Agenda Item 10

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**3 July 2023**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Delivery of the Strategic Investment Plan (SIP)**
Purpose of report:	**To provide an update on work to support delivery of the SIP**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Agree a Delivery Action Plan and accompanying interactive story map for the SIP;

(2) Note the progress with developing a prioritisation framework and scheme development work including progress with the delivery of TfSE's programme of Major Road Network and Large Local Major schemes;

(3) Note the progress with the development of a TfSE Monitoring and Evaluation Framework and agree the first "State of the Region" baseline report and the production of a supporting dashboard; and

(4) Note the progress with the development of an analytical framework to support business cases and the delivery of the schemes within the SIP.

1. Introduction

1.1 This report provides an update on three workstreams that will support the delivery of the Strategic Investment Plan (SIP).

2. Background

2.1 Delivering the SIP will require a number of partners, including TfSE, local transport authorities, National Highways, Network Rail and DfT, to work closely together to develop and deliver the schemes and policy interventions it sets out. A number of different approaches to bring forward schemes will also be required, taking account of the different stages of development that schemes are already at and the resources available to TfSE and the delivery partners to progress the work.

2.2 This report sets out the work that is currently underway to prepare for the delivery of the interventions, ensuring the required analytical tools are available, alongside reporting on benefits realisation arising from both place-based and global interventions included in the SIP.

3. SIP Delivery Action Plan

3.1 The SIP contains nearly 300 multi-modal scheme and policy interventions that are required to be delivered across the South East over the next 27 years, to realise the Vision for 2050 as set out in the TfSE Transport Strategy. Delivery of this programme

of interventions will require the input of a number of different partners working together, and the exact arrangements will need to vary from scheme to scheme.

3.2 Work has been undertaken to produce a Delivery Action Plan for the SIP. With a focus on the next 3 years, this builds upon the Area Studies Delivery Plan, and sets out the current position with each of the proposed schemes, details what the next steps are, confirms the roles of TfSE and delivery partners in undertaking those next steps and identifies what resources and analytical tools are available and required.

3.3 To inform the Delivery Action Plan, a series of workshops to examine all the individual schemes in detail have been undertaken with key delivery partners including constituent authorities, National Highways and Network Rail. The information gathered at these workshops has then been reviewed by our delivery partners and collated into the draft Delivery Action Plan report included at Appendix 1. To ensure a multi-modal approach to delivery, the report is structured around the strategic economic corridors that were identified through TfSE's Economic Connectivity Review.

3.4 The Delivery Action Plan forms the baseline from which future monitoring and evaluation of the delivery of schemes within the SIP can be measured. As part of that monitoring, the Delivery Action Plan will need to be regularly reviewed and updated so that it remains live.

3.5 The Partnership Board are recommended to agree the Delivery Action Plan.

4. Interactive Story Map

4.1 Alongside development of the Delivery Action Plan, an interactive map has been developed. This shows both the narrative of the strategic investment plan and the detail of the Delivery Action Plan in a map based interactive and engaging platform. This will be a valuable resource for TfSE and our partners to support delivery of the SIP, as well as a useful engagement tool for our wider stakeholders.

4.2 Particular care has been taken with the level of detail available within the map, to ensure that whilst being geographically accurate, no inference of specific scheme alignments can be drawn where these do not exist. It is intended that the map be made openly available for use via the TfSE website. Screen shots of the map are included at Appendix 2 for information.

4.3 The Partnership Board are recommended to note the work that has been undertaken and to agree publication of the interactive story map.

5. Prioritisation Framework

5.1 By virtue of their inclusion within the SIP, all the schemes have been identified as priorities for the region. However, we recognise that individual schemes will be delivered through a number of different funding streams and programmes over the long term. Reflecting also that one of the core functions of Sub-national Transport Bodies is to provide advice to ministers on prioritising transport investment in their area, there is a need to develop a methodology which will enable TfSE to filter the schemes and identify priorities such as "top 10 lists" either overall or based on a range of differing factors, such as funding streams.

5.2 Initial work has been undertaken to enable schemes within the SIP to be filtered by a range of criteria, such as mode, scale, cost, timescale etc and this ensures that we could identify priority schemes if we were asked to do so, however until the exact parameters are known it is not possible to prepare specific lists. Should TfSE be

requested to prepare any priority lists in future then the filtering methodology would be employed and proposed lists brought to the Partnership Board for approval at that time.

5.3 The filtering methodology described above reflects the current modally based funding landscape for bringing forward schemes and infrastructure to which, in the short term at least, we will need to respond. However, the TfSE Transport Strategy and SIP both advocate a multi-modal approach to planning and delivering transport investment within our area, and it is important that we also develop a process for prioritising schemes within the SIP that meets that overall aspiration.

5.4 Following agreement at the Partnership Board on 13 March 2023, that more detailed work to develop the prioritisation process is undertaken with officers from our constituent authorities and delivery partners, several activities are now underway.

5.5 Development of a "corridor study" case study, is underway. It is hoped that this will demonstrate that taking a holistic, multi-modal sequenced approach to delivering both schemes and policy interventions along a specific corridor through a devolved long-term funding settlement would deliver additional benefits over the current shorter term, modally based centralised approach. This work will involve testing delivery of all the SIP schemes and policies along a particular corridor against a number of different scenarios so that the relative benefits can be compared.

5.6 An internal workshop has also been held to consider how TfSE would prioritise schemes if long-term funding was devolved. Again, this work will use scenario planning to test how differing degrees of funding and devolution could affect our approach.

5.7 Further work will be undertaken, including with the Senior Officer Group, and a further update will be provided to the Partnership Board at the next meeting.

6. Scheme Development Work

6.1 The TfSE budget for 2023/24 includes allocations to work with partners to undertake and support scheme development work to deliver schemes identified in the SIP. This work will need to respond to the information gathered for the Delivery Action Plan to ensure that resources are targeted to the appropriate schemes based on identified need. Engagement is underway with delivery partners to confirm suitable schemes. Support with delivery will likely take a range of forms, from TfSE commissioning work on behalf of partners (or groups of partners) to providing funds to develop schemes and/or providing access to analytical tools.

6.2 TfSE continue to manage the Major Road Network (MRN) and Large Local Majors (LLM) programmes for the region, providing support to our local transport authority promoters and liaising with DfT on the overall programme. With increased capacity in the TfSE team, we are now better able to provide this support.

6.3 Following an offer from DfT, we facilitated a "business case surgery" which provided the opportunity for scheme promoters to discuss and receive advice on any issues they are encountering as they develop the business case for their schemes. This surgery was very well attended and the feedback received afterwards indicated that it was extremely well received and beneficial to both scheme promoters and DfT officials. There is the potential for further surgeries to be held in the future to support authorities through the business case process.

6.4 All MRN/LLM schemes are required to submit monitoring returns to DfT, we can confirm that all schemes within the TfSE area submitted their 2022/23 Q4 returns with no major changes from Q3, indicating that good progress is being made with scheme development and delivery. We are aware that several schemes are awaiting

DfT/Treasury approval for their business cases, and we are liaising with DfT officials on this issue.

7. Monitoring and Evaluation Framework

7.1 A clear robust approach to monitoring and evaluation is needed to ensure the successful delivery of the interventions included in the SIP. It is important to ensure this mechanism provides a clear line of sight from the transport strategy's vision through to intervention level objectives, via the Strategic Investment Plan. It is also important to discern the outcomes and impacts of interventions at a regional level to understand how much they contribute to the SIP's (and wider TfSE) objectives.

7.2 The Transport Strategy set out the strategic priorities and the key performance indicators (KPIs) that are intended to show how the strategy is progressing. The area studies built upon this and used the 'theory of change' links between the investment or policy inputs and outputs at one end of a logic map through to the expected impacts and outcomes at the other end.

7.3 At the meeting on 23 January 2023, the Partnership Board received an update on a workshop that had been held with our constituent authorities to help inform the approach that we should take, and plans to develop a "State of the Region" annual report which would monitor the 'health' of the region against a number of key metrics which are linked to the outcomes and impacts the Strategy and SIP are seeking.

7.4 At the meeting on 13 March 2023, the Partnership Board received a further update and agreed that in order to be of most benefit, and to ensure that the "State of the Region" report is repeatable in future years, further work was needed in determining which data sets are to be monitored, and further consideration was needed to determine for what if any metrics it both is, and is not, appropriate to set specific targets for.

7.5 A further workshop with technical officers has been held to explore these issues including to consider what targets are and are not being set at a local level, and whether a regional target would likely be accepted. This was followed by a thorough discussion at Senior Officer Group who agreed that at this time, it is not appropriate for TfSE as a regional partnership to set specific targets for the wider outcomes sought by the Transport Strategy, but that the "State of the Region" will monitor and report bi-annually on the agreed range of key metrics which will confirm the direction of travel for the region.

7.6 Targets around the development and delivery of schemes have been established as part of the development of the Delivery Action Plan by identifying with partners what stages of scheme development are anticipated to be carried out within the forthcoming year.Progress against these plans will be reported annually as part of the Delivery Action Plan update.

7.7 The first TfSE "State of the Region" report has therefore now been completed and a draft is included at Appendix 3. The Partnership Board are recommended to note the work that has been undertaken and to approve the draft "State of the Region" report. If agreed, the "State of the Region" report will be finalised for publication on the TfSE website and an accompanying dashboard produced to provide a more easy to access summary.

8. Analytical Framework

8.1 Regardless of the delivery route or partner, it is likely that the majority of the schemes within the SIP will require a business case to secure their funding. Developing the business cases will require a suite of analytical tools (an analytical framework) that are collectively capable of assessing the impacts, benefits, and costs of the schemes to provide the necessary assurance to DfT and other funding/delivery partners that the schemes are worthy of delivery.

8.2 At the meeting on 23 January 2023, the Partnership Board agreed a three year route map for the analytical framework development. Since then DfT have released the remaining £280,000 of funding from the 2023/24 financial year and work has commenced to deliver the routemap. Further funding is allocated within the TfSE Business Plan for 2023/24 to deliver the remainder of work planned for this financial year.

8.3 In their funding allocation from DfT, Transport for the North (TfN) STB have been awarded funding to work together with the other 6 STBs, including TfSE, to start developing a "Common Analytical Framework". The approved three year route map already takes account of the benefits of working closely with the other STBs in developing our own analytical framework, and this funding to TfN is welcomed and we will continue to work closely with them as this common approach develops.

Specific pieces of work that are now underway to develop our analytical capability include:

- A range of updates to our SEELUM model to provide greater functionailty to allow the assessment of wider economic impacts and an enhanced quantified carbon impact assessment.
- Roll out of TfN's D-Log system which will provide a standard method for collecting and maintaining local plan data.
- Roll out of TfN's EVCI (electric vehicle charging infrastructure) tool

8.4 A further progress update will be provided to the Partnership Board at the October 2023 meeting.

9. Conclusions

9.1 Board Members are recommended to note progress with the development of a Delivery Action Plan for the SIP, scheme development and prioritisation, a TfSE Monitoring and Evaluation Framework and associated "State of the Region" report, and the analytical framework.

9.2 Board Members are also recommended to agree the Delivery Action Plan and associated interactive story map.

9.3 Board Members are also recommended to agree the first "State of the Region" report and the production of a supporting dashboard.

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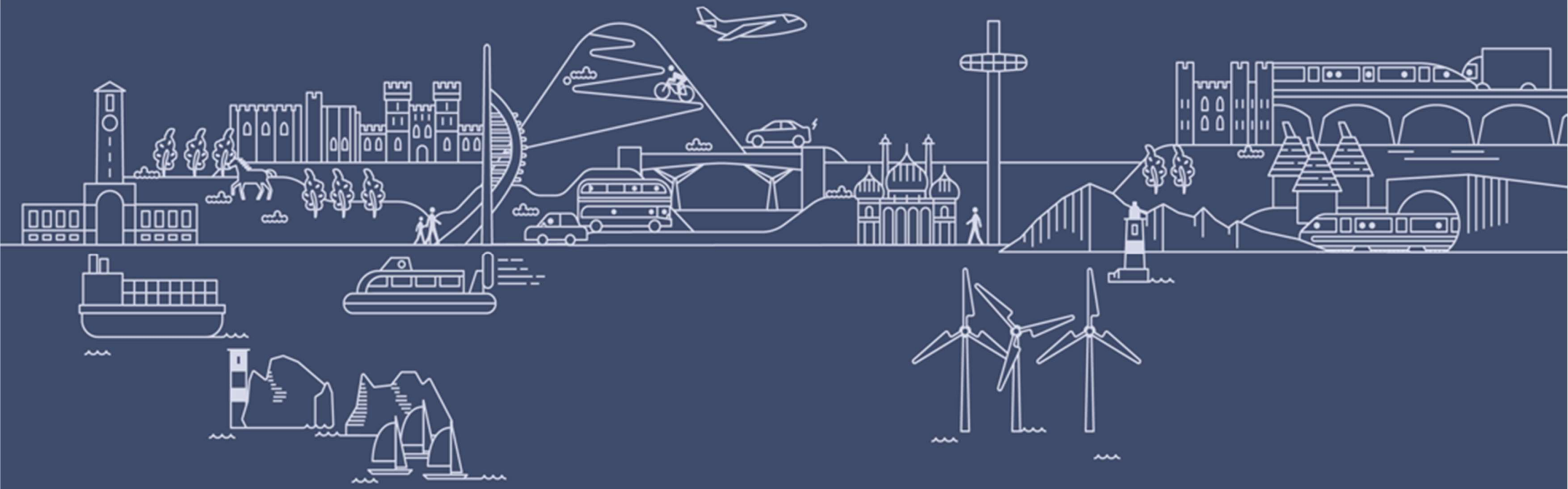
TRANSPORT FOR THE South East



Delivery Action Plan

June 2023

Delivery Action Plan

Introduction

Aims

The Delivery Action Plan builds on the Strategic Investment Plan and identifies the interventions on which progress will likely be made in the next three years. For these schemes the plan identifies who will lead the work and how TfSE can support.

