

Fareham and Waterlooville; Hamble Valley; Gosport

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: Fareham and Waterlooville; Hamble Valley; Gosport 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 Fareham and Waterlooville; Hamble Valley; Gosport and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Fareham and Waterlooville; Hamble Valley; Gosport scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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)
CR07	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Enhancement of ferry services between both Gosport – Portsmouth and Hayling – Portsmouth.	This will provide faster, more frequent and reliable services for residents accessing Portsea Island.	Short (2020s)
EW15	Isle of Wight Ferry Service Enhancements	Enhancement of ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth.	This will reduce wait times and improve service reliability between the island and the mainland.	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)
BH13	M27 Junction 7/8 Strategic Mobility Hub	The development of a Strategic Mobility Hub at M27 Junction 7/8, including rail, park and ride, bus services and active travel options.	This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.	Medium (2030s)
BH14	M27 Junction 9 Strategic Mobility Hub	The development of a Strategic Mobility Hub at M27 Junction 9, including rail, park and ride, bus services and active travel options.	This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.	Medium (2030s)
BH11	Fareham Station Mobility Hub	A mobility hub at Fareham station.	This will provide interchange between private car, public transport, active travel and other transport modes to improve end-to-end journey quality.	Medium (2030s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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)
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)
MR14	Fareham Loop / Platform	Conversion of the current bay platform at Fareham, Platform 2, into a through platform.	This will provide a passing opportunity to free up capacity at the station and improve timetable flexibility and resilience.	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)
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)

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 Fareham and Waterlooville, Hamble Valley and Gosport

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

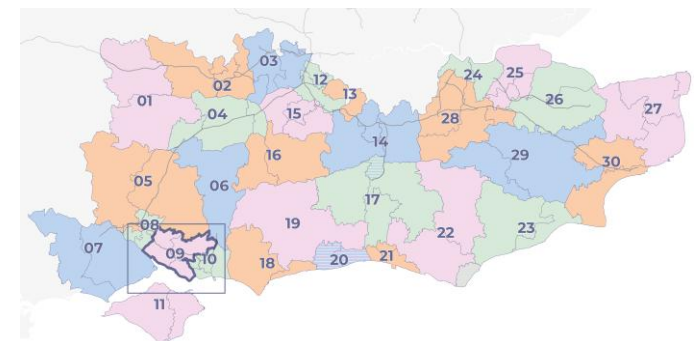


Figure 3: Map of factsheet locations and numbers