement	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	Short-term	SOBC	1, 3, 4, 5, 6, 8	
	TB11	Highway Widening between Ventnor and Godshell 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 Gyrotory at Down End, Newport	Short-term	Pre-SOBC	1, 6, 8	
	TB16	A339 Newbury - Basingstoke Safety Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
Sustainable maintenance and renewal	SM01	Policy Intervention: Sustainable Maintenance and Renewal		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	

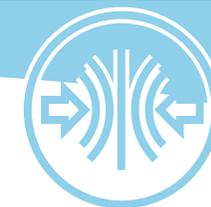


Table 4: List of Resilience themes and interventions (2 of 2)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Diversionsary 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	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	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	



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.

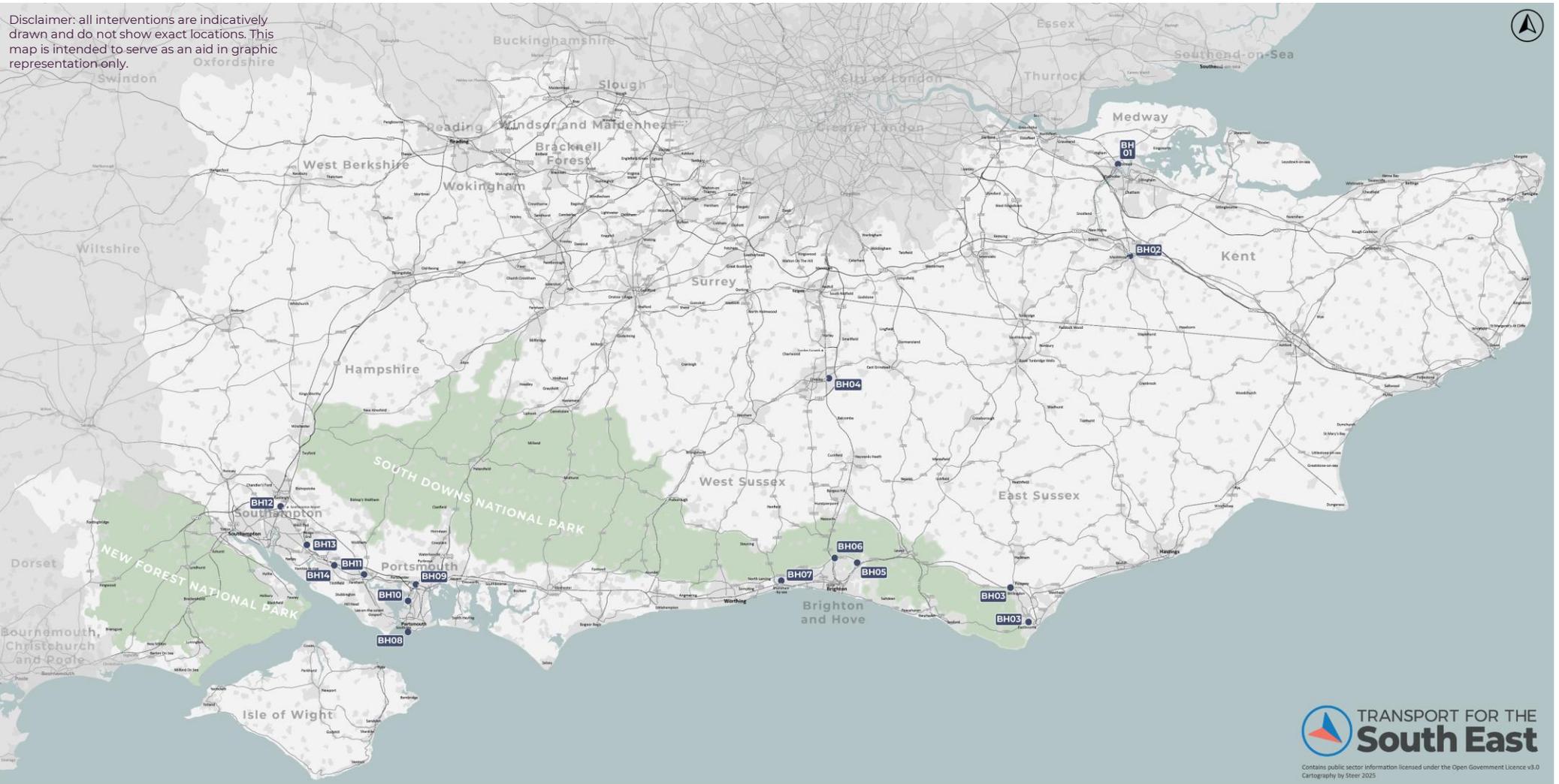
The first page maps these interventions across the Transport for the South East area (figure 6). An interactive StoryMap is available at this [link](#).

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.

Inclusion and Integration Mission



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	Policy Intervention: Transport Integration			Ongoing	1, 2, 3, 4, 5, 6, 7, 8	
Inclusive infrastructure	IN01	Policy Intervention: Local Bus Enhancements			Ongoing	1, 2, 5, 6, 7, 8	
Fares and ticketing	FT01	Policy Intervention: Public Transport Fares			Ongoing	1, 2, 5, 6, 7, 8	