Method

Steer has conducted two rounds of engagement with delivery partners including all local transport authorities in the TfSE area as well as National Highways and Network Rail. Through this engagement a database of plans for development and delivery of each intervention within the TfSE Strategic Investment Plan has been compiled.

Structure of the report

Interventions are presented by strategic corridor with the following information:

- A corridor overview describing the routes included in the corridor,
- The strategic role of the corridor,
- Key corridor issues; and
- A map showing the SIP interventions on or adjacent to the corridor.

In addition, there are tables showing:

- Current and next stage of development or delivery defined as follows:
  - Feasibility Study
  - Strategic Outline Business Case
  - Outline Business Case (including surveys, design, modelling and stakeholder engagement)
  - Powers/Consents
  - Procurement
  - Full Business Case
  - Construction/Implementation
  - Opening
- Progress planned in the next three years (where no progress is planned the cells are greyed out).
- The profile of progress over the next three years, (where progress is expected, but the years of that progress is not yet known the entry is TBC)
- The delivery partner/s which will lead on the next stage of scheme development or delivery; and
- TfSE's role in supporting or leading on:
  - Programme management
  - Pre-feasibility work & funding
  - (Joint) Scheme promoter
  - Business case & scheme development & funding
  - Use of analytical framework
  - Advocacy & securing funding
  - Procurement & sourcing
  - Resource capacity & capability funding

M2/A2/Chatham Main Line (Dartford – Dover)

Corridor overview

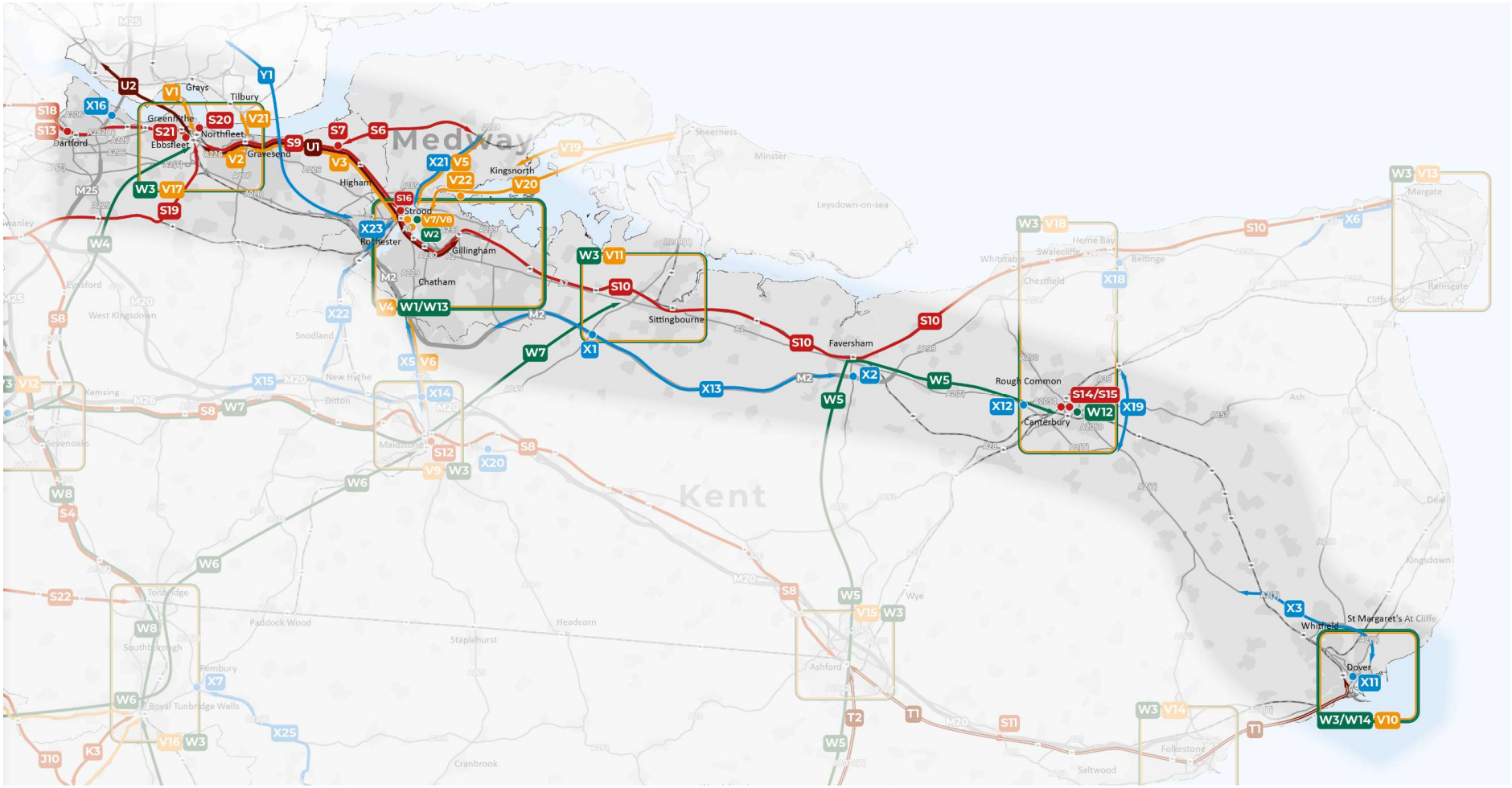
- A2 and M2 roads on an axis from the north west around Dartford to the south east at Dover,
- The Chatham Main Line rail link along similar alignment.

Strategic role

The corridor connects North Kent, Medway and the Port of Dover to London and the M25. It is served by High Speed 1 and has significant new infrastructure proposals in the form of the Lower Thames Crossing.

Key issues

1. The highway network is vulnerable to disruption at Dover due to the back-up of freight traffic and subsequent congestion. Congestion on the A2 between Dartford and the Medway Towns, particularly during the AM peak.
2. The corridor, though relatively large and disparate, is the third most-deprived in the South East.
3. There is significant out-commuting from the Medway Towns due to an imbalance of housing and jobs in the area, putting pressure on the wider transport network, with significant further housing development planned.
4. Thameslink and other peak-hour services to/from London stations and the corridor experience high levels of crowding. Rail links into Central London are only dual tracked in many cases, so long-distance services are forced to share tracks with metro services on approaches to London termini. This constrains rail capacity and reliability on the corridor. The flat junction at Rochester Bridge is another notable rail bottleneck.



TRANSPORT FOR THE South East

M2/A2/Chatham Main Line (Dartford – Dover)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S1	St Pancras International Domestic High Speed Platform Capacity	Medium (2030s)				1	TBC			Network Rail	B, D, E, F	
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	3	3	3			Network Rail	B, D, E, F	
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	E, F	
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)				1				Network Rail	B, D, E, F	
S9	North Kent Line - Service Enhancements	Short (2020s)				1	1			Network Rail	B, D, E, F	
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Medium (2030s)				1	1			Network Rail	B, D, E, F	
S13	Dartford Station Remodelling/Relocation	Medium (2030s)				1				Network Rail (if commissioned)	B, D, E, F	
S14	Canterbury Interchange Rail Chord	Medium (2030s)				1	TBC			Network Rail	D, F	
S15	New Station - Canterbury Interchange	Medium (2030s)				1				TfSE / Kent County Council / Canterbury City Council	B, D, E, F	
S16	New Strood Rail Interchange	Medium (2030s)			1	2	TBC			Network Rail (if commissioned)	B, D, E, F	
S18	Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet	Short (2020s)		2		3	TBC			Network Rail	D, E, F	
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium (2030s)				1				TfSE / Kent County Council	B, D, E, F	
S20	Ebbsfleet International (Northfleet Connection)	Medium (2030s)				1	TBC			Ebbsfleet Development Corporation	B, D, E, F	
S21	Ebbsfleet International (Swanscombe Connection)	Long (2040s)				1				Network Rail	B, D, E, F	
U1	High Speed 1 - Link to Medway (Chatham)	Long (2040s)				1	TBC			TfSE / HS1 Ltd / Medway Council	B, D, E, F	
U2	High Speed 1 - Additional Services to West Coast Main Line	Short (2020s)				1				Network Rail	B, D, E, F	

Legend

1. Feasibility Study
2. Strategic Outline Business Case
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

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				Completed	Underway	Next steps	23/24	24/25	25/26			
V1	Fastrack Extension - Swanscombe Peninsula	Short (2020s)				2		TBC		Kent County Council	B, D, F, H	Subject to future development proposals on the peninsula.
V2	Fastrack Optimisation and Extension - Dartford - Northfleet - Ebbsfleet - Gravesend	Short (2020s)				1		TBC		Kent County Council	B, D, F, H	
V3	Fastrack Extension - Medway	Short (2020s)			1	2		TBC		Kent County Council / Medway Council	B, D, F, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V4	Medway Mass Transit	Medium (2030s)				1		TBC		Medway Council / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium (2030s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Short (2020s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V10	Dover Bus Rapid Transit	Short (2020s)	Levelling Up Fund Round 2	6	7	8		TBC		Kent County Council	F	
V11	Sittingbourne Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
V17	Thames Gateway/Gravesham Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Medium (2030s)				1		TBC		TfSE / Kent County Council	A, B, C, D, E, F, G, H	
W1	Medway Active Travel Enhancements	Short (2020s)			1	2		TBC		Medway Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Short (2020s)				1		TBC		Medway Council	B, D, F, H	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1		TBC		Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)		2	3	4		TBC		Kent County Council / Canterbury City Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W13	Medway Placemaking and Demand Management Measures	Short (2020s)				1		TBC		Kent County Council / Medway Council	A, B, C, D, E, F, G, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W14	Dover Placemaking and Demand Management Measures	Short (2020s)				3		TBC		Kent County Council / Dover District Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X1	M2 Junction 5 (RIS2)	Short (2020s)	RIS2	6	7	8		TBC		National Highways	F	
X2	A2 Brenley Corner Enhancements (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1	2	3		TBC		National Highways	B, F	
X3	A2 Dover Access (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1	2	3		TBC		National Highways	B, F	
X8	Digital Operations Stack and Brock	Medium (2030s)				1		TBC		National Highways	F	
X10	Kent Lorry Parks (Long Term Solution)	Short (2020s)				1		TBC		National Highways	F	
X11	Dover Freight Diversification	Short (2020s)				1				Kent County Council / Dover Harbour Board	B, D, F	
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Short (2020s)	Smart Motorway Programme			1		TBC		National Highways	F	
X19	Canterbury East Relief Road	Long (2040s)				1		TBC		Kent County Council / Canterbury City Council	F	
Y1	Lower Thames Crossing	Medium (2030s)	RIS Funded (Nationally Significant Infrastructure Project)	3	4	5		TBC		National Highways	F	

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A299/Chatham Main Line (Faversham – Ramsgate)

Corridor overview

- The A299 east-west road between Faversham and Ramsgate, along the North Kent coast on its way to the Thanet Towns,
- The Chatham Main Line rail link along similar alignment.

Strategic role

The corridor links the Strategic Road Network (i.e. M2 junction 7) to the North Kent coastal towns of Whitstable and Herne Bay and the Thanet Towns; Margate, Broadstairs and Ramsgate. It also provides a link to the Port of Ramsgate and Manston Airport, though these are not major international gateways at present.

Key issues

1. The corridor is the most deprived in the South East with some of the highest levels of planned residential development and job growth in the region (40% job growth is planned from 2018 to 2035). Improved transport and connectivity will likely play an important role in ensuring a successful development path for these economically challenged areas.
2. Congestion hotspots exist on the Major Road Network where the A299 passes through Sevenscore Roundabout and at the Lord of the Manor junction with the A256 outside Ramsgate.
3. Rail journey times between London and North East Kent are relatively slow, despite improvements in recent years with the introduction of high-speed services.
4. The Thanet Towns are relatively isolated from other major economic hubs in the South East.

TRANSPORT FOR THE South East

A299/Chatham Main Line (Faversham – Ramsgate)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S14	Canterbury Interchange Rail Chord	Medium (2030s)				1		TBC		Network Rail	D, F	
S15	New Station - Canterbury Interchange	Medium (2030s)				1				TfSE / Canterbury City Council	B, D, E, F	
V13	Thanet Bus Enhancements	Short (2020s)				3		TBC		Kent County Council	B, D, E, F, H	
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)		2	3	4		TBC		Kent County Council / Canterbury City Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	Short (2020s)	MRN	2	3	4	4			Kent County Council	A, F	OBC development underway. A high priority for KENT COUNTY COUNCIL. Note the name of the project is changing to 'North Thanet Link'. This name change helps to differentiate the scheme from being simply a relief road, as it also provides improved infrastructure for cyclists, pedestrians and public transport as well as vehicles. It is also more conducive to public engagement literature and presentation. This has been communicated to DfT.
X18	Herne Relief Road	Short (2020s)		7		8	8			Kent County Council	F	

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E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
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M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)

