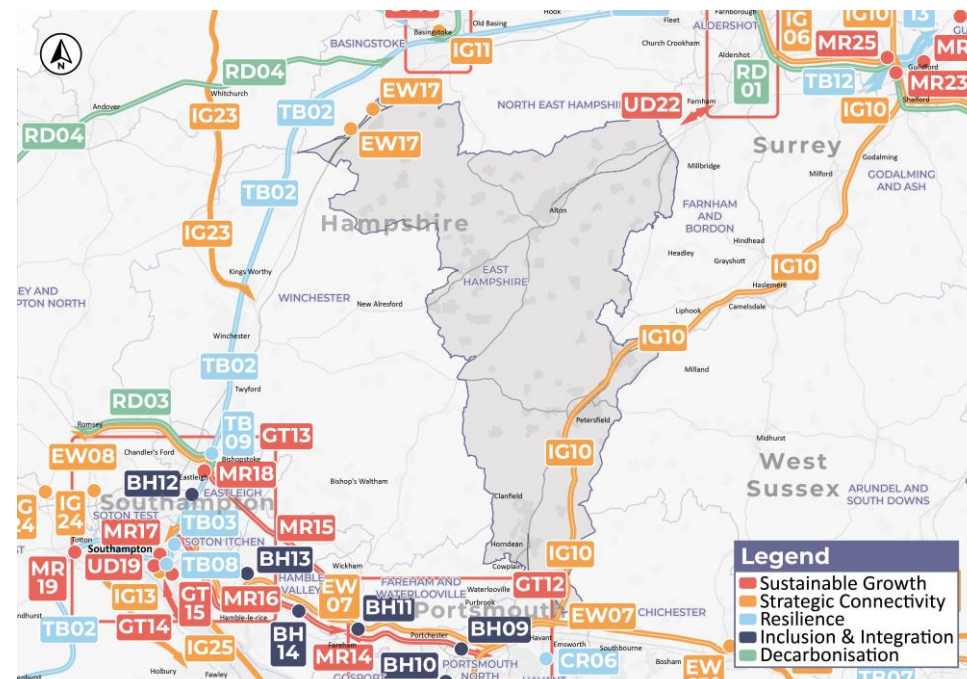


Central to the development of this plan has been engagement and consultation with all stakeholders to ensure what we put forward aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the South East, for the South East.



Above, we have mapped the prioritised schemes for East Hampshire and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: East Hampshire scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
EW17	M3 Junction 7 and 8 improvements	Changes to M3 Junction 7 at Basingstoke and M3 Junction 8 with the A303.	This will support the increased safety of all road users and accommodate growth.	Short (2020s)
IG10	Portsmouth Direct Line - Line Speed Enhancements	Increased line speeds on the Portsmouth Direct Line.	This will reduce journey times between Portsmouth and London.	Short (2020s)
GT12	South East Hampshire Rapid Transit Future Phases	Transformational enhancements to Bus Rapid Transit, connecting Portsmouth with its travel to work area by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate.	This will reduce journey times and wait times for public transport in South East Hampshire.	Medium (2030s)
IG04*	Southern Rail Link to Heathrow	A new direct rail link from Berkshire (Bracknell, Ascot), Surrey (Woking, Guildford) and Hampshire (Blackwater Valley, North/Mid-Hampshire, the Solent) to Heathrow Airport.	This will help to resolve the long-term problem of rail inaccessibility to Heathrow Airport from the south, particularly from Surrey and South West London.	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 East Hampshire

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

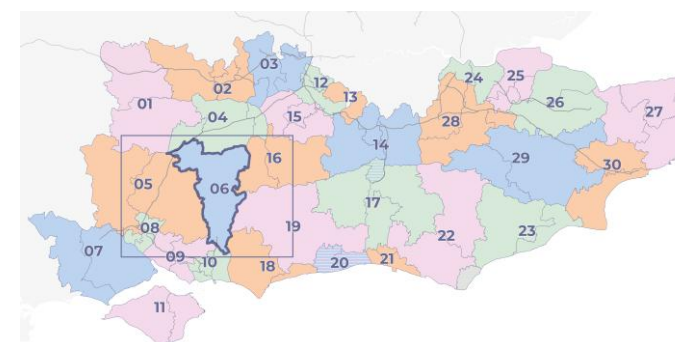


Figure 3: Map of factsheet locations and numbers