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

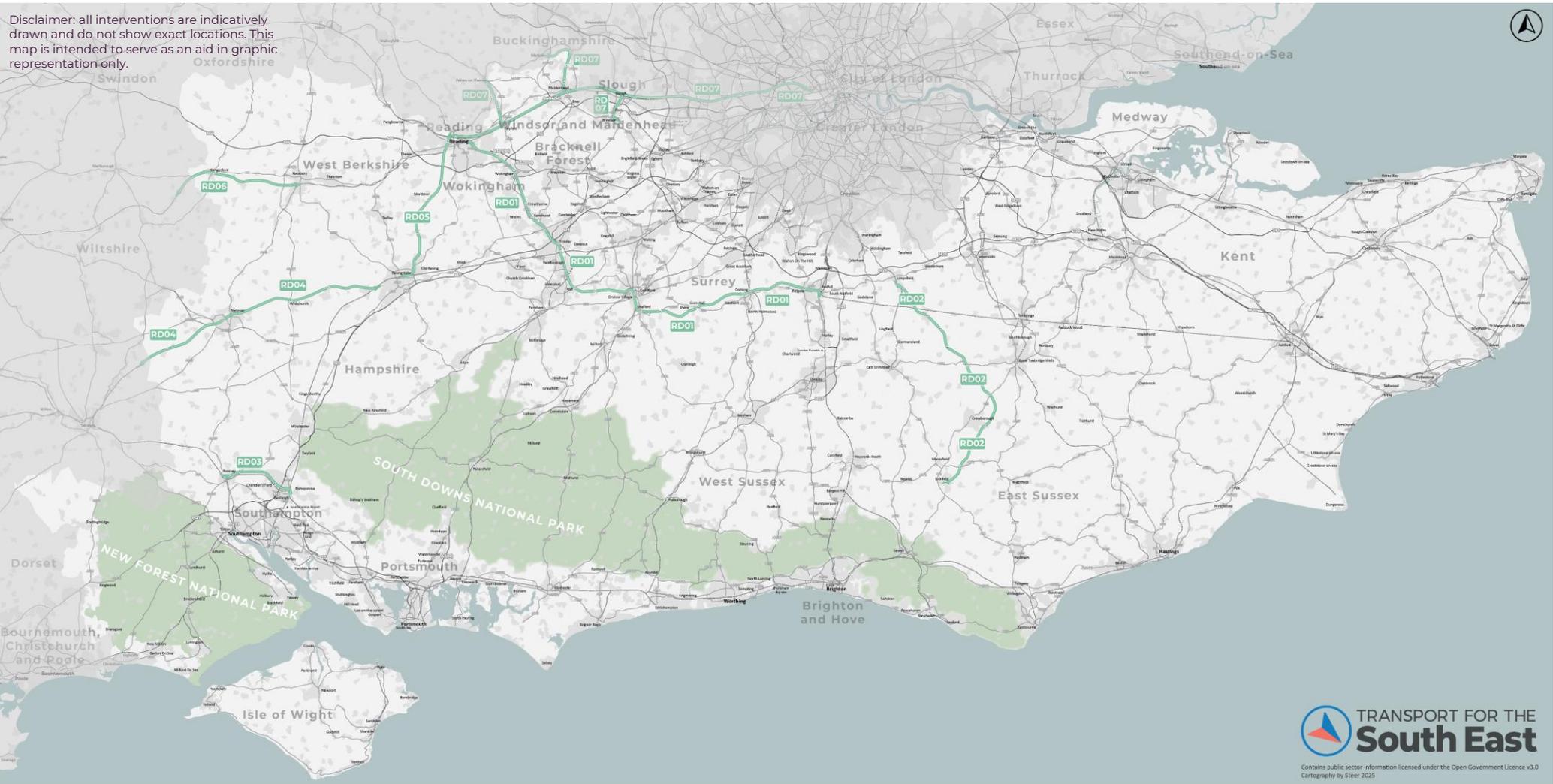
The following pages display all interventions grouped under the Decarbonisation Mission.

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](#).

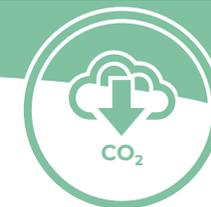


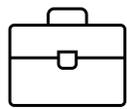
Table 6: List of Decarbonisation themes and interventions

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Zero and Low Emission Vehicles	LE01	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	Policy Intervention: Virtual Access		Ongoing	1, 2, 3, 5, 6, 7, 8	
	BC02	Policy Intervention: Road User Charging		Ongoing	1, 3, 5, 6, 8	
Ferry decarbonisation	FD01	Policy Intervention: Ferry Decarbonisation		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	
Power supply	PS01	Policy Intervention: Energy Decarbonisation		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	

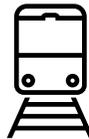
Overview

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:



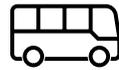
35,000
additional new
jobs



250,000 more
rail trips each
weekday



An additional £6
billion in GVA
each year by 2050



One million more bus,
ferry and mass transit
trips each weekday



1.1 mega tonnes less
CO₂ equivalents
emitted between now
and 2050



While car trips will
continue to grow, there
will be **1.4 million** fewer
car trips per day than if
this plan is not delivered

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.

Estimating benefits

Methodology

The benefits of the Strategic Investment 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' CO₂ 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 for Transport's National Trip End Model.

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

Estimating costs

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.

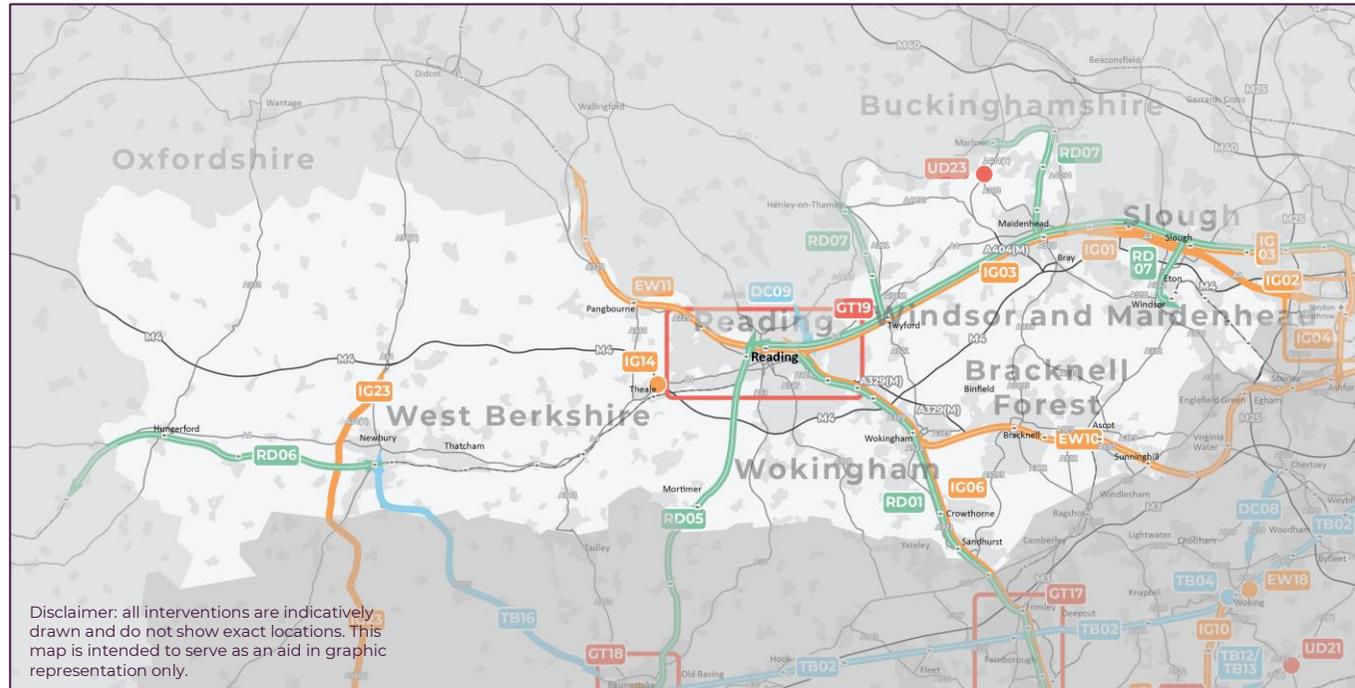
A contingency has been added for minor items that have not been measured. Allowances have been made for main contractors' preliminaries, overhead and profit, temporary works, traffic management, professional fees and development costs where required. To reflect the maturity of the design a risk allowance 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 ₂ e)	-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 CO₂e.
- £1 billion for construction investment costs.