Corridor overview

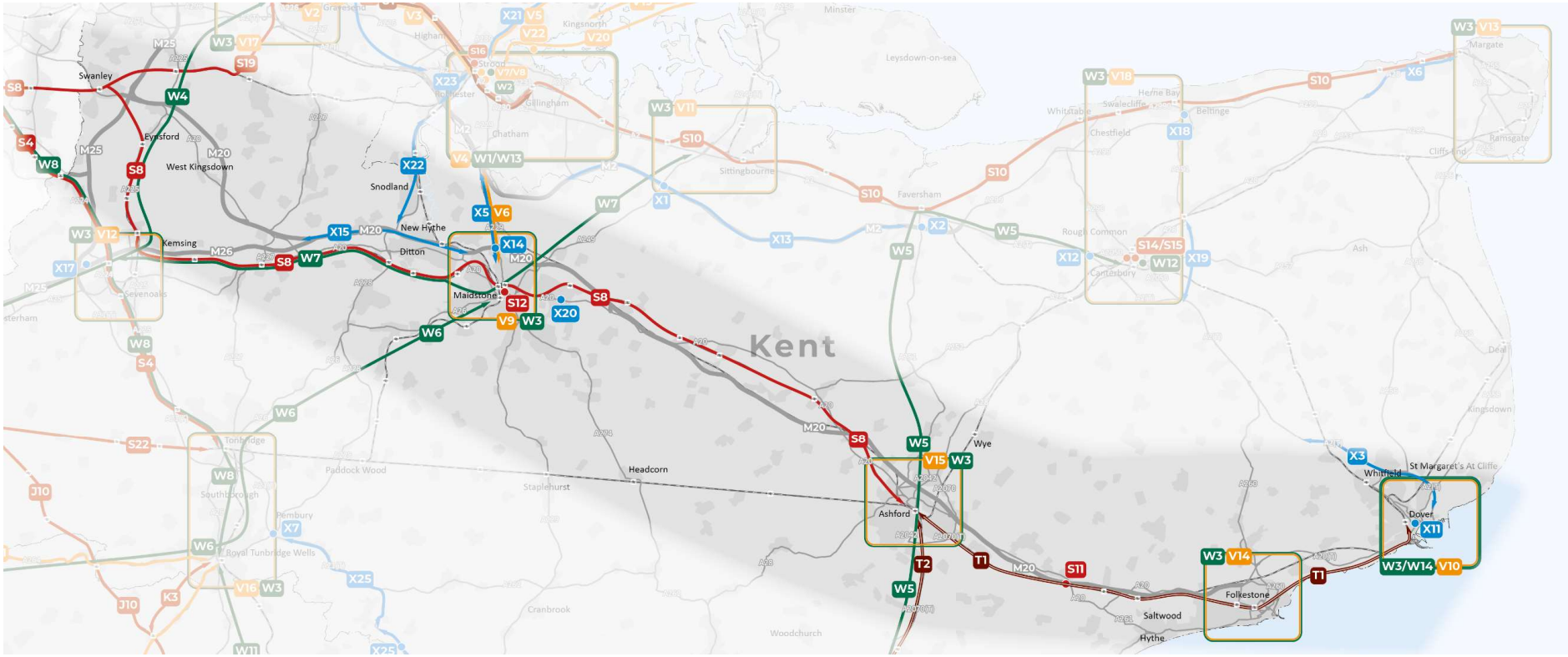
- The M20 and A20 roads on an axis from the north west around London/the M25 to the south east around Folkestone and Dover,
- The South Eastern Main Line rail link along similar alignment,
- High Speed 1 from Ashford International.

Strategic role

Plays an important strategic role, both in the South East and nationally, serving two of the most important international gateways in the country – the Channel Tunnel at Folkestone and the Port of Dover.

Key issues

1. Maidstone is a road congestion bottleneck in the centre of the corridor, particularly during the AM peak.
2. The 'Operation Brock' and 'Operation Stack' traffic management procedures can also cause significant congestion on southeastern parts of the corridor (and elsewhere) when there is disruption at Dover.
3. Rail journey times between London and Maidstone are relatively slow (1 hour) compared to HS1 services between London and Ashford International (around 35 minutes).
4. The corridor has significant planned residential development and job growth. 101,341 new homes are planned to 2035, along with 32% job growth. Development will be concentrated primarily around Maidstone and Ashford respectively. increasing the need to build capacity on the corridor's transport network.



TRANSPORT FOR THE South East

M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S1	St Pancras International Domestic High Speed Platform Capacity	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	3	4	3			Network Rail	B, D, E, F	Enhanced renewal decision (Work Package 3) to pause submitted in September 22, to reopen in c.2024/25. Also interface with Victoria redevelopment programme (Work Package 2).
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	E, F	
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium (2030s)			7	7	7			Network Rail	B, D, E, F	
S5	London Victoria to Shortlands Capacity Enhancements	Medium (2030s)				1				Network Rail	B, D, E, F	Need to work with Transport for London.
S8	Thameslink - Extension to Maidstone and Ashford	Short (2020s)		7		8				Network Rail	F	Fast Maidstone to Charing Cross services since December 2022.
S11	Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade	Medium (2030s)		1		2	2			Folkestone and Hythe / Homes England	B, D, E, F	
S12	Integrated Maidstone Stations	Medium (2030s)				1				Maidstone Borough Council	B, D, E, F	
S14	Canterbury Interchange Rail Chord	Medium (2030s)				1		TBC		Network Rail	D, F	
S17	Rail Freight Gauge Clearance Enhancements	Medium (2030s)			1	2		TBC		Network Rail	B, D, E, F	
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium (2030s)				1				TfSE / Transport for London / Kent County Council	B, D, E, F	
S21	Ebbsfleet International (Swanscombe Connection)	Long (2040s)				1				Network Rail	B, D, E, F	
T1	High Speed East - Dollands Moor Connection	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
U2	High Speed 1 - Additional Services to West Coast Main Line	Short (2020s)				1				Network Rail	B, D, E, F	

Legend

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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
V9	Maidstone Bus Enhancements	Short (2020s)				1				Kent County Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
V10	Dover Bus Rapid Transit	Short (2020s)	Levelling Up Fund Round 2	6	7	8	TBC			Kent County Council	F	
V14	Folkestone Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	Would require additional funding.
V15	Ashford Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	Would require additional funding.
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1	TBC			Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)				1	TBC			Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W14	Dover Placemaking and Demand Management Measures	Short (2020s)				3	TBC			Kent County Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline			2	TBC			Kent County Council	A, B, D, F, H	
X8	Digital Operations Stack and Brock	Medium (2030s)				1				National Highways	F	
X9	A20 Enhancements for Operations Stack & Brock	Short (2020s)				1	TBC			National Highways / Kent County Council	F	
X10	Kent Lorry Parks (Long Term Solution)	Short (2020s)				1	TBC			National Highways	F	
X11	Dover Freight Diversification	Short (2020s)				1				Kent County Council / Dover Harbour Board	B, D, F	
X14	M20 Junction 6 Sandling Interchange Enhancements	Medium (2030s)				1				National Highways	F	
X15	M20 Junction 3 - Junction 5 Smart Motorway	Medium (2030s)	SMP	8			TBC			National Highways	F	
X20	New Maidstone South East Relief Road	Medium (2030s)				1	TBC			Kent County Council / Maidstone Borough Council	F	

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A21/Hastings Line (Hastings – Sevenoaks)

Corridor overview

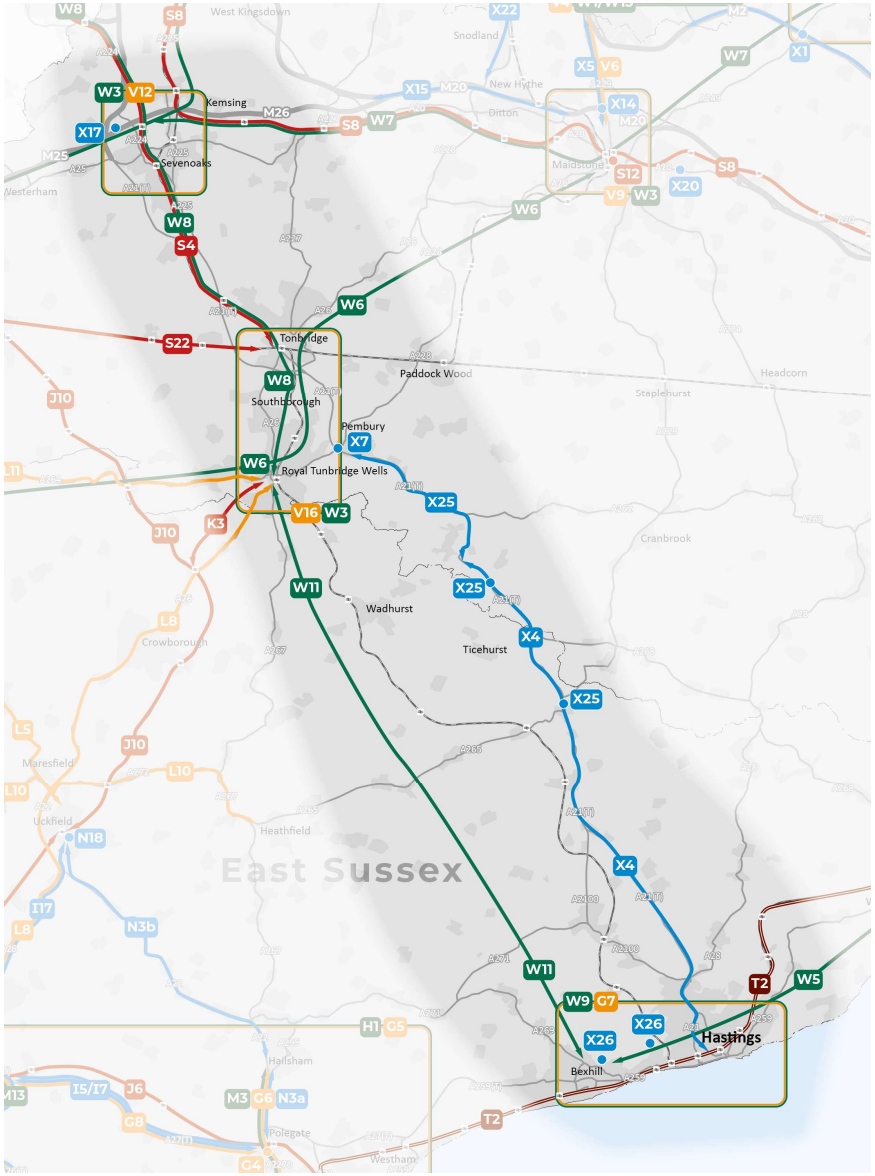
- The A21 north-south road between Sevenoaks in West Kent and Hastings on the East Sussex coast,
- The Hastings Line rail link along similar alignment.

Strategic role

There are significant variations in socioeconomic outcomes across the corridor; it connects some of the South East's wealthiest districts, Sevenoaks and Tunbridge Wells, to one of its most deprived towns, Hastings.

Key issues

1. Poor road and rail connectivity, especially south of Royal Tunbridge Wells. Journey times both to/from London and along the Sussex coast are slower than other corridors in the South East.
2. Most of the corridor is in environmentally protected areas, including the Metropolitan Green Belt, the Kent Downs and High Weald Areas of Outstanding Natural Beauty, and several historic parks and gardens. This may materially constrain its development potential.
3. The least developed part of the Strategic Road Network in the region.



TRANSPORT FOR THE South East

A21/Hastings Line (Hastings – Sevenoaks)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G7	Hastings/Bexhill Mass Rapid Transit	Medium (2030s)				1	TBC			East Sussex County Council	B, D, E, F, H	
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K1. Croydon Area Remodelling Scheme to be delivered first.
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short (2020s)				1	TBC			East Sussex County Council / Kent County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				Sustrans / East Sussex County Council	B, D, F, H	A27 route Lewes to Polegate now complete.
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	3	4	3			Network Rail	B, D, E, F	Enhanced renewal decision (Work Package 3) to pause submitted in September 22, to reopen in c.2024/25. Also interface with Victoria redevelopment programme (Work Package 2).
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	E, F	
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium (2030s)			7	7	7			Network Rail	B, D, E, F	
S5	London Victoria to Shortlands Capacity Enhancements	Medium (2030s)				1				Network Rail	B, D, E, F	Need to work with Transport for London.
V12	Sevenoaks Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Short (2020s)				3	TBC			Kent County Council	B, D, E, F, H	
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)				1	TBC			Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Sustrans / East Sussex County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans / East Sussex County Council / Kent County Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes.
X4	A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)	Medium (2030s)	RIS3 pipeline			1		TBC		National Highways	B, F	Subject to the RIS announcement. Start of works - 2020. Works to be completed by the end of December 2024. The A21 Safety Package is not following the PCF process. The project is made up of multiple schemes all at different stages, from concept through to delivery.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline			2		TBC		Kent County Council	A, B, D, F, H	
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long (2040s)				1		TBC		National Highways	F	
X26	Hastings and Bexhill Distributor Roads	Medium (2030s)				1		TBC		East Sussex County Council	F	

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A22/A264/Oxted Line (Crawley – Eastbourne)

Corridor overview

- The A264 and A22 north-south roads between Crawley/Gatwick and Eastbourne,
- The Oxted Line rail links two branches terminating in East Grinstead and Uckfield respectively.

Strategic role

Links Gatwick Airport to Eastbourne via East Grinstead and Uckfield. The key highways on this corridor form part of the Major Road Network. Passes through diverse geography, from 'Gatwick Diamond' economic hub (Gatwick and Crawley), through rural countryside to Eastbourne. At its southern end it includes short sections of the A2270 and A2021 roads, which link the A22 to the A259 corridor.

Key issues

1. There is no continuous railway route along this corridor, although many towns are served by stations on routes that cut across this corridor.
2. There is socioeconomic disparity on the corridor. There is a large concentration of priority sector jobs in the Crawley/Gatwick area to its north and pockets of deprivation and lower levels of educational attainment in Hailsham and Eastbourne to its south. Much of the rest of the corridor passes through rural and relatively affluent areas.
3. There are several road traffic congestion hotspots on the corridor. These include the A27/A22 junction north of Eastbourne and between East Grinstead and Felbridge, where the A264 merges with the A22. There is also a significant pinch-point at Boship Roundabout outside Hailsham as the dual carriageway narrows to a single lane.
4. Poor inter-urban public transport connectivity, no direct rail services between East Grinstead and Uckfield or Uckfield and Eastbourne. Similarly, there are few (if any) direct bus services between Uckfield and Hailsham/Lewes/Eastbourne.

