

Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham

Transport for the South East (TfSE) submitted its second Strategic Investment Plan (SIP) to government in 2026. This plan determines the investment needed 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.

This factsheet highlights the prioritised schemes from these constituencies to help communicate the outputs of the SIP.

Since 2017, TfSE, the sub-national transport body for the South East, has become a powerful and effective partnership for the region, bringing together local transport authorities, business organisations, district and borough councils, transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.

Central to the development of this plan has been engagement and consultation with all stakeholders to ensure what we put forward aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the South East, for the South East.

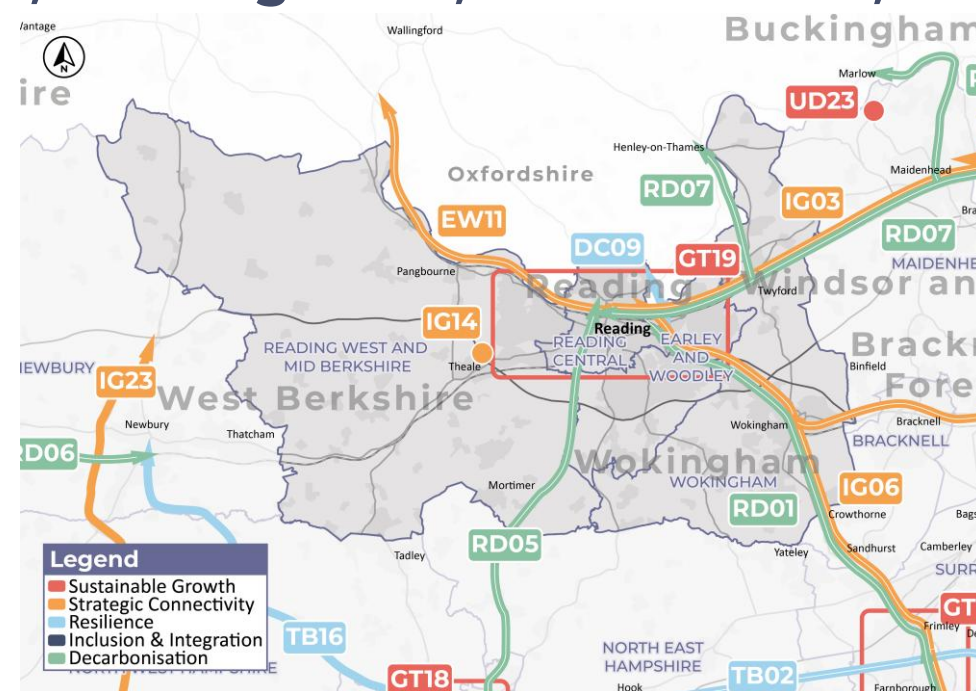


Figure 1: Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham schemes from TfSE's Strategic Investment Plan

The SIP is structured around TfSE's five transport strategy missions of Strategic Connectivity, Sustainable Growth, Resilience, Inclusion & Integration and Decarbonisation, each addressing a major regional challenge.

Above, we have mapped the prioritised schemes for Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Earley and Woodley; Reading Central; Reading West and Mid Berkshire; Wokingham scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
IG14	Theale Strategic Rail Freight Terminal	Development of a rail freight hub at Theale.	This will support more efficient rail freight operations and contribute to business growth.	Short (2020s)
GT19	Reading Mass Rapid Transit	An integrated network of new bus-based rapid transit routes across Reading.	This will connect major employment and population areas locally, building on the successful South Reading Mass Rapid Transit initiative.	Short (2020s)
EW11	Cross Country Service Enhancements	Reinstatement of Cross Country services between Portsmouth and the Midlands and increased service frequencies and span between Southampton and the Midlands.	This will reduce journey times between Portsmouth, Southampton and other national centres and support inbound tourism.	Short (2020s)
IG01	A4 Reading - Maidenhead - Slough - Heathrow Airport Mass Rapid Transit	Inter-urban bus enhancements along the A4, including bus priority measures where appropriate.	This will increase bus service frequencies, reduce journey times and improve reliability for residents between Maidenhead, Slough and Heathrow Airport.	Short (2020s)
IG06	North Downs Line - Service Level and Capacity Enhancements	Station upgrades and level crossing removals to enable four trains per hour to run at peak times on the North Downs Line.	This will increase rail service frequencies which will increase capacity, helping to attract more local residents onto the railway.	Short (2020s)
EW10*	Reading to Waterloo Service Enhancements	Increased line speeds on the Reading to Waterloo Line.	This will reduce journey times between London, Bracknell and Ascot and enhance onward connectivity from locations on the Ascot to Guildford Line, e.g. Camberley and Bagshot.	Medium (2030s)

*Not shown on map.