These are applicable for all subsequent tables.

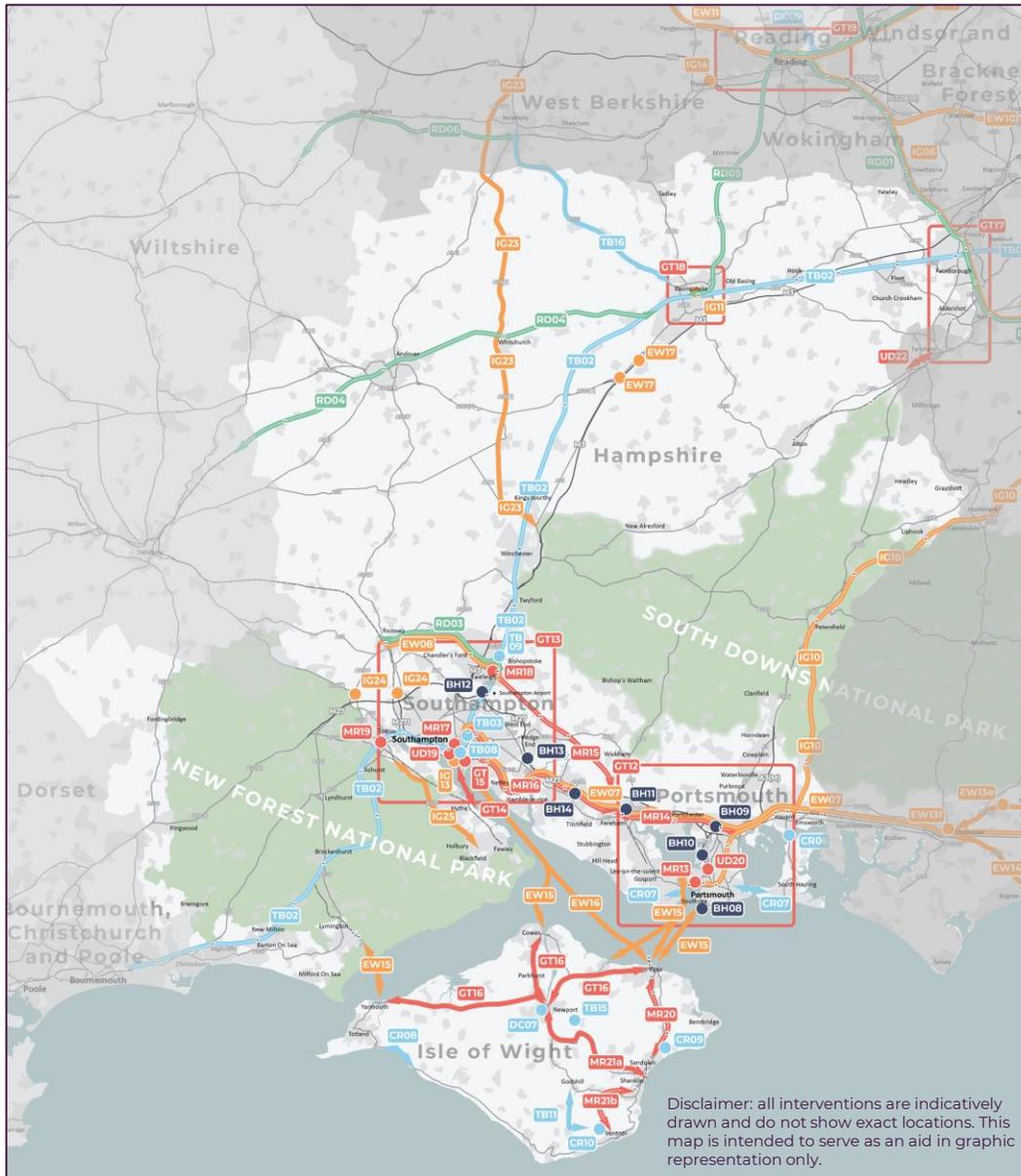
Benefits and costs – Berkshire

Table 8: Strategic Investment Plan interventions in Berkshire

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
<ul style="list-style-type: none"> • IG26 Policy Intervention: South East Lorry Parks 	<ul style="list-style-type: none"> • AT01 Policy Intervention: Active Travel 	<ul style="list-style-type: none"> • SM01 Policy Interventions: Sustainable Maintenance and Renewal 	<ul style="list-style-type: none"> • LE01 Policy Intervention: Fuel Decarbonisation 	<ul style="list-style-type: none"> • BH15 Policy Intervention: Transport Integration
<ul style="list-style-type: none"> • EW10 Reading to Waterloo Service Enhancements 	<ul style="list-style-type: none"> • AT02 Policy Intervention: Shared Micro Mobility 	<ul style="list-style-type: none"> • TB16 A339 Newbury - Basingstoke Safety Enhancements 	<ul style="list-style-type: none"> • BC01 Policy Intervention: Virtual Access 	<ul style="list-style-type: none"> • IN01 Policy Intervention: Local Bus Enhancements
<ul style="list-style-type: none"> • IG01 A4 Reading - Maidenhead - Slough - Heathrow Airport Mass Rapid Transit 	<ul style="list-style-type: none"> • IP01 Policy Intervention: Transport and Land Use Planning Integration 	<ul style="list-style-type: none"> • DC09 New Thames Crossing East of Reading 	<ul style="list-style-type: none"> • BC02 Policy Intervention: Road User Charging 	<ul style="list-style-type: none"> • FT01 Policy Intervention: Public Transport Fares
<ul style="list-style-type: none"> • IG03 Western Rail Link to Heathrow 	<ul style="list-style-type: none"> • GT19 Reading Mass Rapid Transit 		<ul style="list-style-type: none"> • FD01 Policy Intervention: Ferry Decarbonisation 	
<ul style="list-style-type: none"> • IG06 North Downs Line - Service Level and Capacity Enhancements 	<ul style="list-style-type: none"> • UD23 A404 Bisham Junction 		<ul style="list-style-type: none"> • PS01 Policy Intervention: Energy Decarbonisation 	
<ul style="list-style-type: none"> • IG17 Theale Strategic Rail Freight Terminal 			<ul style="list-style-type: none"> • RD01 North Downs Line Electrification 	
<ul style="list-style-type: none"> • IG23 A34 Junction and Safety Enhancements 			<ul style="list-style-type: none"> • RD05 Reading - Basingstoke Enhancements 	
			<ul style="list-style-type: none"> • RD06 Newbury – Taunton Electrification 	
			<ul style="list-style-type: none"> • 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



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 ₂ e)	-350k
Construction investment (capital mid-cost estimate in 2025 prices)	£10bn

An interactive StoryMap is available at this [link](#).

Benefits and costs – Hampshire and the Solent

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
<ul style="list-style-type: none"> • IG26 Policy Intervention: South East Lorry Parks 	<ul style="list-style-type: none"> • AT01 Policy Intervention: Active Travel 	<ul style="list-style-type: none"> • SM01 Policy Interventions: Sustainable Maintenance and Renewal 	<ul style="list-style-type: none"> • LE01 Policy Intervention: Fuel Decarbonisation 	<ul style="list-style-type: none"> • BH15 Policy Intervention: Transport Integration