TRANSPORT FOR THE South East

A22/A264/Oxted Line (Crawley – Eastbourne)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium (2030s)				1	TBC			Network Rail / East Sussex County Council	B, D, E, F, H	Bringing the intervention forward is subject to interdependencies including Lewes – Polegate RIS2 Pipeline Scheme.
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
G6	Eastbourne/Wealden Mass Rapid Transit	Short (2020s)		1		2	3, 4, 5, 6	7		East Sussex County Council	B, D, E, F, H	Links with G4.
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1	TBC			West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	1	2	3	2	3	4	East Sussex County Council / Brighton and Hove City Council	A, D, F, H	Link with G5 and M6.
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Long (2040s)		2		3	TBC			Network Rail	B, D, E, F	
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K3.
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K1. Croydon Area Remodelling Scheme to be delivered first.
L1	Fastway Extension: Crawley - Horsham	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.
L2	Fastway Extension: Crawley - East Grinstead	Short (2020s)				1	1	1	2	TfSE / West Sussex County Council / Surrey County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
L4	Fastway Extension: Crawley - Redhill	Short (2020s)				1	TBC			TfSE / Surrey County Council / West Sussex County Council	A, B, C, D, E, F, G, H	
L5	A22 Corridor Rural Bus Service Enhancements	Short (2020s)				1	TBC			Surrey County Council / East Sussex County Council	B, D, E, F, H	
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short (2020s)				1	TBC			East Sussex County Council / Kent County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L15	Three Bridges Strategic Mobility Hub	Medium (2030s)		3	4	5	TBC			West Sussex County Council	B, D, F, H	
M2	East Grinstead Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Short (2020s)				1				East Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M4	Gatwick/Crawley Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				Sustrans / East Sussex County Council	B, D, F, H	A27 route Lewes to Polegate now complete.
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.

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				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M13	London - Paris New "Avenue Verte"	Medium (2030s)				1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Medium (2030s)	LLM Pipeline			1	1	1	2	Surrey County Council / West Sussex County Council	A, B, D, F, H	
N3a	A22 Corridor Package	Short (2020s)	MRN	2	3	4	4, 5, 6	7	7	East Sussex County Council	A, F	Link with M3 and N3b.
N3b	A22 Corridor - Hailsham to Uckfield (MRN Pipeline)	Short (2020s)	MRN Pipeline			1	1	2	3	East Sussex County Council	A, F	
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Short (2020s)	MRN Pipeline			1	1	1	2	East Sussex County Council	A, B, D, F, H	Link with N3a, M3 and G6.
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium (2030s)				1				National Highways	F	
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Medium (2030s)				1	1	1	2	West Sussex County Council	F	
N17	A26 Lewes - Uckfield Enhancements	Medium (2030s)				1	1	1	2	East Sussex County Council	F	Link with L8.
N18	A22 Uckfield Bypass Dualling	Short (2020s)				1	1	2	3	East Sussex County Council	F	Link with N3b and K1.
N19	A22 Smart Road Trial Proposition Study	Short (2020s)		2	3	4		TBC		Surrey County Council	F	
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Sustrans / East Sussex County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.

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M23/A23/Brighton Main Line (Brighton – Coulsdon)

Corridor overview

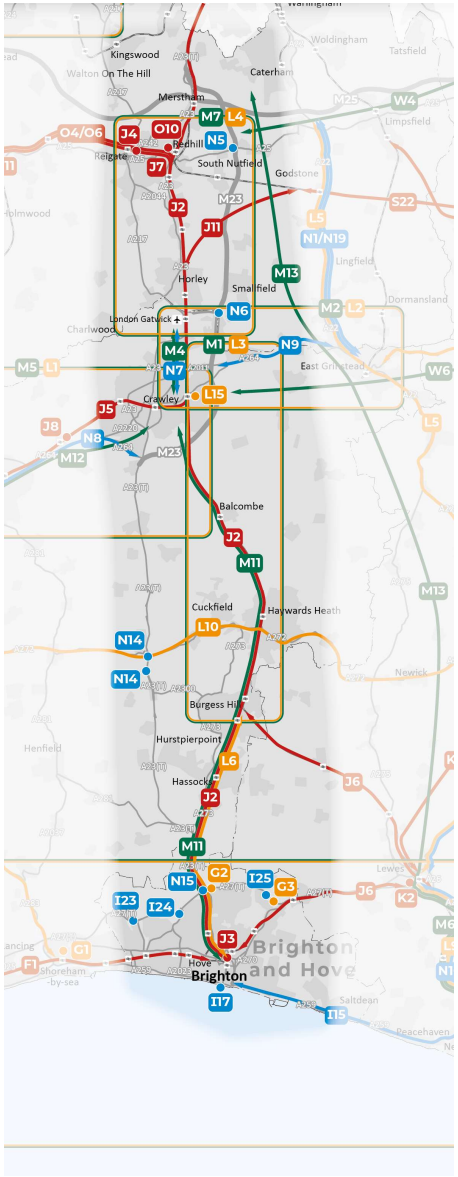
- The M23/A23 north-south roads between Coulsdon and Brighton and Hove,
- Parts of the A27 and A26 roads around Brighton and Hove,
- The Brighton Main Line rail link (and the East Coastway Line between Wivelsfield and Seaford) also serves the corridor along similar alignment.

Strategic role

Connects one of the region's largest urban areas, Brighton and Hove, to Gatwick Airport and London to the North. The corridor also serves the Port of Newhaven and Shoreham.

Key issues

1. The Brighton Main Line is one of the busiest rail links in the South East and serves its two busiest stations (Gatwick Airport and Brighton). Its services terminate or pass through some of the busiest stations in London with high levels of crowding. There are also capacity constraints at Three Bridges in Crawley, where several parts of the rail network merge.
2. There are several road traffic congestion hotspots on the corridor. These include its intersection with the M25, parts of the A23 and A27 around Brighton and Hove and Lewes respectively, and parts of the M23 on approach to Gatwick Airport.
3. The corridor is encompassed by several protected areas, including the Metropolitan Greenbelt, the South Downs National Park and the High Weald/Surrey Hills Areas of Outstanding Natural Beauty. Partly because of this, it also has some of the lowest levels of planned development and housing affordability in the South East.



TRANSPORT FOR THE South East

M23/A23/Brighton Main Line (Brighton – Coulsdon)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short (2020s)				1		TBC		TfSE / Brighton and Hove City Council	A, B, C, D, F, G, H	
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1		TBC		West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	1	2	3	2	3	4	East Sussex County Council / Brighton and Hove City Council	A, D, F, H	Link with G5 and M6.
I23	A27 Hangleton Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
I24	A27 Devils Dyke Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
I25	A27 Falmer Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
J1	Croydon Area Remodelling Scheme	Medium (2030s)		2	3	4		TBC		Network Rail	F	
J2	Brighton Main Line - 100mph Operation	Medium (2030s)				1				Network Rail	B, D, E, F	
J3	Brighton Station Additional Platform	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	Connected to West Coastway work.
J7	Brighton Main Line - Reinstate Cross Country Services	Short (2020s)				1				TfSE / DfT / Surrey County Council / West Sussex County Council	F	
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium (2030s)				1				Network Rail	B, D, F	
J11	Redhill Aerodrome Chord	Medium (2030s)				1				Network Rail	B, D, E, F	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K3.
L1	Fastway Extension: Crawley - Horsham	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.
L3	Fastway Extension: Haywards Heath - Burgess Hill	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	
L4	Fastway Extension: Crawley - Redhill	Short (2020s)				1	TBC			TfSE / Surrey County Council / West Sussex County Council	A, B, C, D, E, F, G, H	
L6	A23 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Short (2020s)				1	TBC			East Sussex County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L15	Three Bridges Strategic Mobility Hub	Medium (2030s)		3	4	5	TBC			West Sussex County Council	B, D, F, H	
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M4	Gatwick/Crawley Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M6	Lewes/Newhaven Local Active Travel Infrastructure	Short (2020s)				1				East Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
M7	Reigate/Redhill Local Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M11	New London - Brighton National Cycle Network Corridor	Medium (2030s)				1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M13	London - Paris New "Avenue Verte"	Medium (2030s)				1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Medium (2030s)	LLM Pipeline			1	1	1	2	Surrey County Council / West Sussex County Council	A, B, D, F, H	
N5	M23 Junction 8a New Junction and Link Road - Redhill	Long (2040s)				1				National Highways	F	
N6	M23 Junction 9 Enhancements - Gatwick	Medium (2030s)				1				National Highways	F	
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium (2030s)				1				National Highways	F	
N10	Crawley Western Link Road and Active Travel Infrastructure	Long (2040s)				1		1	1	West Sussex County Council	F	
N14	A23 Hickstead and Bolney Junction Enhancements	Medium (2030s)				1	TBC			National Highways	F	
N15	A23/A27 Patcham Interchange Junction Enhancements	Short (2020s)				1	TBC			Brighton and Hove City Council / National Highways	F	

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				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Short (2020s)				1	TBC			East Sussex County Council	F	Link with L9.
N19	A22 Smart Road Trial Proposition Study	Short (2020s)		2	3	4				Surrey County Council	F	
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1		2	2			Network Rail	B, D, E, F	
S22	Gatwick - Kent Service Enhancements	Short (2020s)			1	2	1			Network Rail	B, D, E, F	Redhill and Gatwick capacity (Aerodrome Chord / Redhill station works).

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A24/A264/A29/Arun Valley Line (Crawley – Fontwell)

Corridor overview

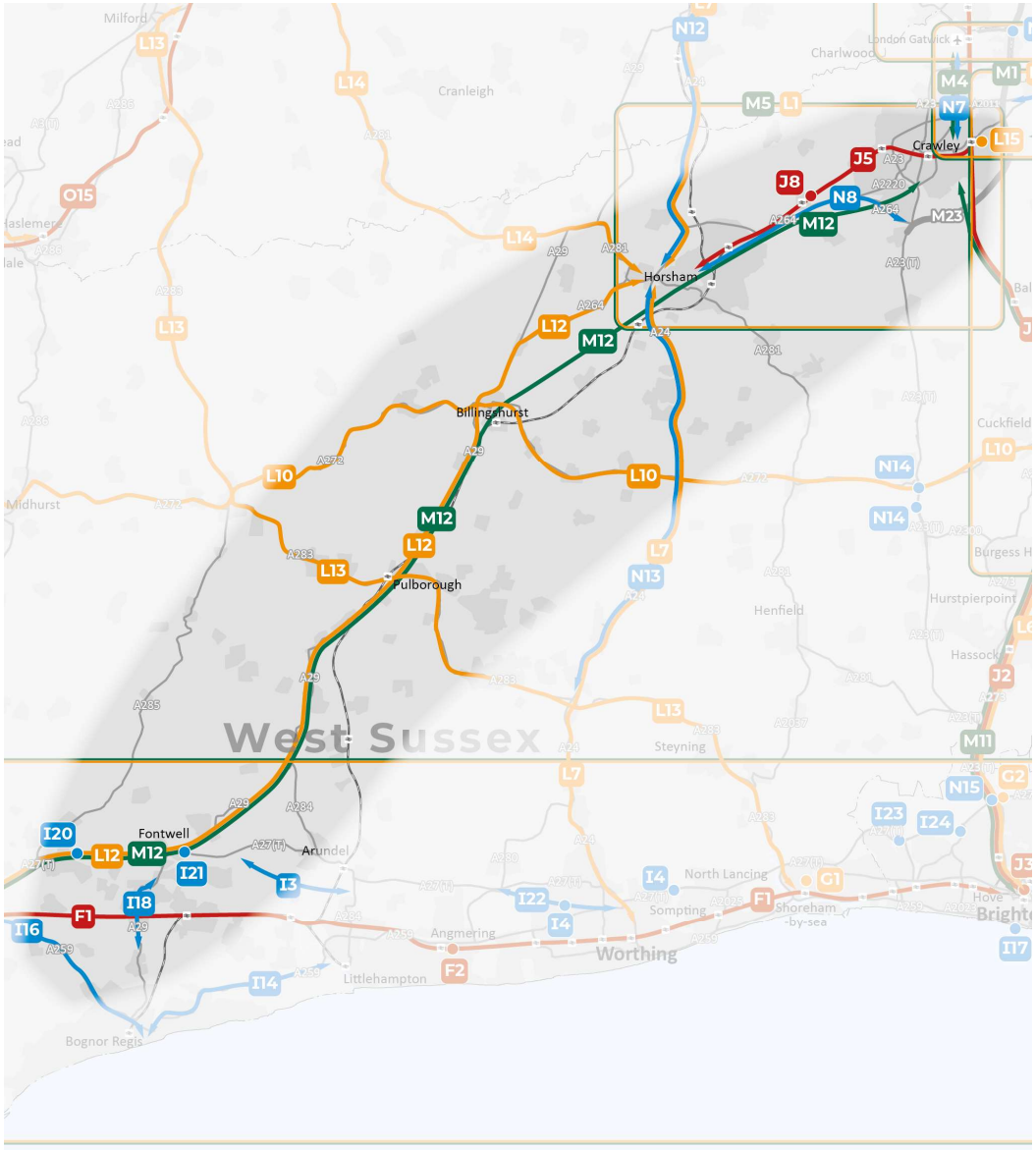
- The A264, A24 and A29 north-south roads between Crawley and Fontwell/Chichester,
- The Arun Valley Line rail link along similar alignment.

Strategic role

The corridor provides rapid onward connectivity to/from Gatwick Airport, the UK's second-busiest airport, as far south as Fontwell/Chichester.

Key issues

1. The corridor has the highest concentration of priority sector jobs of any corridor in this study (16%). Despite this, its median earnings and levels of housing affordability are below the regional average.
2. Much of the corridor passes through protected areas, such as the High Weald Area of Outstanding Natural Beauty and the South Downs National Park, which could limit the scope for future development. Though there is notable planned residential development in both Horsham and Crawley, overall levels of planned residential development and job growth on the corridor are slightly below the regional average.
3. Journey times by rail on the corridor are relatively slow due to track alignment south of Horsham. Some stations also have relatively short platforms, limiting capacity for stopping services. As with the Brighton Main Line, radial passenger services between the corridor and London experience high levels of crowding.



