

Havant; Portsmouth North; Portsmouth South

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.

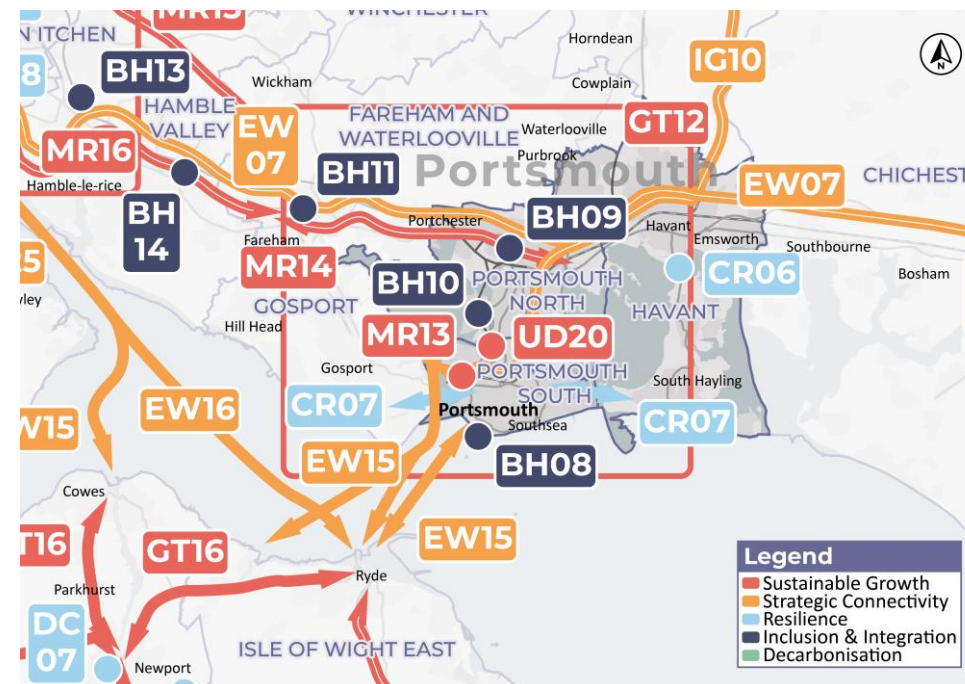


Figure 1: Havant; Portsmouth North; Portsmouth South schemes from TfSE's Strategic Investment Plan

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 Havant; Portsmouth North; Portsmouth South and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Havant; Portsmouth North; Portsmouth South scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
BH08	Southsea Transport Hub	Enhanced coastal defence works; improvements to the public realm; and measures to encourage modal shift to public transport and active travel in the Southsea area.	This will deliver reduced private car trips, better local air quality and greater resilience for the local area and its economy.	Short (2020s)
UD20	Portsmouth City Centre Road	Measures to address issues around traffic accessing the city from the M275.	This will release land for development and regeneration and support the use of all modes, including bus and active travel.	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)
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)
BH10	Tipner Transport Hub (M275 Junction 1)	The development of a Transport Hub at Tipner, including park and ride, bus services and active travel options.	This will provide opportunities for efficient multi-modal journeys, at the same time facilitating major regeneration opportunities in the city.	Medium (2030s)
BH09	Cosham Station Mobility Hub	A mobility hub at Cosham 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)
CR06	Langstone Bridge repairs	Maintenance to Langstone Bridge which is the only road link onto Hayling Island.	If the maintenance did not go ahead the use of the bridges would be restricted	Medium (2030s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
MR13	Portsmouth Station Platforms	Additional platform capacity for trains terminating at Portsmouth. Portsmouth City Council's preferred solution is to reopen the disused Platform 2 at Portsmouth Harbour station; the alternative is to provide an additional low-level platform at Portsmouth and Southsea station.	which would at the minimum increase local congestion impacting on the local economy. This will increase rail capacity in the city and improve timetable flexibility and resilience in Portsmouth.	Medium (2030s)
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)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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 Guildford whilst supporting strategic freight movements.	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 Havant, Portsmouth North and Portsmouth South

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

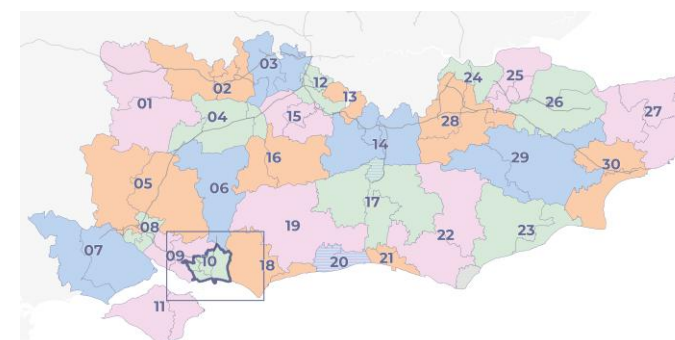


Figure 3: Map of factsheet locations and numbers