<ul style="list-style-type: none"> • EW07 West Coastway Faster Services 	<ul style="list-style-type: none"> • AT02 Policy Intervention: Shared Micro Mobility 	<ul style="list-style-type: none"> • TB02 South West Main Line Digital Signalling 	<ul style="list-style-type: none"> • BC01 Policy Intervention: Virtual Access 	<ul style="list-style-type: none"> • IN01 Policy Intervention: Local Bus Enhancements
<ul style="list-style-type: none"> • EW08 West of England Service Enhancements 	<ul style="list-style-type: none"> • IP01 Policy Intervention: Transport and Land Use Planning Integration 	<ul style="list-style-type: none"> • TB03 South West Main Line Mount Pleasant Level Crossing Removal 	<ul style="list-style-type: none"> • BC02 Policy Intervention: Road User Charging 	<ul style="list-style-type: none"> • FT01 Policy Intervention: Public Transport Fares
<ul style="list-style-type: none"> • EW11 Cross Country Service Enhancements 	<ul style="list-style-type: none"> • MR13 Portsmouth Station Platforms 	<ul style="list-style-type: none"> • TB04 South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements 	<ul style="list-style-type: none"> • FD01 Policy Intervention: Ferry Decarbonisation 	<ul style="list-style-type: none"> • BH08 Southsea Transport Hub
<ul style="list-style-type: none"> • EW15 Isle of Wight Ferry Service Enhancements 	<ul style="list-style-type: none"> • MR14 Fareham Loop / Platform 	<ul style="list-style-type: none"> • TB08 Northam Rail Bridge Replacement and Enhancement 	<ul style="list-style-type: none"> • PS01 Policy Intervention: Energy Decarbonisation 	<ul style="list-style-type: none"> • BH09 Cosham Station Mobility Hub
<ul style="list-style-type: none"> • EW16 New Summer Route - Ryde to Southampton 	<ul style="list-style-type: none"> • MR15 Botley Line Double Tracking 	<ul style="list-style-type: none"> • TB11 Highway Widening between Ventnor and Godshell via Whitwell 	<ul style="list-style-type: none"> • RD03 Eastleigh - Romsey to Salisbury Line Electrification 	<ul style="list-style-type: none"> • BH10 Tipner Transport Hub (M275 Junction 1)
<ul style="list-style-type: none"> • IG10 Portsmouth Direct Line - Line Speed Enhancements 	<ul style="list-style-type: none"> • MR16 Netley Line Signalling and Rail Service Enhancements 	<ul style="list-style-type: none"> • TB15 New Gyrotory at Down End, Newport 	<ul style="list-style-type: none"> • RD04 West of England Main Line (Basingstoke to Salisbury) Electrification 	<ul style="list-style-type: none"> • BH11 Fareham Station Mobility Hub
<ul style="list-style-type: none"> • IG11 South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme 	<ul style="list-style-type: none"> • MR17 Southampton Central Station Upgrades 	<ul style="list-style-type: none"> • TB16 A339 Newbury - Basingstoke Safety Enhancements 	<ul style="list-style-type: none"> • RD05 Reading - Basingstoke Enhancements 	<ul style="list-style-type: none"> • BH12 M27 Junction 5 / Southampton Airport Strategic Mobility Hub