TRANSPORT FOR THE South East

A24/A264/A29/Arun Valley Line (Crawley – Fontwell)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1	TBC			West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short (2020s)	MRN	2	3	4	3	4	5	West Sussex County Council	A, F	
I18	A29 Realignment including combined Cycleway and Footway	Short (2020s)		5	6	7	7	7	8	West Sussex County Council	F	
I21	A27 Fontwell Junction Enhancements	Medium (2030s)				1	TBC			National Highways	B, D, E, F	
J5	Arun Valley Line - Faster Services	Short (2020s)				1				Network Rail	B, D, E, F	
J8	New Station to the North East of Horsham	Medium (2030s)				1				Network Rail / Third party	B, D, E, F	
L1	Fastway Extension: Crawley - Horsham	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.
L7	A24 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L12	A29 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
L13	A283 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L14	A281 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L15	Three Bridges Strategic Mobility Hub	Medium (2030s)		3	4	5	TBC			West Sussex County Council	B, D, F, H	
M5	Horsham Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M12	New Crawley - Chichester National Cycle Network Corridor	Medium (2030s)				1				West Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
N2	A24/A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)	Medium (2030s)	MRN Pipeline			1	TBC			Surrey County Council	A, B, D, F, H	
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium (2030s)				1			1	West Sussex County Council	F	
N10	Crawley Western Link Road and Active Travel Infrastructure	Long (2040s)				1		1	1	West Sussex County Council	F	
N11	A24 Dorking Bypass	Medium (2030s)				1	TBC			Surrey County Council	F	
N12	A24 Horsham to Washington Junction Improvements	Short (2020s)				1	TBC			Surrey County Council	F	
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Long (2040s)		1		2	1	2	3	Surrey County Council / West Sussex County Council	F	

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A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)

Corridor overview

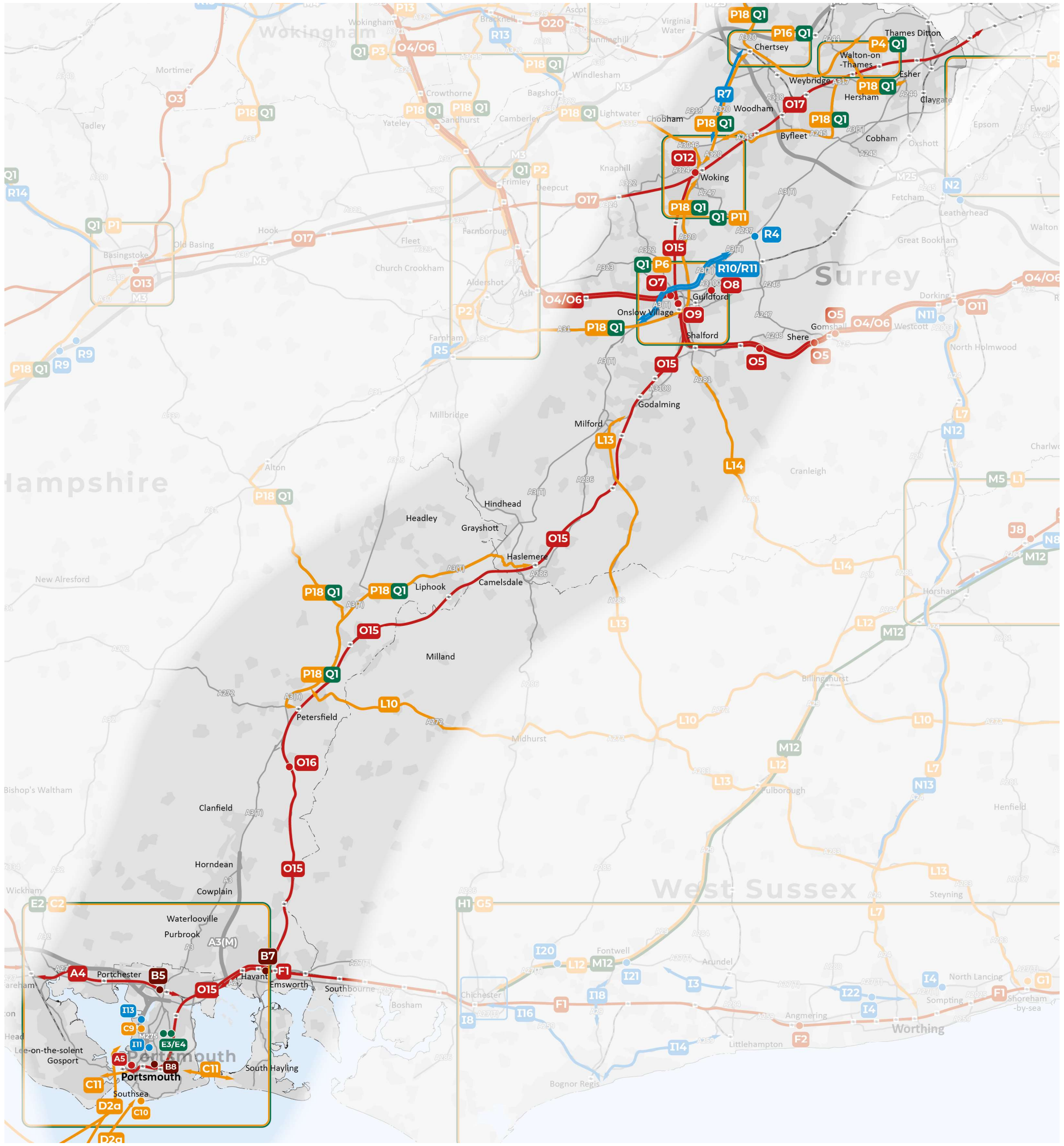
- The A3 north-south road between the M25 and Portsmouth,
- The A27 and M275 roads around Portsmouth,
- The Portsmouth Direct Line rail link also serves the corridor along similar alignment,
- There are ferry services between Portsmouth and the Isle of Wight, the Channel Islands and mainland Europe.

Strategic role

The corridor connects Portsmouth International Port, a major international gateway, to the Strategic Road Network. It also serves two of the region's largest urban areas, Portsmouth and Guildford, on a direct route to London/the M25.

Key issues

1. Journey times between London and Portsmouth by rail are typically ninety minutes or more on the Portsmouth Direct Line, whereas journey times between London and Southampton by rail (over approximately the same distance) can be as low as seventy-one minutes. Radial passenger services between the corridor and London also experience high levels of crowding.
2. The corridor encompasses several protected areas, including the Metropolitan Greenbelt, the Chichester Harbour Area of Outstanding Natural Beauty and the South Downs National Park, which could limit the scope for future development. Though there is notable planned residential development in Portsmouth and on the northern end of the corridor, Housing is expensive on this corridor, and this is unlikely to improve in the near future as the number of new homes planned for this (relatively long) corridor is low.
3. While most of this corridor passes through relatively prosperous areas, there are significant pockets of deprivation in Portsmouth and its surrounding urban area.
4. Parts of the Strategic Road Network pass through urban areas at several points on the corridor, including Portsmouth city centre (between the M275 and Portsmouth International Port) and where the A3 passes close to Guildford town centre. This negatively impacts air quality and road safety in these areas.



TRANSPORT FOR THE South East

A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A5	Portsmouth Station Platforms	Medium (2030s)			1	2	2			Network Rail	D, E, F	
B7	Havant Rail Freight Hub	Medium (2030s)				1				Network Rail	B, D, E, F	
B8	Fratton Rail Freight Hub	Medium (2030s)				1				Portsmouth International Port	B, D, E, F	
C2	South East Hampshire Rapid Transit Future Phases	Medium (2030s)				1		TBC		Portsmouth City Council / Hampshire County Council	F	
C9	Tipner Transport Hub (M275 Junction 1)	Medium (2030s)		2		3		TBC		Portsmouth City Council / Hampshire County Council	B, D, F, H	
C10	Southsea Transport Hub	Short (2020s)				1		TBC		Portsmouth City Council	B, D, F, G, H	There may be a possibility to link some of the travel hub works to the major coastal defence scheme being undertaken around Southsea.
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Short (2020s)				1		TBC		Hampshire County Council / Portsmouth City Council	B, D, F, G, H	
D1	Isle of Wight Mass Transit System	Medium (2030s)				1		TBC		Isle of Wight Council	B, D, F	See D1a to D1f for detailed breakdown.
D1a	Bus Mass Transit - Newport to Yarmouth	Medium (2030s)				1			1	Isle of Wight Council	B, D, F	
D1b	Bus Mass Transit - Newport to Ryde	Medium (2030s)		1		2	1	1	2	Isle of Wight Council	B, D, F	
D1c	Bus Mass Transit - Newport to Cowes	Medium (2030s)		2	3	4	2	2	2	Isle of Wight Council	B, D, F	
D1d	Isle of Wight Railway Service Enhancements	Medium (2030s)		6	7	8	8	8	8	South Western Railways / Network Rail / Isle of Wight Council	B, D, F	
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium (2030s)		2		3				Isle of Wight Council	B, D, F	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium (2030s)				1	1	1	2	Isle of Wight Council	B, D, F	
D2	Isle of Wight Ferry Service Enhancements	Short (2020s)				1	TBC				A, B, D, F	
D2a	Operating Hours and Frequency Enhancements	Short (2020s)				1	TBC			Operator / Isle of Wight Council / Solent Transport	B, D, F	
E2	South East Hampshire Area Active Travel (including LCWIPs)	Short (2020s)				1	TBC			Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes.
E3	Active Travel Bridge Extension	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E4	Portsmouth Eastern Road East-West Bridge	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E6	Isle of Wight Active Travel Enhancements	Short (2020s)				1	TBC			Isle of Wight Council		
E6a	Active Travel Enhancements - Newport to Yarmouth	Short (2020s)				1	TBC			Isle of Wight Council		
E6b	Active Travel Enhancements - Newport to Ryde	Short (2020s)				1	TBC			Isle of Wight Council		
E6c	Active Travel Enhancements - Newport to Cowes	Short (2020s)				1	TBC			Isle of Wight Council		
I11	Portsmouth City Centre Road (LLM)	Short (2020s)	LLM	1	2	3	TBC			Portsmouth City Council	A, D, F, H	
I13	New Bridge from Horsea to Tipner	Short (2020s)				1	TBC			Portsmouth City Council	F	There is a possibility of linking the new bridge in with the Tipner West development project.
L13	A283 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O2	Southern Access to Heathrow	Long (2040s)		1		2				Network Rail	A, B, C, D, E, F, G	
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Medium (2030s)	RNEP	3	3	4				Network Rail	B, D, E, F	
O15	Portsmouth Direct Line - Line Speed Enhancements	Short (2020s)		1		2				Network Rail	B, D, E, F	
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Long (2040s)				1	TBC			Network Rail	B, D, E, F	
P2	Blackwater Valley Mass Rapid Transit	Short (2020s)				1				Surrey County Council / Hampshire County Council	B, D, E, F, H	
P6	Guildford Sustainable Movement Corridor	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P11	Woking Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R4	A3/A247 Ripley South (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1	2	3	TBC			National Highways	B, F	Subject to the RIS announcement.
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)				1	TBC			National Highways	B, D, E, F	
R11	A3 Guildford Long Term Solution	Long (2040s)				1	TBC			National Highways	B, D, F	

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M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)

Corridor overview

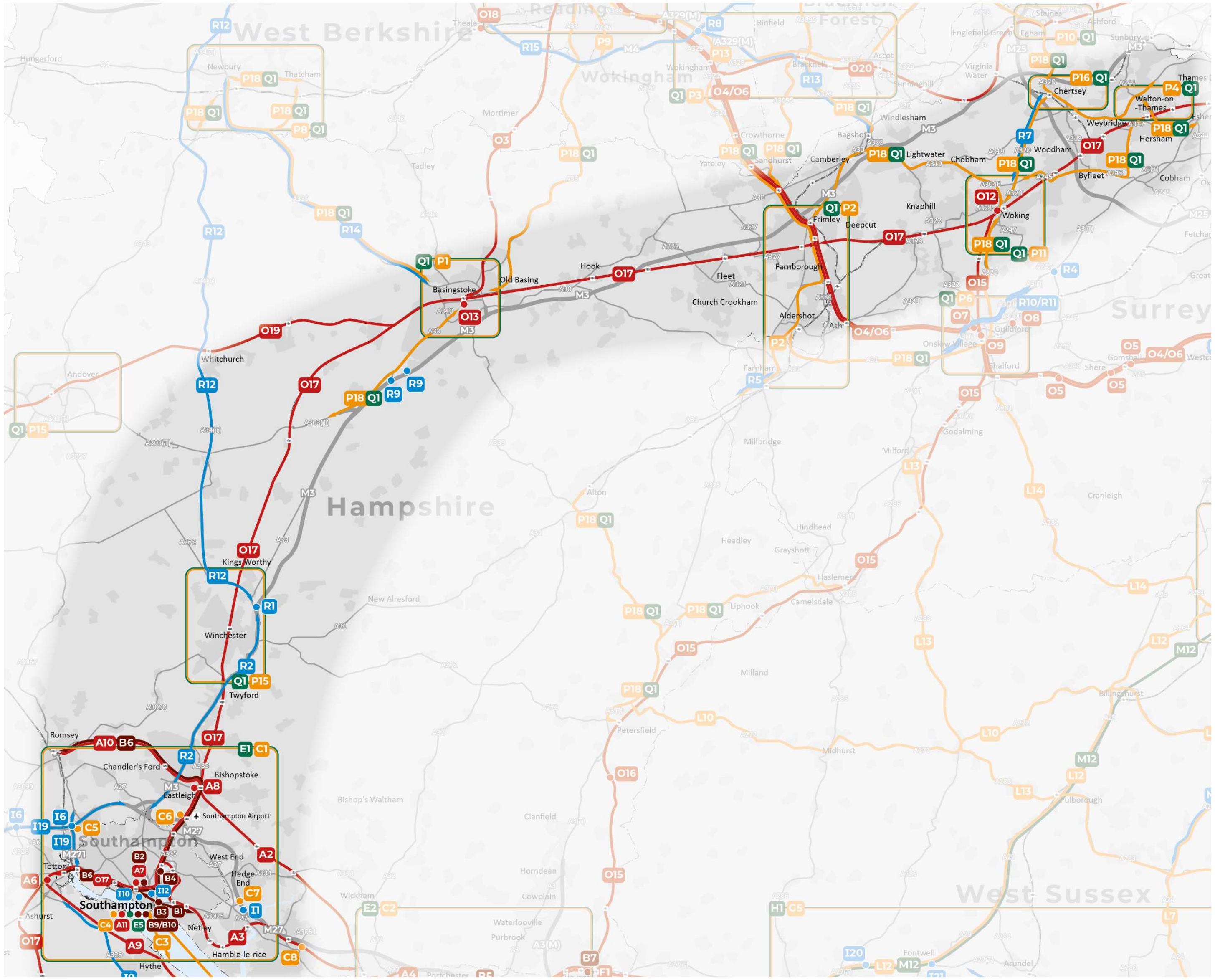
- The M3 north-south road between Sunbury and Southampton,
- The M27, M271, A33 and A326 roads around Southampton,
- The Port of Southampton,
- The South Western Main Line rail link also serves the corridor along similar alignment,
- There are ferry services between Southampton and the Isle of Wight.

