

Eastleigh; Southampton Itchen; Southampton Test

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.

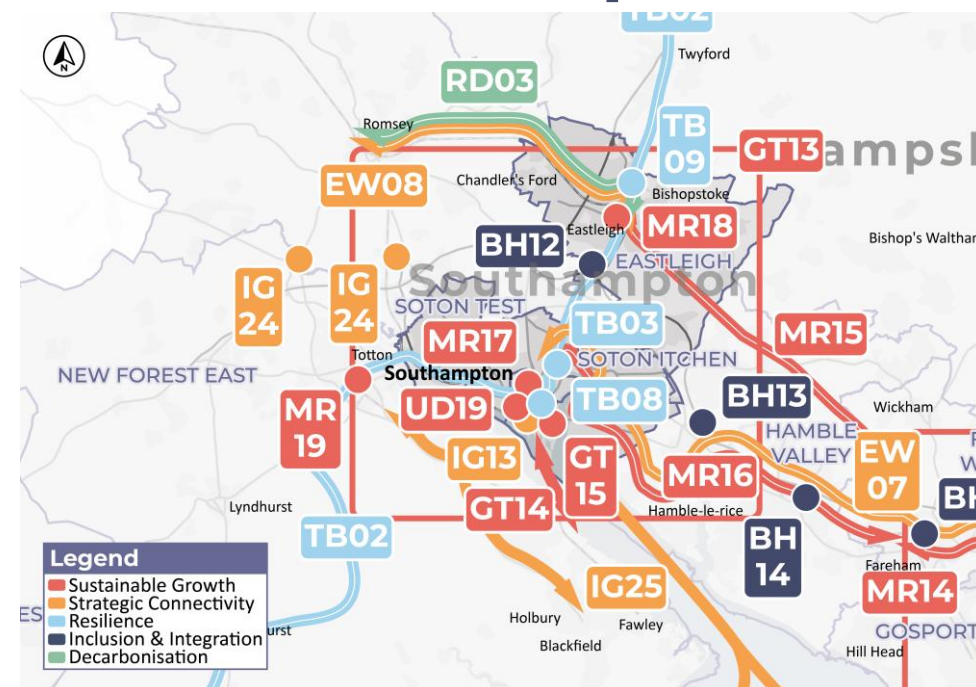


Figure 1 Eastleigh; Southampton Itchen; Southampton Test schemes from TfSE's Strategic Investment Plan

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 Eastleigh; Southampton Itchen; Southampton Test and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Eastleigh; Southampton Itchen; Southampton Test scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
TB08	Northam Rail Bridge Replacement and Enhancement	Removal of a major bottleneck caused by the single lane of Northam Rail Bridge between two sections of dual carriageway on the A3024.	This will increase capacity, reduce journey times and improve network resilience for private cars, goods vehicles and buses.	Short (2020s)
GT15	Southampton City Centre Placemaking	Placemaking measures in Southampton city centre.	This will encourage the take-up of walking and cycling and improve perceptions of the urban realm.	Short (2020s)
UD19	West Quay Realignment	Realignment of West Quay Road to segregate through traffic using the 'Inner Ring Road' from access-only traffic to the city centre.	This will reduce conflicts between road users and improve journey times for through traffic.	Short (2020s)
GT13	Southampton Mass Transit	Transformational enhancements to Mass Rapid Transit, connecting centres within Southampton and adjacent hubs in the Solent by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate.	This will reduce journey times and wait times for public transport in the Solent.	Short (2020s)
EW16*	New Summer Route - Ryde to Southampton	The introduction of a new ferry service between Ryde and Southampton over the summer months.	This will provide a boost to the island's visitor economy and enable travellers to access their final destination(s) via localised, sustainable modes.	Short (2020s)
BH12	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	The development of a Strategic Mobility Hub at M27 Junction 5, including the airport, rail, park and ride, bus service and active travel options.	This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.	Medium (2030s)

*Not shown on map.

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
TB09	Bishopstoke Road Railway Bridges	Bishopstoke Road provides a key link to Eastleigh from the east.	This provides access to the town centre, business parks, rail station and the future Freeport development.	Medium (2030s)
IG13	Better Rail Access to Port of Southampton	Upgrades to rail freight access and loading at Southampton Container Port, including extending the loading area and junction improvements.	This will increase capacity for freight services on the South West Main Line.	Medium (2030s)
MR18	Eastleigh Station Platform Flexibility	Signalling alterations at Eastleigh station to allow platform 1 to operate as a bi-directional platform, where at present it can only be accessed in the Up direction	This will be key to enabling additional rail services and improved reliability through the area.	Medium (2030s)
EW07	West Coastway Faster Services	Delivery of recommendations from the West Coastway Strategy Study, including increased service frequencies and timetable optimisation for local and strategic movements between Southampton, Havant, Chichester and Brighton.	This will reduce wait times and the effective journey times of rail users.	Medium (2030s)
EW08	West of England Service Enhancements	Service frequency enhancements between Salisbury and Yeovil Junction.	This will support local trips between adjacent centres on the line to be made by rail and reduce the need to travel using private car.	Medium (2030s)
GT14	Solent Ferry Services	The introduction of a new ferry service between Fawley and Southampton.	This will support new developments in Fawley and provide a fast, reliable and sustainable connection to the city.	Medium (2030s)
MR15	Botley Line Double Tracking	Double tracking of the Botley Line between Eastleigh and Fareham.	This will facilitate an increase in passenger and freight service frequency and reliability.	Medium (2030s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
MR16	Netley Line Signalling and Rail Service Enhancements	Signalling improvements on the Netley Line between Southampton and Fareham.	This will increase capacity for passenger and freight services.	Medium (2030s)
RD03	Eastleigh - Romsey to Salisbury Line Electrification	Electrification of the Eastleigh to Romsey Line.	This will support the decarbonisation of the rail network and improve its cohesion.	Medium (2030s)
TB02	South West Main Line Digital Signalling	Introduction of digital signalling on the South West Main Line.	This will increase the capacity for (and safety of) rail passenger and freight movements.	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)
TB03	South West Main Line Mount Pleasant Level Crossing Removal	Removal of the Mount Pleasant level crossing between St Denys and Southampton Central.	This will reduce the risk of accidents at the level crossing and increase the safety and reliability of the South West Main Line.	Long (2040s)
MR17	Southampton Central Station Upgrades	Improvements to Southampton Central station, including additional platform capacity and an enhanced public realm.	This will better facilitate interchange at Southampton Central and enable delivery of the South Hampshire Rail (Core) Package.	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 Eastleigh, Southampton Itchen and Southampton Test

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

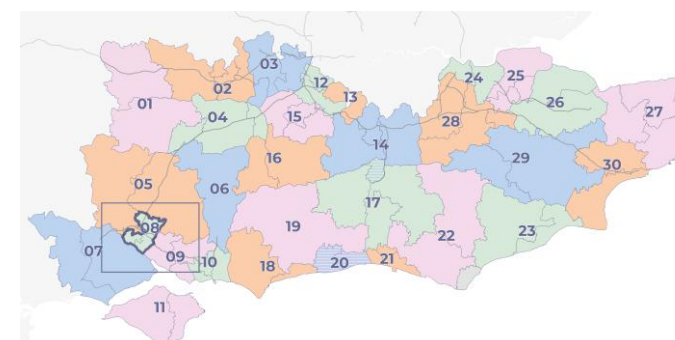


Figure 3: Map of factsheet locations and numbers