Benefits and costs – Hampshire and the Solent

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
<ul style="list-style-type: none"> • IG13 Better Rail Access to Port of Southampton 	<ul style="list-style-type: none"> • MR18 Eastleigh Station Platform Flexibility 	<ul style="list-style-type: none"> • DC07 Newport Junction Improvements - Further Phase 		<ul style="list-style-type: none"> • BH13 M27 Junction 7/8 Strategic Mobility Hub
<ul style="list-style-type: none"> • IG23 A34 Junction and Safety Enhancements 	<ul style="list-style-type: none"> • MR19 South West Main Line - Totton Level Crossing Removal 	<ul style="list-style-type: none"> • CR06 Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries 		<ul style="list-style-type: none"> • BH14 M27 Junction 9 Strategic Mobility Hub
<ul style="list-style-type: none"> • IG24 Southampton Access (M27 Junction 2 and Junction 3) 	<ul style="list-style-type: none"> • MR20 Isle of Wight Railway Service Enhancements 	<ul style="list-style-type: none"> • CR08 Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay 		
<ul style="list-style-type: none"> • IG25 A326 Capacity Enhancements 	<ul style="list-style-type: none"> • MR21a Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Newport) 	<ul style="list-style-type: none"> • CR09 Raising the height of Morton Road (A3055) Brading 		
<ul style="list-style-type: none"> • IT01 Isle of Wight Ferries Operating Hours and Frequency Enhancements 	<ul style="list-style-type: none"> • MR21b Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Ventnor) 	<ul style="list-style-type: none"> • CR10 Major Bridging Scheme of the Graben, Ventnor 		
<ul style="list-style-type: none"> • EW17 M3 Junction 7 and 8 improvements 	<ul style="list-style-type: none"> • GT12 South East Hampshire Rapid Transit Future Phases 	<ul style="list-style-type: none"> • CR06 Langstone Bridge repairs 		
	<ul style="list-style-type: none"> • GT13 Southampton Mass Transit 	<ul style="list-style-type: none"> • TB09 Bishopstoke Road Railway Bridges 		
	<ul style="list-style-type: none"> • GT14 Solent Ferry Services 			
	<ul style="list-style-type: none"> • GT15 Southampton City Centre Placemaking 			

Benefits and costs – Hampshire and the Solent

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
	<ul style="list-style-type: none"> • GT16 Isle of Wight Mass Transit System 			
	<ul style="list-style-type: none"> • GT17 Blackwater Valley Mass Rapid Transit 			
	<ul style="list-style-type: none"> • GT18 Basingstoke Mass Rapid Transit 			
	<ul style="list-style-type: none"> • UD19 West Quay Realignment 			
	<ul style="list-style-type: none"> • UD20 Portsmouth City Centre Road 			

Benefits and costs – Kent and Medway

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

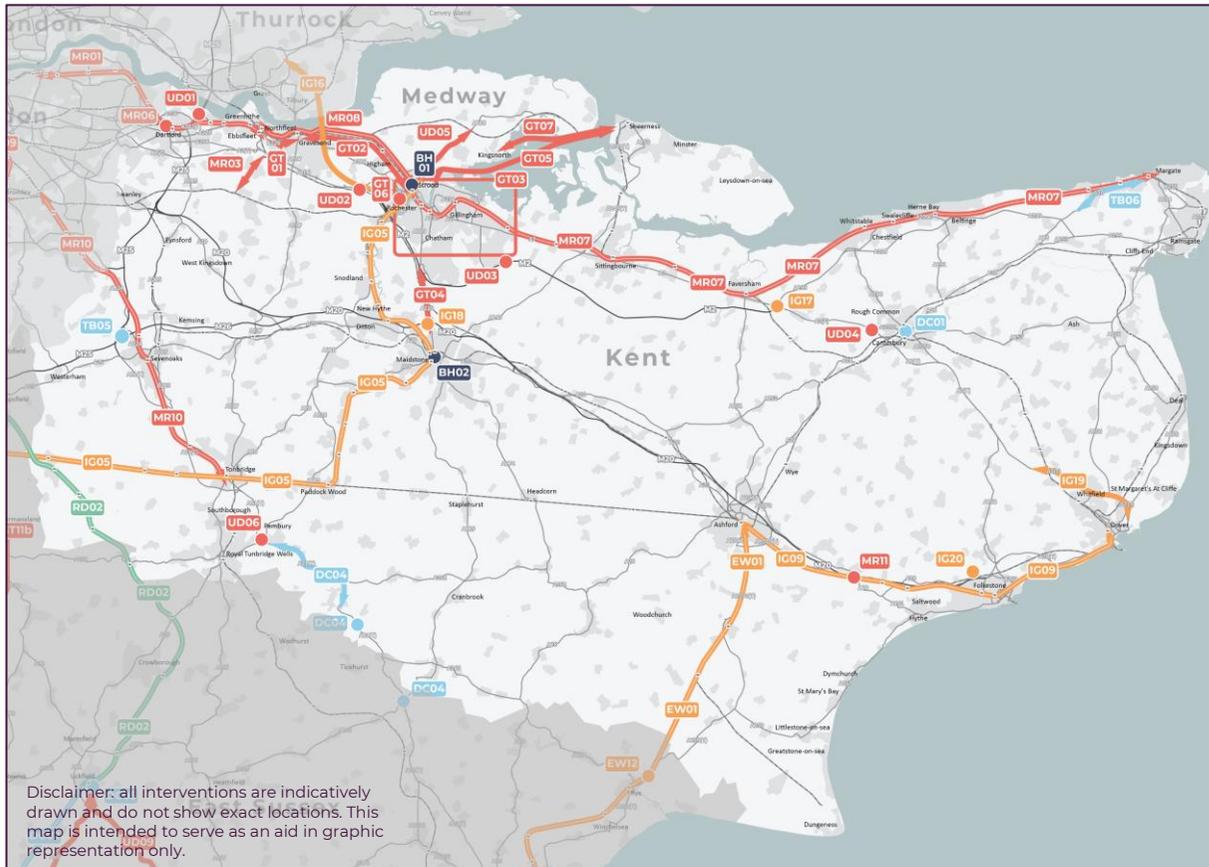


Table 11: Benefits and cost of Strategic Investment Plan for Kent and Medway

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 ₂ e)	-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](#).