Strategic role

The corridor connects the Port of Southampton, a major international gateway and one of the busiest ports in the country, to the Strategic Road Network. Southampton Airport, which typically serves between 1.5 and 2 million passengers per year, is also on the corridor's road and rail network. Southampton is the largest city in the region and Basingstoke is one of its fastest-growing towns.

Key issues

1. There are several road traffic congestion hotspots on the corridor. These include the M3 between Winchester and Southampton, the M3 between Fleet and the M25, and some of the access roads and junctions between the M3 and the Port of Southampton (i.e., the M27, M271, A33 and A326). This congestion slows down freight movements on the corridor and has the potential to worsen as the Port of Southampton expands.
2. There are clusters of historic road traffic incidents on the corridor where it enters Southampton, particularly on and around the M271 and A33, including incidents resulting in people being killed or seriously injured.
3. The South Western Main Line experiences significant crowding during peak hours. Many peak hour trains are already operating at maximum length, limiting the scope for additional capacity on these services.
4. There is a significant imbalance in the development of jobs and homes along this corridor. Housing development is focused on Basingstoke, while employment growth is more concentrated in Southampton.



TRANSPORT FOR THE South East

M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A6	South West Main Line - Totton Level Crossing Removal	Medium (2030s)		1	2	3		TBC		Network Rail	D, E, F	
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)				1	1			Network Rail	D, E, F	
A8	Eastleigh Station Platform Flexibility	Medium (2030s)		1		2	2			Network Rail	D, E, F	
A9	Waterside Branch Line Reopening	Short (2020s)	Restoring Your Railway	5	6	6	6			Network Rail	D, E, F	
A11	Additional Rail Freight Paths to Southampton	Short (2020s)				1	1			Network Rail	D, E, F	
B2	New Southampton Central Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B3	New City Centre Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B4	South West Main Line - Mount Pleasant Level Crossing Removal	Long (2040s)			1	2		TBC		Network Rail	B, D, E, F	
B6	Eastleigh to Romsey Line - Electrification	Medium (2030s)		1		2		TBC		Network Rail / Hampshire County Council	B, D, E, F	
B9	Southampton Container Port Rail Freight Access and Loading Upgrades	Medium (2030s)				1		TBC		Network Rail	B, D, F	
B10	Southampton Automotive Port Rail Freight Access and Loading Upgrades	Medium (2030s)				1		TBC		Network Rail	B, D, F	
C1	Southampton Mass Transit	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council	F	
C3	New Southampton to Fawley Waterside Ferry Service	Medium (2030s)				1		TBC		Hampshire County Council / Southampton City Council	B, D, F, H	
C4	Southampton Cruise Terminal Access for Mass Transit	Medium (2030s)				1		TBC		Southampton City Council	B, D, F	Should be considered as part of broader Southampton Mass Transit.
C5	M271 Junction 1 Strategic Mobility Hub	Short (2020s)		1		2		TBC		Southampton City Council / Hampshire County Council	B, D, F, H	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium (2030s)				1		TBC		Hampshire County Council / Southampton City Council	B, D, F, H	
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
C8	M27 Junction 9 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
D1	Isle of Wight Mass Transit System	Medium (2030s)				1		TBC		Isle of Wight Council	B, D, F	See D1a to D1f for detailed breakdown.
D1a	Bus Mass Transit - Newport to Yarmouth	Medium (2030s)				1			1	Isle of Wight Council	B, D, F	
D1b	Bus Mass Transit - Newport to Ryde	Medium (2030s)		1		2	1	1	2	Isle of Wight Council	B, D, F	
D1c	Bus Mass Transit - Newport to Cowes	Medium (2030s)		2	3	4	2	2	2	Isle of Wight Council	B, D, F	
D1d	Isle of Wight Railway Service Enhancements	Medium (2030s)		6	7	8	8	8	8	South Western Railways / Network Rail / Isle of Wight Council	B, D, F	
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium (2030s)		2		3				Isle of Wight Council	B, D, F	
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium (2030s)				1	1	1	2	Isle of Wight Council	B, D, F	
D2	Isle of Wight Ferry Service Enhancements	Short (2020s)				1		TBC		Isle of Wight Council	A, B, D, F	
D2a	Operating Hours and Frequency Enhancements	Short (2020s)				1		TBC		Operator / Isle of Wight Council / Solent Transport	B, D, F	
D2b	New Summer Route - Ryde to Southampton	Short (2020s)				1		TBC		Isle of Wight Council	B, D, F	
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes. Develop cross-boundary schemes with neighbouring LTAs.
E5	Southampton City Centre Placemaking	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council		

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				Completed	Underway	Next steps	23/24	24/25	25/26			
E6	Isle of Wight Active Travel Enhancements	Short (2020s)				1		TBC		Isle of Wight Council		
E6a	Active Travel Enhancements - Newport to Yarmouth	Short (2020s)				1		TBC		Isle of Wight Council		
E6b	Active Travel Enhancements - Newport to Ryde	Short (2020s)				1		TBC		Isle of Wight Council		
E6c	Active Travel Enhancements - Newport to Cowes	Short (2020s)				1		TBC		Isle of Wight Council		
I1	M27 Junction 8 (RIS2)	Short (2020s)	RIS2	3	4	5		TBC		National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Start of works - Autumn 2023. Open for traffic - TBC.
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	2	3	4		TBC		National Highways	B, F	Subject to the RIS announcement.
I9	A326 Capacity Enhancements (LLM)	Short (2020s)	LLM	3	4	5		TBC		Hampshire County Council	A, D, F, H	
I10	West Quay Realignment (LLM)	Short (2020s)	LLM			1		TBC		Southampton City Council	A, B, D, F, H	
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2		3		TBC		Southampton City Council	A, D, F, H	
I19	M27/M271 Smart Motorway(s)	Long (2040s)				1		TBC		National Highways	F	
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O2	Southern Access to Heathrow	Long (2040s)		1		2				Network Rail	A, B, C, D, E, F, G	
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Medium (2030s)	RNEP	3	3	4				Network Rail	B, D, E, F	
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)			1	2		TBC		Network Rail	B, D, E, F	
O17	South West Main Line - Digital Signalling	Medium (2030s)				1				Network Rail	B, D, E, F	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
O20	Reading to Waterloo Service Enhancements	Medium (2030s)			1	2	1			Network Rail	B, D, E, F, H	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)				1		TBC		Bracknell Forest Council / Wokingham Borough Council	B, D, E, F, H	
P4	Elmbridge Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P10	Spelthorne Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P11	Woking Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P14	Winchester Bus Enhancements	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P16	Runnymede Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	Being considered as part of area-based bus plans - P10, P16, P17 being considered together.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
R1	M3 Junction 9 (RIS2)	Short (2020s)	RIS2	3	4	5	TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Start of works - planned for 2024/5. Open for traffic - by 2030. The Development Consent Order was accepted by the Planning Inspectorate for examination in December 2022. A decision is expected in 3 months; March / April 2023.
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Short (2020s)	SMP	7		8	TBC			National Highways	F	
R7	A320 North Corridor (HIF)	Short (2020s)	HIF	2	3	4	TBC			Surrey County Council	F	
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short (2020s)				1	TBC			Hampshire County Council	F	

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A33/Basingstoke – Reading Line (Basingstoke – Reading)

Corridor overview

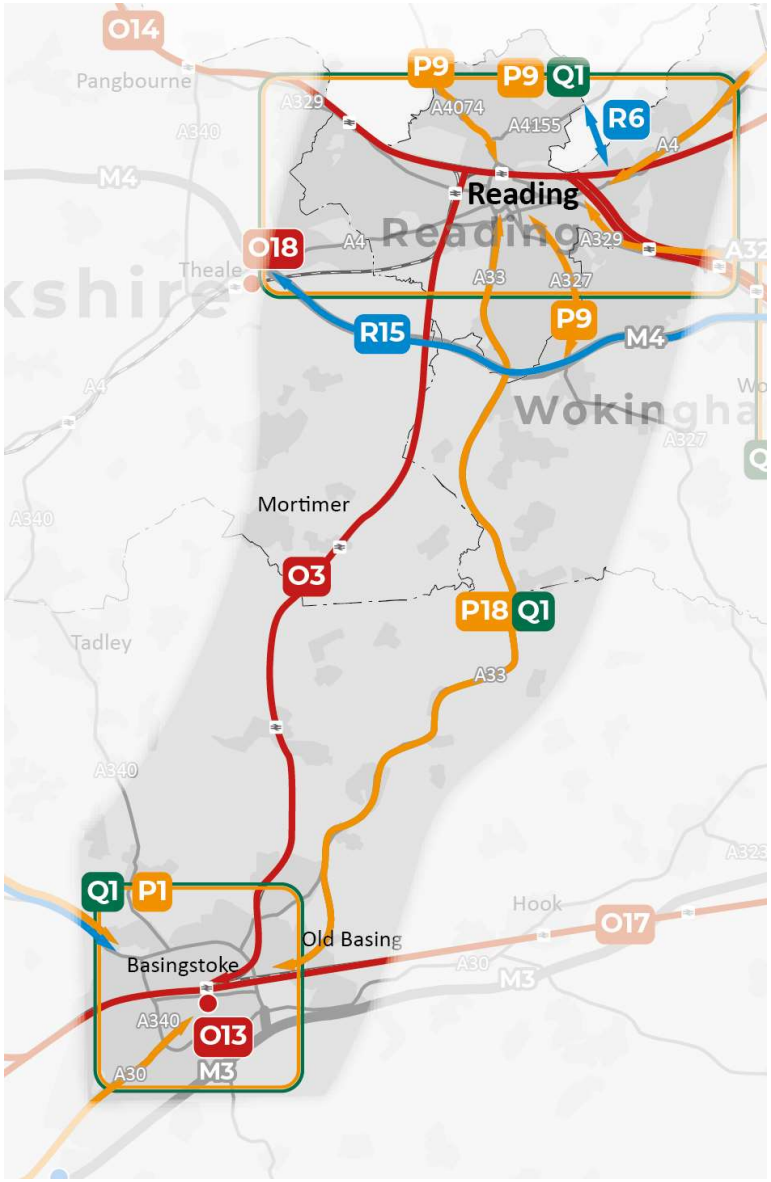
- The A33 north-south road between Reading and Basingstoke,
- The Basingstoke – Reading Line rail link along a similar alignment.

Strategic role

The corridor connects Reading and Basingstoke, two major economic hubs in the region with significant commuter demand. It also connects to one of the most important east-west corridors in the country, i.e. the M4 and Great Western Main Line.

Key issues

1. Much of the northern end of the corridor is covered by Air Quality Management Areas (AQMAs). This includes Reading town centre and its radial routes and parts of the M4 intersecting the corridor.
2. Road traffic congestion hotspots can be identified on the corridor, particularly where the A33 intersects the M4, as well as more moderate congestion along several stretches of the A33 between Swallowfield and Basingstoke.
3. The Basingstoke – Reading Line is very crowded during peak hours. It is also not electrified, limiting capacity for through services from Reading to destinations such as Southampton and precluding electric services to/from London Paddington. Some of the intermediate stations on the platform have short platforms, limiting capacity for stopping services.
4. Significant housing development is planned for this corridor. However, the number of planned homes outnumbers the number of planned jobs by nearly 3 to 1.



TRANSPORT FOR THE South East

A33/Basingstoke – Reading Line (Basingstoke – Reading)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O3	Reading to Basingstoke Enhancements	Long (2040s)		1	2	3	TBC			Network Rail	B, D, E, F	
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)			1	2	TBC			Network Rail	B, D, E, F	
O14	Cross Country Service Enhancements	Short (2020s)				1	TBC			Network Rail	B, D, E, F	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1	TBC			Hampshire County Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.

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A34/South Western Main Line/Basingstoke – Reading Line (Basingstoke - Reading)

Corridor overview

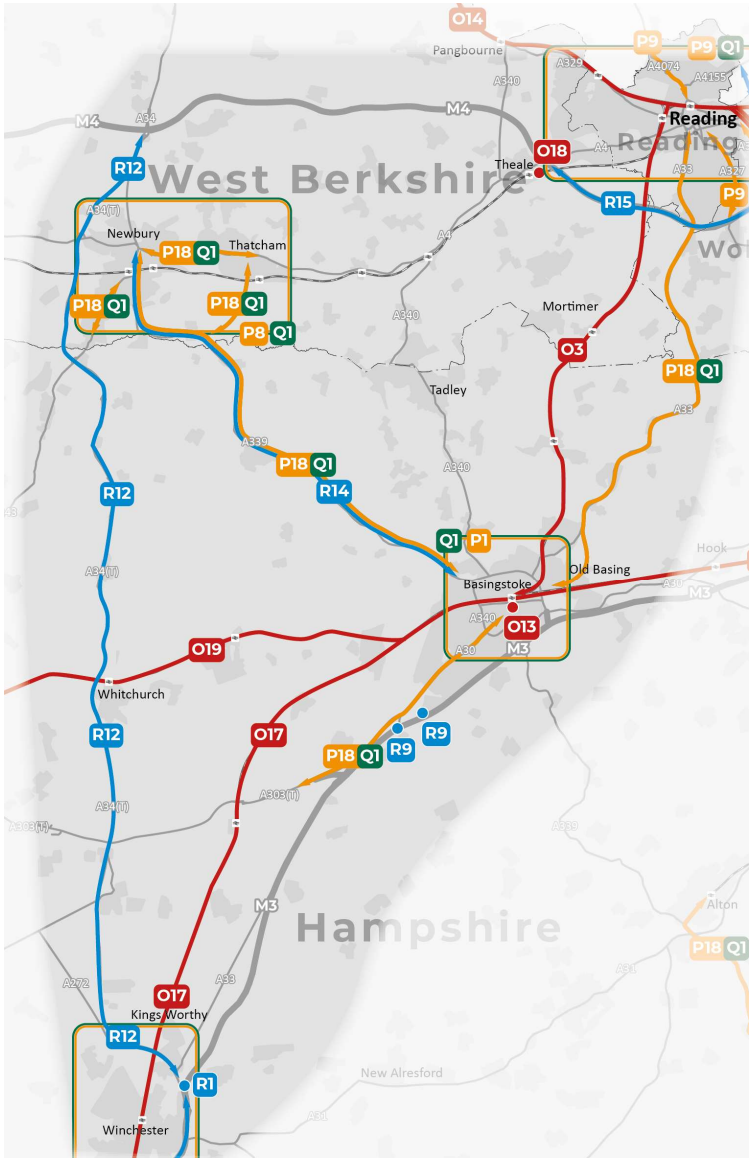
- The A34 north-south road between the Berkshire – Oxfordshire border and Winchester,
- The Basingstoke – Reading Line rail link serves the corridor on an adjacent alignment to the east,
- Parts of the Great Western Main Line north west of Reading,
- The South Western Main Line between Basingstoke and Winchester.