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
IG03*	Western Rail Link to Heathrow	A new direct rail link from the Great Western Main Line (between Iwer and Langley) to Heathrow Airport.	This will enable direct connectivity and reduce journey times to Heathrow Airport from key locations, including Bristol, Swindon, Oxford and Reading.	Medium (2030s)
RD07	Thames Valley Branch Line Decarbonisation	Electrification of the branch lines on the Great Western Mainline between Slough and Reading.	This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.	Medium (2030s)
DC09	New Thames Crossing East of Reading	A third bridge across the river Thames in Reading, including supporting infrastructure.	This will relieve existing congestion in Reading town centre and provide additional capacity for access to new housing developments.	Long (2040s)
RD01	North Downs Line Electrification	Electrification of the unelectrified sections of the North Downs line.	This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.	Long (2040s)
RD05	Reading - Basingstoke Enhancements	Electrification of the Reading to Basingstoke Line.	This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.	Long (2040s)

*Not shown on map.

In addition to place-specific schemes, a number of wider policy interventions have been identified. 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 SIP to help achieve the vision and missions of our transport strategy. These also recognise the importance of transport-related sectors across the South East, such as freight and logistics, automotive and maritime technologies, and energy generation, as well as the potential innovation test beds across the region.

These include:



Active Travel: Delivery of local and regional cycling and walking infrastructure plans across the region



Energy Decarbonisation: Supporting the greening of the grid to ensure vehicles are powered by clean energy



Ferry Decarbonisation: Supporting the transition of ferry operations from fossil fuels to low carbon fuels



Fuel Decarbonisation: Supporting alternative fuels for sectors harder to electrify, such as aviation and freight



Integrated Ticketing: Multi-operator, multi-modal, capped daily rates, enabling seamless trips



Local Bus Enhancements: Delivery of bus service improvement plans and other local bus initiatives across the region



Public Transport Fares: Reversing the real terms increase in the cost of public transport compared to motoring



Road User Charging: Supporting the development of a national road user charging framework



Shared Micromobility: Shared micromobility schemes supporting public health, social inclusion, and placemaking



South East Lorry Parks: Increased lorry holding capacity to handle incidents and evolving EU customs controls



Sustainable Maintenance and Renewal: Working towards long-term, sustainable funding for asset maintenance and renewal



Transport and Land Use Planning Integration: Ensuring that developments' location and form support sustainable travel outcomes.



Transport Integration: Accessible facilities for seamless interchange between rail, bus and shared mobility



Virtual Access: Optimising the benefits of virtual working helping to reduce demand for transport

Delivering interventions for Earley and Woodley, Reading Central, Reading West and Mid Berkshire, and Wokingham

Working with our partners we will now focus on delivery of the nearly 200 interventions within the SIP. Appropriate scheme and business case development will be required for each intervention, along with stakeholder engagement. Delivery will be dependent on each individual intervention and its local context, the complexity of the scheme, the stage of the scheme and business case development, as well as funding.

TfSE's role will be to support the appropriate delivery partners as we progress each scheme and secure funding for scheme development and delivery.

Along with local transport authorities, central government and its agencies, and other delivery partners, we will establish appropriate governance to oversee the development, delivery, and benefits realisation arising from interventions included in this strategy as we work to achieve the vision set out in our transport strategy.

By 2050, delivery of the SIP will achieve for the South East:



35,000 additional new jobs



250,000 more rail trips each weekday



An additional £6 billion in GVA each year by 2050



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



1.1 mega tonnes less CO₂ equivalent emitted each year



1.4 million fewer car trips each weekday

Help us to secure investment in the region's transport network

Please promote this investment plan in your local communities. We have submitted this plan to government and asked them to consider it when making future investment decisions for the region. Collectively we can deliver this ambitious plan and deliver a high-quality, safe, sustainable and integrated transport system that makes the South East more productive and competitive, improving the quality of life for all residents.

You can find the SIP, the technical work behind it and our transport strategy on the TfSE website - www.tfse.org.uk, along with other factsheets.

For more information contact TfSE at tfse@eastsussex.gov.uk

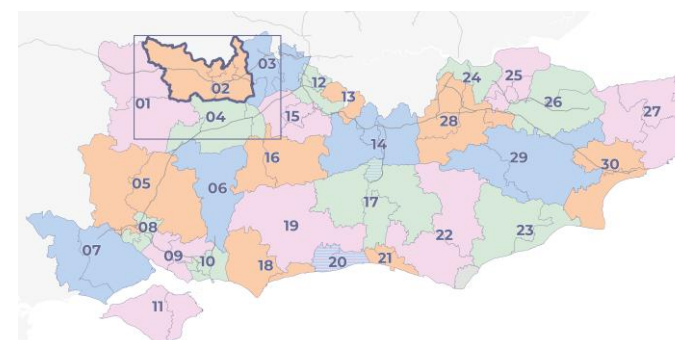


Figure 3: Map of factsheet locations and numbers