

Romsey and Southampton North; Winchester

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.

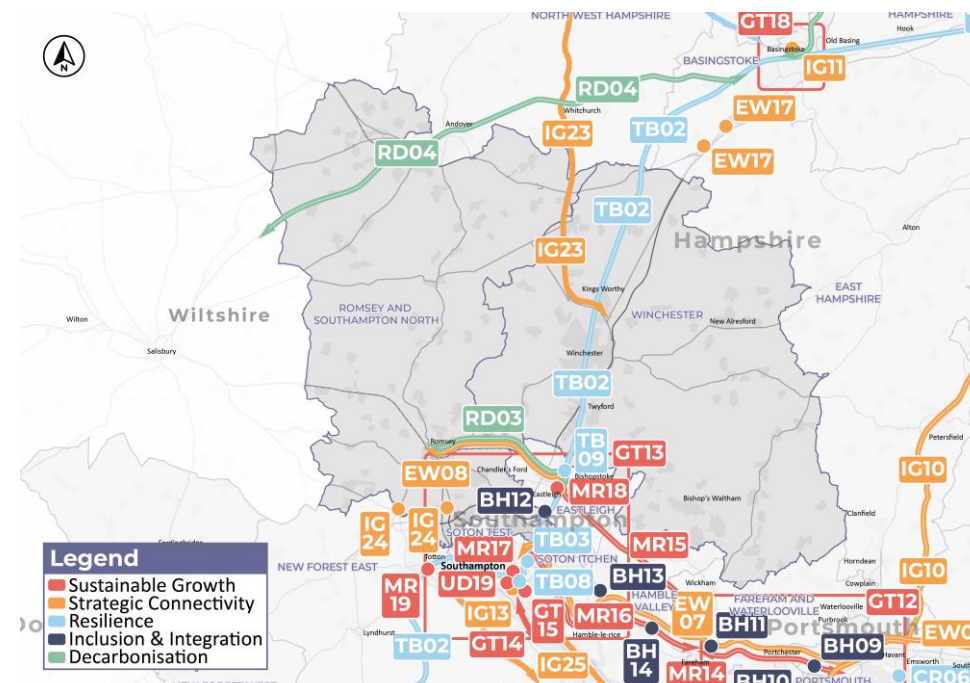


Figure 1: Romsey and Southampton North; Winchester schemes from TfSE's Strategic Investment Plan

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 Romsey and Southampton; North Winchester and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Romsey and Southampton North; Winchester 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)
IG23	A34 Junction and Safety Enhancements	Changes to A34 junctions between Winchester and Newbury.	This will support the increased safety of all road users and improve journey time reliability for strategic freight movements.	Short (2020s)
IG24	Southampton Access (M27 Junction 2 and Junction 3)	Improvements to M27 Junctions 2 and 3.	This will increase capacity and improve the flow of traffic, with each junction being looked at separately.	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)
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	This will help to resolve the long-term problem of rail inaccessibility to Heathrow	Long (2040s)

*Not shown on map.

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
RD04	West of England Main Line (Basingstoke to Salisbury) Electrification	Hampshire (Blackwater Valley, North/Mid-Hampshire, the Solent) to Heathrow Airport. Electrification of the West of England Line between Basingstoke and Salisbury.	Airport from the south, particularly from Surrey and South West London. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.	Long (2040s)

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 Romsey and Southampton North and Winchester

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

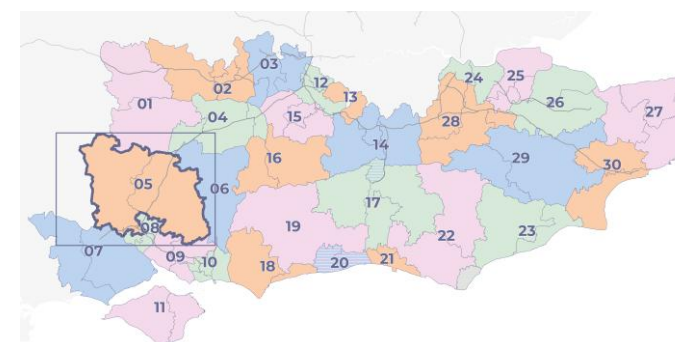


Figure 3: Map of factsheet locations and numbers