Strategic role

Supports freight movements in the region connecting the Port of Southampton to the Midlands via Newbury. It also connects to one of the most important east-west corridors in the country, i.e. the M4 and Great Western Main Line.

Key issues

1. There is a notable cluster of historic road traffic incidents on the corridor around the A34/A303 junction, including incidents resulting in people being killed or seriously injured.
2. Congestion hotspot just outside Winchester on approach to junction 9 of the M3. This junction forms the southern end of the A34.
3. Significant residential development is planned for the corridor. However, the number of planned homes greatly exceeds the number of planned jobs. Many new residents may travel outside the corridor to seek employment. The Basingstoke – Reading Line is very crowded during peak hours, and increased demand for travel from new residents would likely further worsen this issue.



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A34/South Western Main Line/Basingstoke – Reading Line (Basingstoke - Reading)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O14	Cross Country Service Enhancements	Short (2020s)				1		TBC		Network Rail	B, D, E, F	
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)			1	2		TBC		Network Rail	B, D, E, F	
O17	South West Main Line - Digital Signalling	Medium (2030s)				1				Network Rail	B, D, E, F	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P8	Newbury/Thatcham Bus Enhancements	Short (2020s)		4	5	6	6	7	7	Hampshire County Council / West Berkshire Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.
P14	Winchester Bus Enhancements	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Short (2020s)	SMP	7		8		TBC		National Highways	F	
R12	A34 Junction and Safety Enhancements	Short (2020s)		1		2		TBC		National Highways	B, D, F	
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)				2		TBC		Hampshire County Council / West Berkshire Council	B, D, F	

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A36/Wessex Main Line (New Forest)

Corridor overview

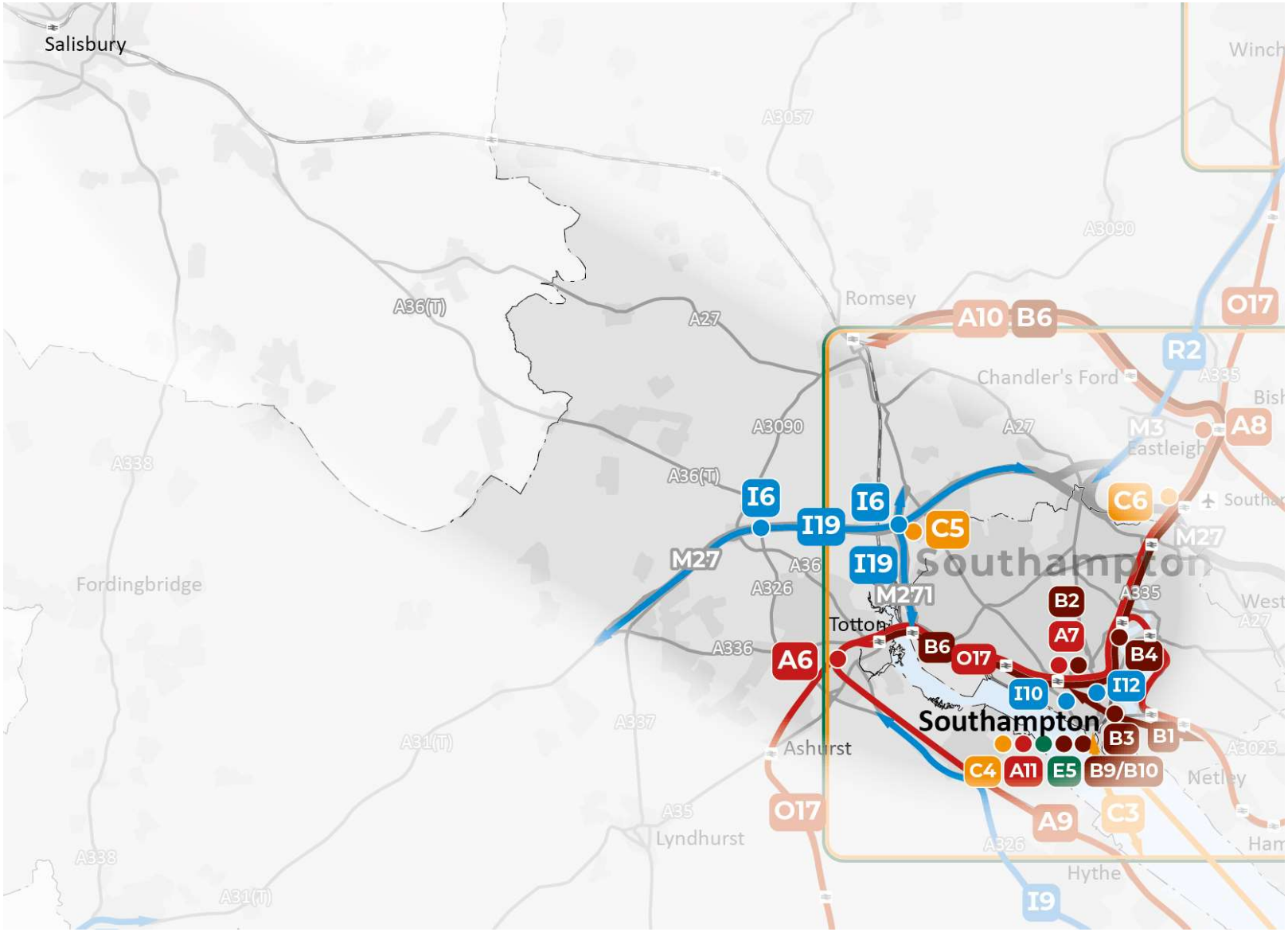
- The A36 road on an axis from the south east around the M27 to the north west around the Hampshire – Wiltshire border,
- The Wessex Main Line rail link also serves the corridor along an adjacent alignment to the north east.

Strategic role

While this corridor is relatively short, it provides important east – west connectivity between the South East, the South West and the West of England. It is also close to the Port of Southampton.

Key issues

1. Median earnings on the corridor are markedly lower than the regional average. There are also significant areas of deprivation in western and central parts of Southampton that are directly served by the Wessex Main Line.
2. The Wessex Main Line experiences high levels of crowding during peak hours. There is some planned residential development along its route, i.e. in Romsey, but this is unlikely to be significant enough to materially affect demand for travel. The cascading of additional rolling stock to the Wessex Main Line is intended to help alleviate crowding and other capacity issues.
3. There are some road traffic congestion hotspots on the corridor. The most significant congestion exists where the A36 intersects the A3090 and M27, respectively, but more moderate congestion continues along the A36 as far as Blackhill. Peak hour highway demand is the lowest of any corridor in this study, but the proposed expansion of the Port of Southampton to the west has the potential to increase the volume of freight traffic moving along the corridor.



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A36/Wessex Main Line (New Forest)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)				1	1			Network Rail	D, E, F	
B2	New Southampton Central Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B3	New City Centre Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B6	Eastleigh to Romsey Line - Electrification	Medium (2030s)		1		2		TBC		Network Rail / Hampshire County Council	B, D, E, F	
C1	Southampton Mass Transit	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council	F	
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes. Develop cross-boundary schemes with neighbouring LTAs.
E5	Southampton City Centre Placemaking	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council		
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2		3		TBC		Southampton City Council	A, D, F, H	

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A303/West of England Main Line (Andover – Basingstoke)

Corridor overview

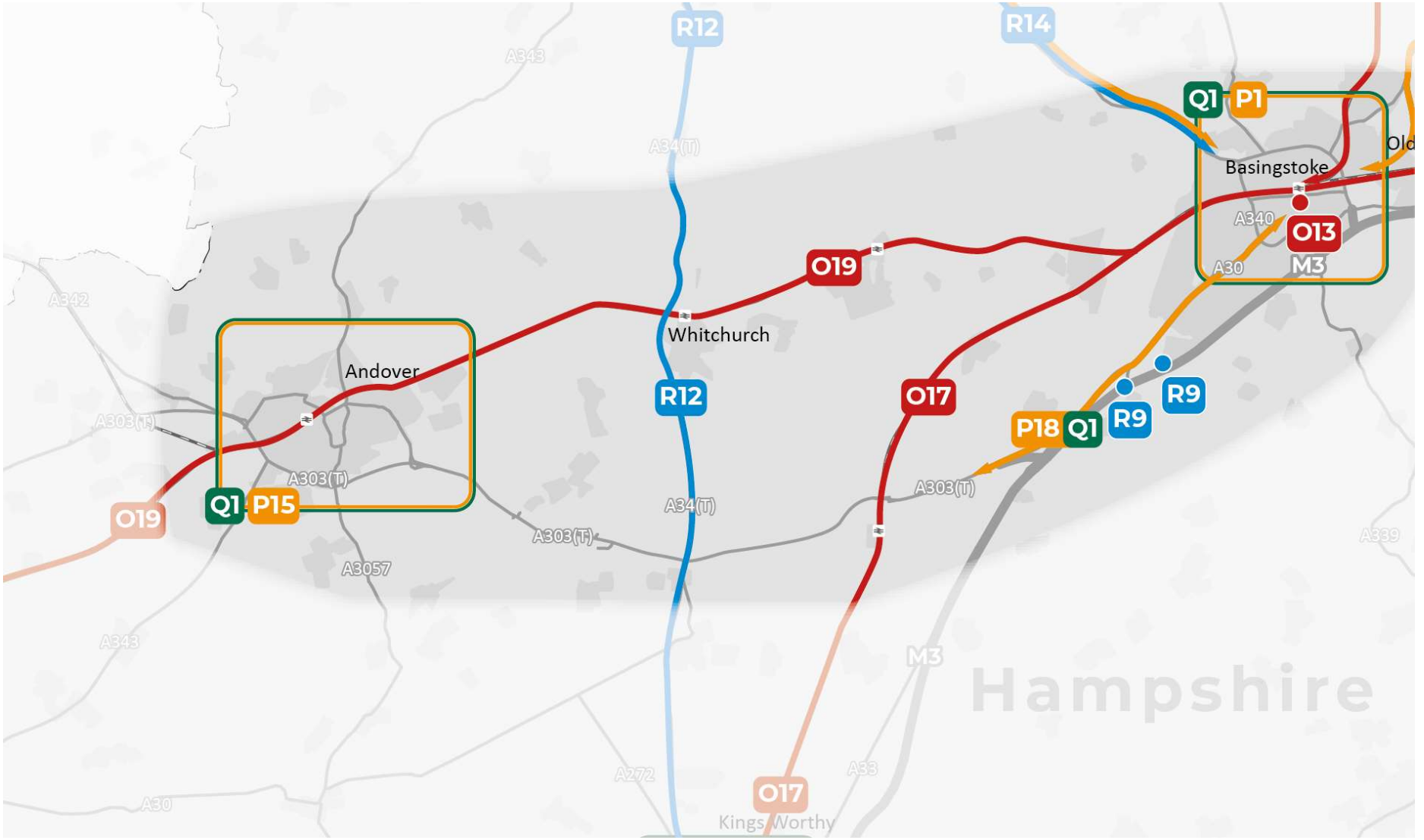
- The A303 east-west road between Basingstoke and the Hampshire – Wiltshire border,
- The West of England Main Line rail link along similar alignment.

Strategic role

The corridor connects the South East to the South West of England, including two of the South East's larger urban centres, Andover and Basingstoke. It also connects Andover to London and the rest of the South East.

Key issues

1. There is little planned job growth on the corridor but there is sizeable planned residential development. Many of the development sites are at the periphery of Andover and Basingstoke, some distance from shops, services and public transport hubs. These towns may become less self-contained in the future, driving new residents to seek employment outside the corridor and thereby increasing demand for travel.
2. The West of England Main Line is not electrified and carries diesel-powered services between London Waterloo and the South West (as far as Exeter). It also experiences high levels of crowding during the AM peak on its radial passenger services.
3. There is a notable cluster of historic road traffic incidents on the corridor around the A34/A303 junction, including incidents resulting in people being killed or seriously injured.



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A303/West of England Main Line (Andover – Basingstoke)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A10	West of England Service Enhancements	Medium (2030s)		1		2				Network Rail	D, E, F	
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Long (2040s)				1				Network Rail	B, D, E, F	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1	TBC			Hampshire County Council	B, D, E, F, H	
P15	Andover Bus Enhancements	Short (2020s)				1	TBC			Hampshire County Council	B, D, E, F, H	
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short (2020s)				1	TBC			Hampshire County Council	F	
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)				2	TBC			Hampshire County Council / West Berkshire Council	B, D, F	

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M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)

Corridor overview

- The M4 east-west road between the Berkshire – Wiltshire border and Slough,
- The Great Western Main Line rail link along similar alignment,
- The Reading – Taunton Line provides a rail link west of Reading.

Strategic role

Directly serves Heathrow Airport, the largest international gateway in the South East and the busiest airport in Europe.