Benefits and costs – Kent and Medway

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
<ul style="list-style-type: none"> • IG26 Policy Intervention: South East Lorry Parks 	<ul style="list-style-type: none"> • AT01 Policy Intervention: Active Travel 	<ul style="list-style-type: none"> • SM01 Policy Interventions: Sustainable Maintenance and Renewal 	<ul style="list-style-type: none"> • LE01 Policy Intervention: Fuel Decarbonisation 	<ul style="list-style-type: none"> • BH15 Policy Intervention: Transport Integration
<ul style="list-style-type: none"> • IG05 Gatwick - Kent Service Enhancements 	<ul style="list-style-type: none"> • AT02 Policy Intervention: Shared Micro Mobility 	<ul style="list-style-type: none"> • TB05 M25 Junction 5 Enhancements 	<ul style="list-style-type: none"> • BC01 Policy Intervention: Virtual Access 	<ul style="list-style-type: none"> • IN01 Policy Intervention: Local Bus Enhancements
<ul style="list-style-type: none"> • IG09 High Speed 1 - Dollands Moor Connection 	<ul style="list-style-type: none"> • IP01 Policy Intervention: Transport and Land Use Planning Integration 	<ul style="list-style-type: none"> • TB06 A28 North Thanet Link 	<ul style="list-style-type: none"> • BC02 Policy Intervention: Road User Charging 	<ul style="list-style-type: none"> • FT01 Policy Intervention: Public Transport Fares
<ul style="list-style-type: none"> • IG15 Rail Freight Gauge Clearance Enhancements 	<ul style="list-style-type: none"> • MR01 Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet 	<ul style="list-style-type: none"> • DC01 Canterbury Rail Chord 	<ul style="list-style-type: none"> • FD01 Policy Intervention: Ferry Decarbonisation 	<ul style="list-style-type: none"> • BH01 Strood Rail Interchange Upgrade
<ul style="list-style-type: none"> • IG16 Lower Thames Crossing 	<ul style="list-style-type: none"> • MR03 High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access 	<ul style="list-style-type: none"> • DC04 A21 Kippings Cross - Lamberhurst Dualling and Flimwell and Hurst Green Bypasses 	<ul style="list-style-type: none"> • PS01 Policy Intervention: Energy Decarbonisation 	<ul style="list-style-type: none"> • BH02 Integrated Maidstone Stations
<ul style="list-style-type: none"> • IG17 A2 Brenley Corner Enhancements 	<ul style="list-style-type: none"> • MR06 Dartford Station Remodelling/Relocation 			
<ul style="list-style-type: none"> • IG18 A229 Blue Bell Hill Improvement Scheme 	<ul style="list-style-type: none"> • MR07 North Kent Line / Chatham Main Line - Line Speed Enhancements 			

Benefits and costs – Kent and Medway

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			

Benefits and costs – Kent and Medway

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
	<ul style="list-style-type: none"> • UD01 M25 Junction 1a Enhancements 			
	<ul style="list-style-type: none"> • UD02 M2 Junction 1 Enhancements 			
	<ul style="list-style-type: none"> • UD03 M2 Junction 4 Enhancements 			
	<ul style="list-style-type: none"> • UD04 A2 Canterbury Junctions Enhancements 			
	<ul style="list-style-type: none"> • UD05 A228 Hoo Peninsula Enhancements 			
	<ul style="list-style-type: none"> • UD06 A228-A264 corridor between Medway Valley and Tunbridge Wells 			

Benefits and costs – Surrey

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
<ul style="list-style-type: none"> • IG26 Policy Intervention: South East Lorry Parks 	<ul style="list-style-type: none"> • AT01 Policy Intervention: Active Travel 	<ul style="list-style-type: none"> • SM01 Policy Interventions: Sustainable Maintenance and Renewal 	<ul style="list-style-type: none"> • LE01 Policy Intervention: Fuel Decarbonisation 	<ul style="list-style-type: none"> • BH15 Policy Intervention: Transport Integration
<ul style="list-style-type: none"> • EW04 Brighton Main Line - Reinstate Cross Country Services 	<ul style="list-style-type: none"> • AT02 Policy Intervention: Shared Micro Mobility 	<ul style="list-style-type: none"> • TB02 South West Main Line Digital Signalling 	<ul style="list-style-type: none"> • BC01 Policy Intervention: Virtual Access 	<ul style="list-style-type: none"> • IN01 Policy Intervention: Local Bus Enhancements
<ul style="list-style-type: none"> • EW09 Reigate Station Upgrade 	<ul style="list-style-type: none"> • IP01 Policy Intervention: Transport and Land Use Planning Integration 	<ul style="list-style-type: none"> • TB04 South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements 	<ul style="list-style-type: none"> • BC02 Policy Intervention: Road User Charging 	<ul style="list-style-type: none"> • FT01 Policy Intervention: Public Transport Fares
<ul style="list-style-type: none"> • EW10 Reading to Waterloo Service Enhancements 	<ul style="list-style-type: none"> • MR12 New Station to the North East of Horsham 	<ul style="list-style-type: none"> • TB12 A3 Guildford Local Traffic Segregation 	<ul style="list-style-type: none"> • FD01 Policy Intervention: Ferry Decarbonisation 	
<ul style="list-style-type: none"> • EW11 Cross Country Service Enhancements 	<ul style="list-style-type: none"> • MR23 Guildford Station Upgrade 	<ul style="list-style-type: none"> • TB13 A3 Guildford Long Term Solution 	<ul style="list-style-type: none"> • PS01 Policy Intervention: Energy Decarbonisation 	
<ul style="list-style-type: none"> • IG02 Heathrow Bus Rapid Transit 	<ul style="list-style-type: none"> • MR24 New Station Guildford East (Merrow) 	<ul style="list-style-type: none"> • DC06 M23 Junction 8a New Junction and Redhill Link Road 	<ul style="list-style-type: none"> • RD01 North Downs Line Electrification 	
<ul style="list-style-type: none"> • IG04 Southern Rail Link to Heathrow 	<ul style="list-style-type: none"> • MR25 New Station Guildford West (Park Barn) 	<ul style="list-style-type: none"> • DC08 A320 North Corridor 	<ul style="list-style-type: none"> • RD02 Uckfield Branch Line (Hurst Green - Uckfield) Electrification 	
<ul style="list-style-type: none"> • IG05 Gatwick - Kent Service Enhancements 	<ul style="list-style-type: none"> • GT11a Fastway Extension (Crawley - Redhill) 			
<ul style="list-style-type: none"> • IG06 North Downs Line - Service Level and Capacity Enhancements 	<ul style="list-style-type: none"> • GT11b Fastway Extension (Crawley - East Grinstead) 			

