

Guildford; Surrey Heath; Woking

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.

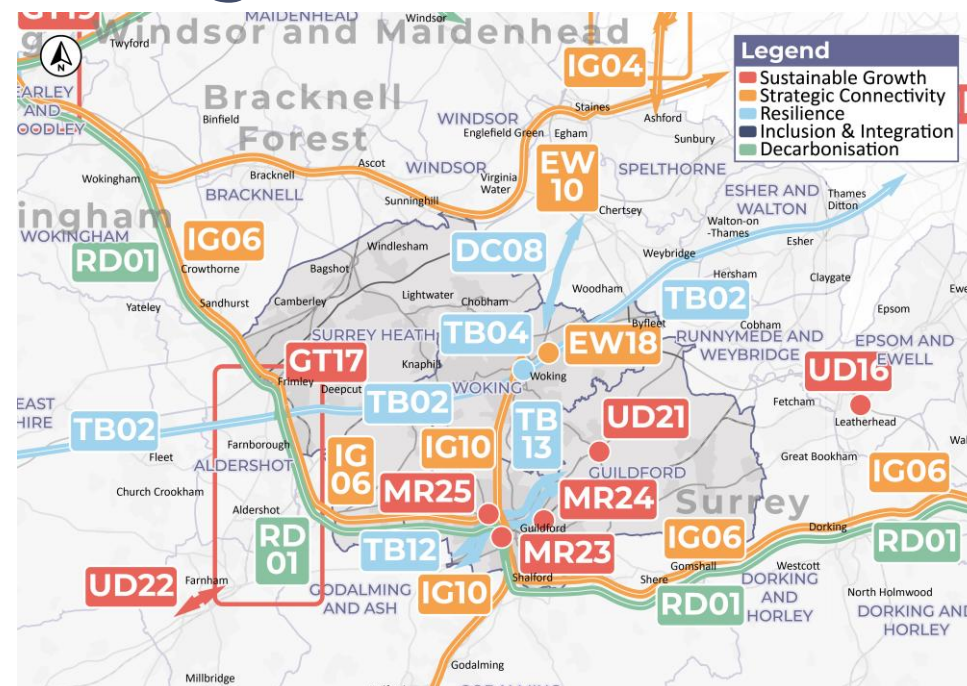


Figure 1: Guildford; Surrey Heath; Woking schemes from TfSE's Strategic Investment Plan

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 Guildford; Surrey Heath; Woking and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Guildford; Surrey Heath; Woking scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
DC08	A320 North Corridor	Improvements to the A320 north of Woking.	This will relieve existing congestion, improve journey time reliability for strategic movements, support active travel movements and provide additional capacity for access to new housing developments.	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)
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)
TB04	South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements	Grade separation of the Portsmouth Direct Line and the South West Main Line at Woking rail junction on approach to Woking station.	This will reduce Portsmouth / Guildford – London journey times and increase capacity on the South West Main Line.	Medium (2030s)
EW18	Woking Station and Capacity Upgrades	Redevelopment of Woking station.	This will provide easier interchange between the South West Mainline and the Portsmouth Direct Line.	Medium (2030s)
MR24	New Station Guildford East (Marrow)	A new station in Guildford West (Park Barn).	This will improve access to the rail network for local residents, particularly commuters to/from London.	Medium (2030s)
MR23	Guildford Station Upgrade	A new station in Guildford East (Marrow).	This will improve access to the rail network for local residents, particularly commuters to/from London.	Medium (2030s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
MR25	New Station Guildford West (Park Barn)	Redevelopment of Guildford station.	This will provide easier interchange between the North Downs Line and the Portsmouth Direct Line.	Medium (2030s)
UD21	A3/A247 Ripley South	Upgrades to Ripley South junction.	This will relieve existing congestion along the A3, segregate strategic and local movements and provide additional capacity for access to new developments.	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)
TB12	A3 Guildford Local Traffic Segregation	Changes to the A3 through Guildford paired with improvements to local public transport provision.	This will segregate strategic and local movements whilst encouraging the use of public transport.	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)
MR22*	Crossrail 2 (regional Option)	It is new railway which would connect the South West Main Line to the West Anglia Main Line, via London Victoria and London King's Cross St Pancras.	It would help to relieve congestion on both the National Rail and TfL networks, and support economic development in London and the wider south-east area.	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)
TB13	A3 Guildford Long Term Solution	Long-term solution to issues on the A3 in and around Guildford, potentially including at-grade or tunnelling options.	This will improve journey time reliability and air quality along the A3 through	Long (2040s)

*Not shown on map.

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
----------	-------------------	---------------------	--------------------------	---------

Guildford whilst supporting strategic freight movements.

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 Guildford; Surrey Heath; Woking

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

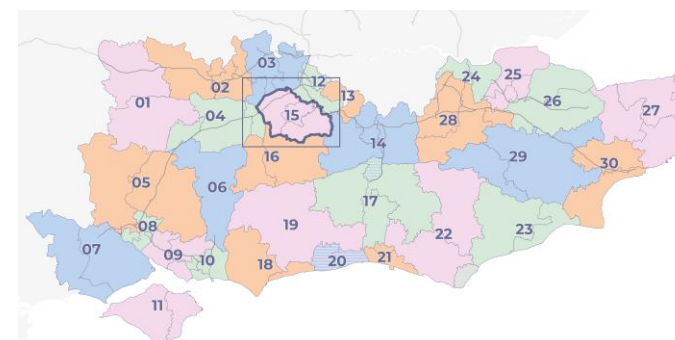


Figure 3: Map of factsheet locations and numbers