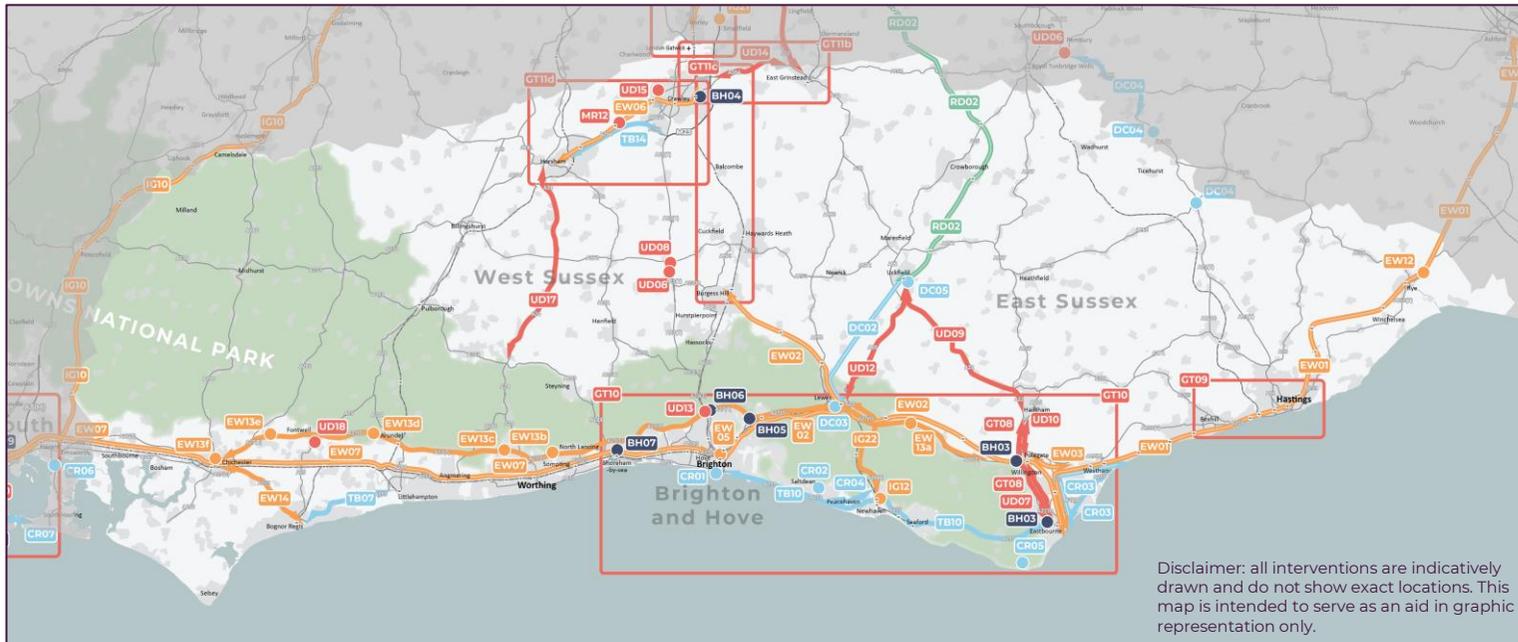
Benefits and costs – Surrey

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			
• EW18 Woking Station and Capacity Upgrades	• UD17 A24 Horsham - Dorking Improvements			
	• UD21 A3/A247 Ripley South			
	• 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 ₂ e)	-215k
🏗️ Construction investment (capital mid-cost estimate in 2025 prices)	£5bn

Benefits and costs – Sussex and Brighton

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
<ul style="list-style-type: none"> • IG26 Policy Intervention: South East Lorry Parks 	<ul style="list-style-type: none"> • AT01 Policy Intervention: Active Travel 	<ul style="list-style-type: none"> • SM01 Policy Intervention: Sustainable Maintenance and Renewal 	<ul style="list-style-type: none"> • LE01 Policy Intervention: Fuel Decarbonisation 	<ul style="list-style-type: none"> • BH15 Policy Intervention: Transport Integration
<ul style="list-style-type: none"> • EW01 High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade 	<ul style="list-style-type: none"> • AT02 Policy Intervention: Shared Micro Mobility 	<ul style="list-style-type: none"> • TB07 A259 Bognor Regis to Littlehampton Enhancement 	<ul style="list-style-type: none"> • BC01 Policy Intervention: Virtual Access 	<ul style="list-style-type: none"> • IN01 Policy Intervention: Local Bus Enhancements
<ul style="list-style-type: none"> • EW02 East Coastway Line - Faster Services 	<ul style="list-style-type: none"> • IP01 Policy Intervention: Transport and Land Use Planning Integration 	<ul style="list-style-type: none"> • TB09 A259 South Coast Road Corridor Eastbourne - Brighton 	<ul style="list-style-type: none"> • BC02 Policy Intervention: Road User Charging 	<ul style="list-style-type: none"> • FT01 Policy Intervention: Public Transport Fares
<ul style="list-style-type: none"> • EW03 Willingdon Rail Chord 	<ul style="list-style-type: none"> • GT08 Eastbourne/Wealden Mass Rapid Transit 	<ul style="list-style-type: none"> • TB14 A264 Horsham - Pease Pottage Carriageway Enhancements 	<ul style="list-style-type: none"> • FD01 Policy Intervention: Ferry Decarbonisation 	<ul style="list-style-type: none"> • BH03 Eastbourne/Polegate Strategic Mobility Hub
<ul style="list-style-type: none"> • EW04 Brighton Main Line - Reinstate Cross Country Services 	<ul style="list-style-type: none"> • GT09 Hastings/Bexhill Mass Rapid Transit 	<ul style="list-style-type: none"> • DC02 Uckfield - Lewes Wealden Line Reopening (Traction and Capacity Enhancements) 	<ul style="list-style-type: none"> • PS01 Policy Intervention: Energy Decarbonisation 	<ul style="list-style-type: none"> • BH04 Three Bridges Strategic Mobility Hub
<ul style="list-style-type: none"> • EW05 Brighton Station Additional Platform 	<ul style="list-style-type: none"> • GT10 Sussex Coast Mass Rapid Transit 	<ul style="list-style-type: none"> • DC03 Uckfield - Lewes Wealden Line Reopening (Reconfiguration at Lewes) 	<ul style="list-style-type: none"> • RD02 Uckfield Branch Line (Hurst Green - Uckfield) Electrification 	<ul style="list-style-type: none"> • BH05 Falmer Strategic Mobility Hub
<ul style="list-style-type: none"> • EW06 Arun Valley Line - Faster Services 	<ul style="list-style-type: none"> • GT11a Fastway Extension (Crawley - Redhill) 	<ul style="list-style-type: none"> • DC05 A22 Uckfield Bypass Enhancements 		<ul style="list-style-type: none"> • BH06 A27/A23 Patcham Interchange Strategic Mobility Hub
<ul style="list-style-type: none"> • EW07 West Coastway Faster Services 	<ul style="list-style-type: none"> • GT11b Fastway Extension (Crawley - East Grinstead) 	<ul style="list-style-type: none"> • CR01 A259 (King's Road) Seafront Highway Structures Renewal Programme 		<ul style="list-style-type: none"> • BH07 Shoreham Strategic Mobility Hub

Benefits and costs – Sussex and Brighton

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 - Pevensy Bay A259 Resilience Scheme (Road & Rail)		
• EW13b A27 Worthing and Lancing Improvement	• UD07 A2270/A2101 Corridor Movement and Access Package	• 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			
• EW13e A27 Tangmere Enhancements	• UD10 A22 Corridor - Hailsham to Uckfield			
• EW13f A27 Chichester Improvements	• UD11 A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements			
• EW14 A259 Chichester - Bognor Regis Enhancement	• UD12 A26 Lewes - Uckfield Enhancements			

Benefits and costs – Sussex and Brighton

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

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
<ul style="list-style-type: none"> • IG05 Gatwick - Kent Service Enhancements 	<ul style="list-style-type: none"> • UD13 Brighton & Hove A27 Junction Improvements 			
<ul style="list-style-type: none"> • IG12 Newhaven Port Capacity and Rail Freight Interchange Upgrades 	<ul style="list-style-type: none"> • UD14 A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure 			
<ul style="list-style-type: none"> • IG21 M23 Junction 9 Enhancements - Gatwick 	<ul style="list-style-type: none"> • UD15 Crawley Western Link Road and Active Travel Infrastructure 			
<ul style="list-style-type: none"> • IG22 A26 Lewes - Newhaven Realignment and Junction Enhancements 	<ul style="list-style-type: none"> • 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 ₂ e)	-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 CO₂e; and 5,000 weekday trips

** Total does not equal sum of the sub regions because of rounding

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 (outturn from 2020-2024 and forecast from 2025-2050) with two illustrative future funding scenarios to demonstrate the ambition and deliverability of our plan.

- The first takes the National Infrastructure Commission recommendation¹, 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.

The outturn 2020-2024 costs show that the level of investment required in the first five year block of the SIP (2025-2029) does not represent an unrealistic increase.

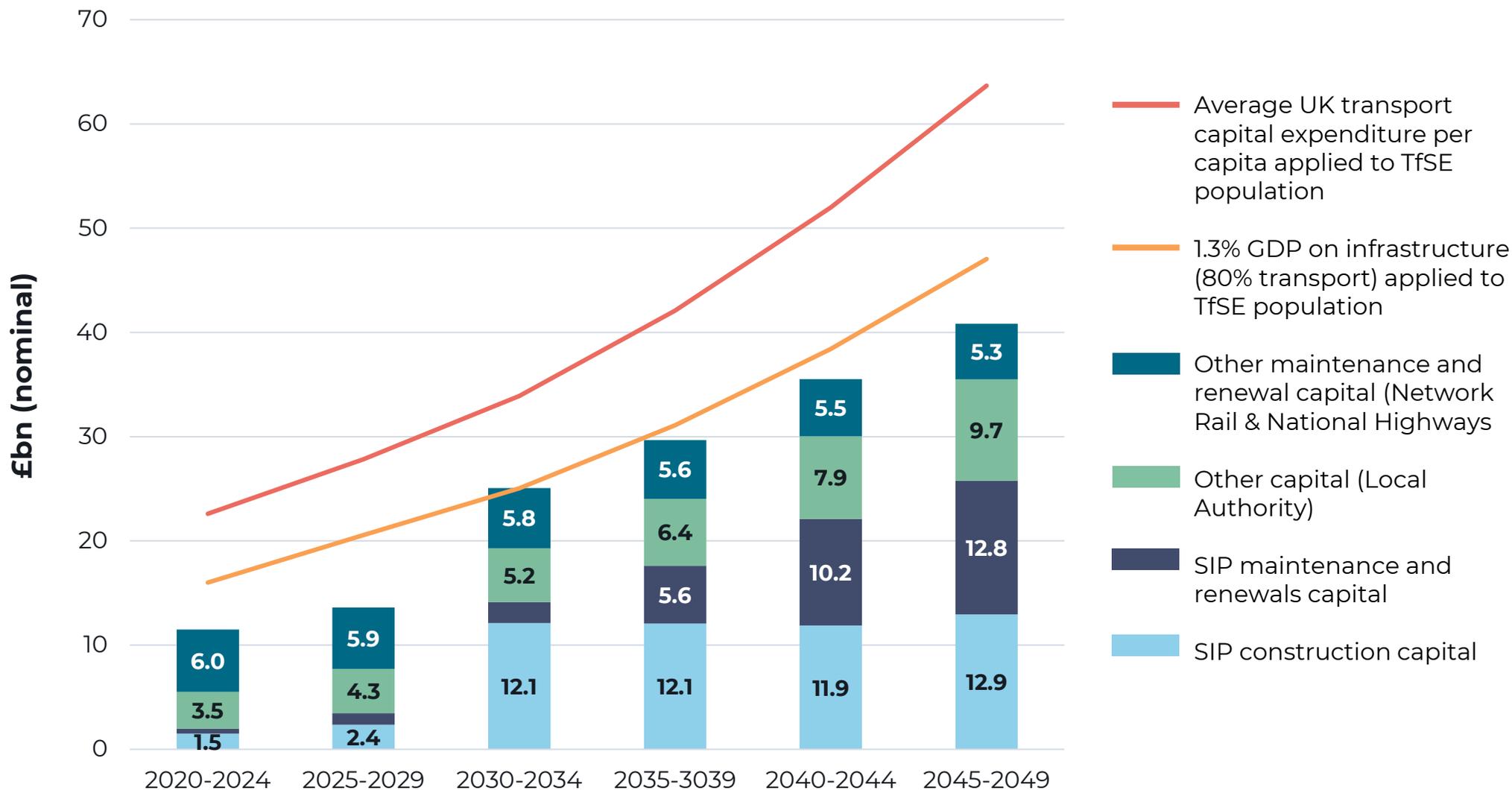
When forecasting Strategic Investment Plan costs, a number of assumptions were made to ensure a smooth spending profile until 2050:

- 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



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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

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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