Provides east-west connectivity between London, the Thames Valley, the South West of England and Wales.

Key issues

1. There is significant socioeconomic disparity along the corridor, with several pockets of deprivation in Reading and Slough. For example, in 2018 median earnings in Slough were £31,388 whereas in Wokingham they were £40,373.
2. There are some road traffic congestion hotspots on the corridor. These are between junction 4b and junction 6 of the M4 around Slough as well as between junction 10 and junction 12 of the M4 around Reading. There are also wider problems with road safety and air quality on the M4, particularly between Reading and the M25. The proposed expansion of Heathrow Airport could add additional pressure to the highway network.
3. The Great Western Main Line is one of the busiest rail links in the South East and its radial passenger services experience high levels of crowding. Some alleviation of this issue is provided by new Crossrail services and the proposed Western Rail Access to Heathrow scheme will provide additional capacity on the corridor.
4. The branch lines serving Henley-on-Thames, Marlow/Bourne End and Windsor are currently unelectrified, which presents operational challenges as many services on the mainline now use electric trains removing the option for these mainline services to continue onto branch lines..

TRANSPORT FOR THE South East

M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O1	Western Rail Link to Heathrow	Medium (2030s)	RNEP	5		6				Network Rail	B, E, F	
O14	Cross Country Service Enhancements	Short (2020s)				1	TBC			Network Rail	B, D, E, F	
O18	Theale Strategic Rail Freight Terminal	Short (2020s)		3		4	4			Network Rail	B, D, F	
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)				1	TBC			Bracknell Forest Council / Wokingham Borough Council	B, D, E, F, H	
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	Short (2020s)		4		5	TBC			Slough Borough Council / Windsor and Maidenhead Borough Council	B, D, E, F, H	
P8	Newbury/Thatcham Bus Enhancements	Short (2020s)		4	5	6	6	7	7	Hampshire County Council / West Berkshire Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Short (2020s)				1	TBC			Slough Borough Council / Reading Borough Council / Windsor and Maidenhead Borough Council / TfSE	A, B, C, D, E, F, G, H	
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	Being considered as part of area-based bus plans - P10, P16, P17 being considered together.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	

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				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R3	A404 Bisham Junction (RIS3 Pipeline)	Medium (2030s)	RIS3 Pipeline		1	2		TBC		National Highways	F	Subject to the RIS announcement.
R6	New Thames Crossing East of Reading (LLM)	Long (2040s)	MRN Pipeline			1		TBC		Reading Borough Council / Wokingham Borough Council	A, B, D, F, H	
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)				2		TBC		Hampshire County Council / West Berkshire Council	B, D, F	
R15	M4 Junction 3 to Junction 12 Smart Motorway (SMP)	Short (2020s)	SMP	6	7	8		TBC		National Highways	F	

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M25 (Dartford – Slough)

Corridor overview

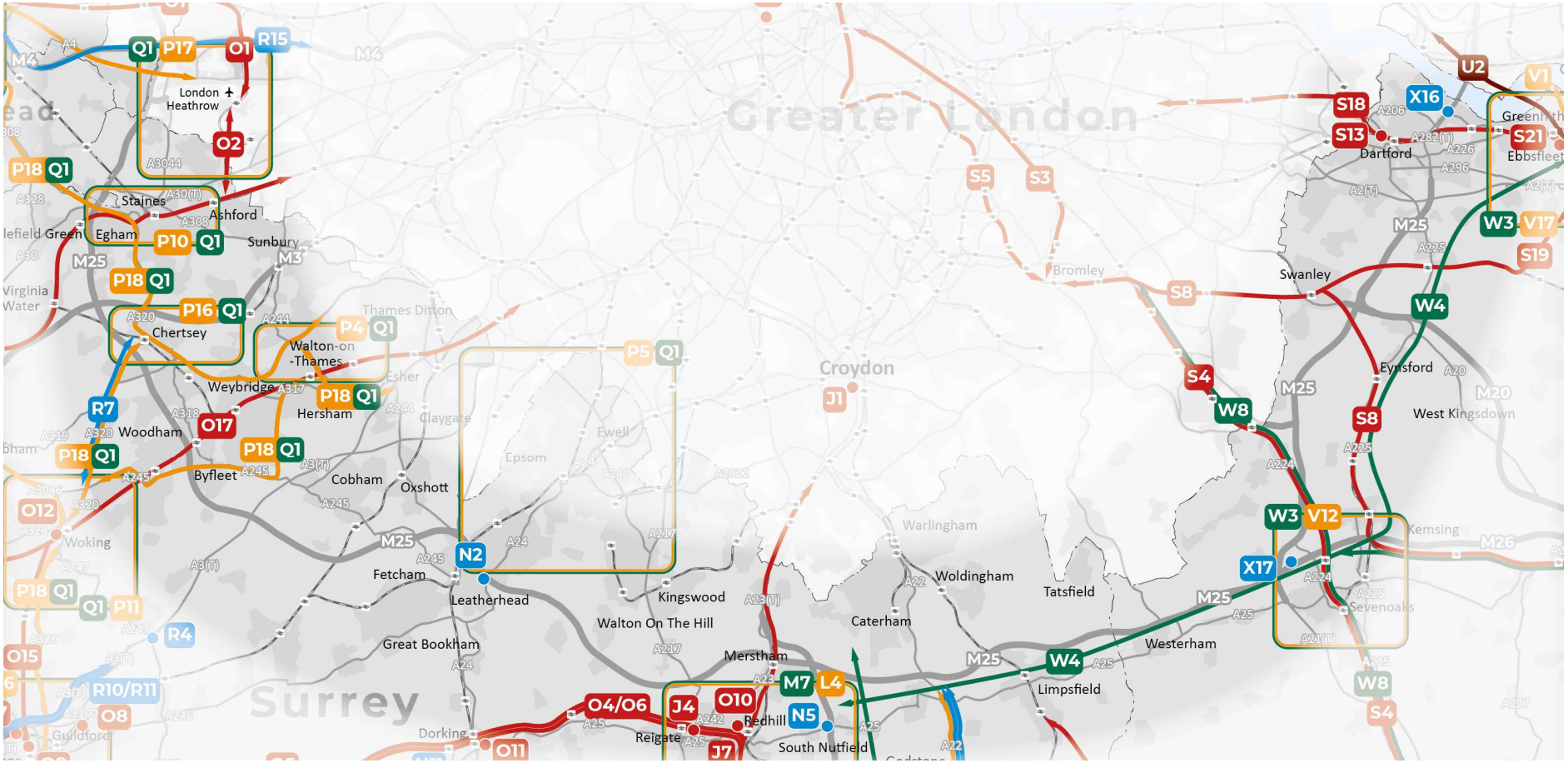
- The M25 between Dartford in the east and Slough in the west. It is a road corridor only,
- There is no equivalent railway that mirrors the corridor of the M25, although the North Downs Line runs nearby in places.

Strategic role

Centred on one of the busiest and one of the widest roads in Europe. All road and rail routes in and out of London from the South East must pass through it.

Key issues

1. The corridor is the busiest in the South East in terms of road traffic. This comes with significant areas of congestion, particularly along the south-west quadrant of the M25, as well as around Oxted and further east near the Dartford Crossing.
2. There are road safety issues on the corridor around the Dartford Crossing. There are clusters of historic road traffic incidents in this area, including incidents resulting in people being killed or seriously injured.
3. Notable concentration of deprivation in the Dartford area.



TRANSPORT FOR THE South East

M25 (Dartford – Slough)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
P4	Elmbridge Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P5	Epsom/Ewell Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P10	Spelthorne Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P16	Runnymede Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	Being considered as part of area-based bus plans - P10, P16, P17 being considered together.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R7	A320 North Corridor (HIF)	Short (2020s)	HIF	2	3	4	TBC			Surrey County Council	F	
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Medium (2030s)				1	TBC			TfSE / Kent County Council	A, B, C, D, E, F, G, H	
W4	Kent Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Kent County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X16	M25 Junction 1a Enhancements	Medium (2030s)				1				National Highways	F	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
X17	M25 Junction 5 Enhancements	Medium (2030s)				1				National Highways	F	
X19	Canterbury East Relief Road	Long (2040s)				1	TBC			Kent County Council / Canterbury City Council	F	

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A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)

Corridor overview

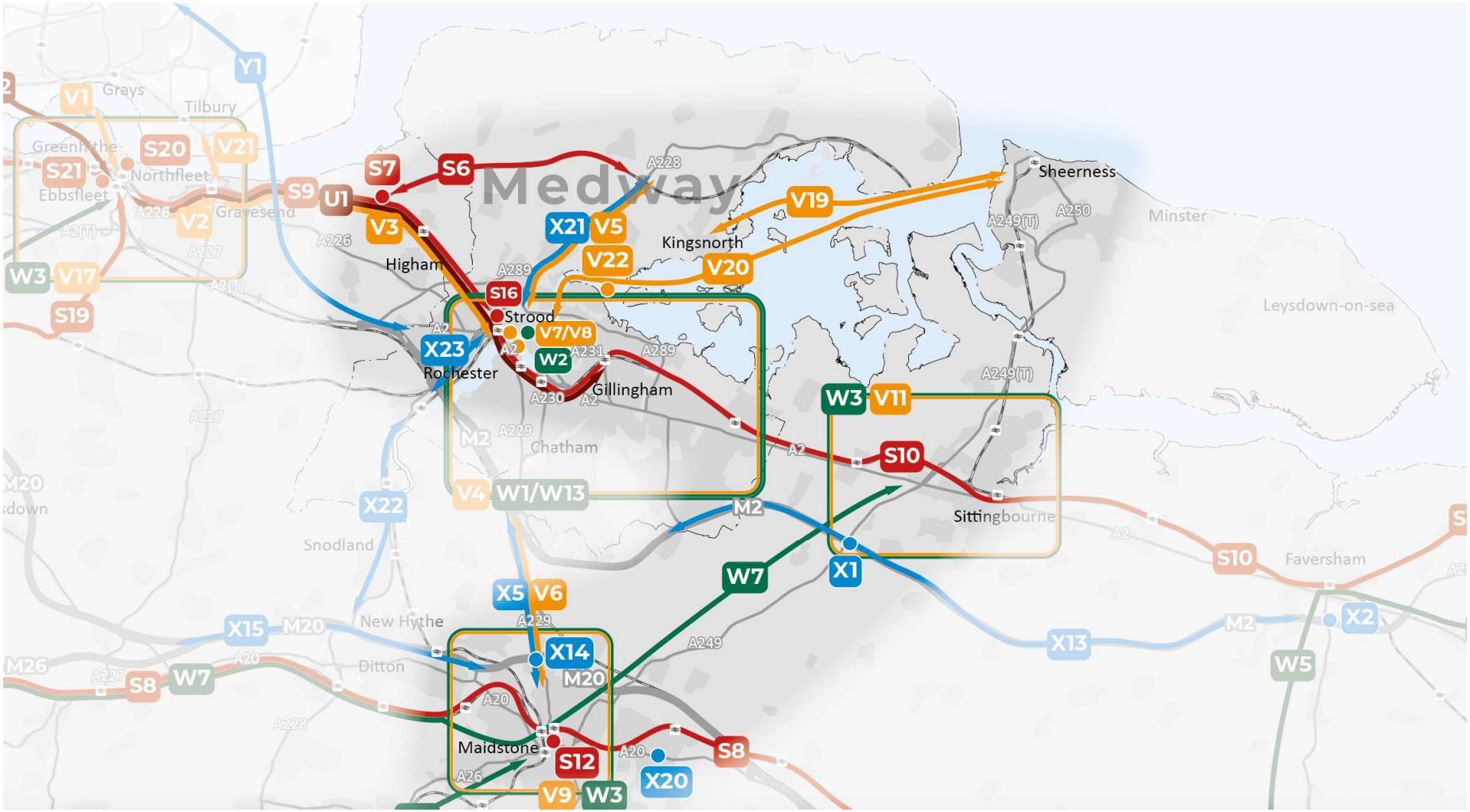
- The A228, A289 and A278 roads on a north-south axis to the west,
- The A249 road on a north-south axis to the east,
- The Chatham Main Line/Sheerness Line rail link from Sittingbourne to the Isle of Sheppey.

Strategic role

Connects the Strategic Road Network and railway network with the Medway Ports.

Key issues

1. There are high levels of traffic congestion on the A249 where it intersects with the M2 and M20 respectively, particularly during the AM peak.
2. The corridor has the second highest level of deprivation of any corridor in this study, with deprivation concentrated around the Medway Towns, Sittingbourne and the Isle of Sheppey. While deprivation is a product of a wide range of factors, transport connectivity being just one, improving transport connectivity could enhance access to education and skills opportunities for a larger proportion of the population – supporting alleviation of deprivation.
3. Due to its proximity to the Medway Estuary, there are significant environmental considerations on parts of the corridor (i.e. coastal areas) which may be challenging to balance with future growth. Nevertheless, the corridor has a low housing affordability ratio with significant planned residential development and job growth.



TRANSPORT FOR THE South East

A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S6	Hoo Peninsula Passenger Rail Services (HIF)	Medium (2030s)	HIF	2	3	4		TBC		Medway Council	F	
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)				1				Network Rail	B, D, E, F	
S12	Integrated Maidstone Stations	Medium (2030s)				1				Maidstone Borough Council	B, D, E, F	
S16	New Strood Rail Interchange	Medium (2030s)			1	2		TBC		Network Rail (if commissioned)	B, D, E, F	
V4	Medway Mass Transit	Medium (2030s)				1		TBC		Medway Council / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V5	Medway Mass Transit - Extension to Hoo Peninsula	Medium (2030s)			1	2		TBC		Medway Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium (2030s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Short (2020s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V11	Sittingbourne Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Medium (2030s)				1				TfSE / Kent County Council	A, B, C, D, E, F, G, H	
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Medium (2030s)				1				TfSE / Kent County Council / Medway Council	A, B, C, D, E, F, G, H	
V22	Inland Waterway Freight Enhancements	Medium (2030s)				1				Kent County Council	B, D, E, F	
W1	Medway Active Travel Enhancements	Short (2020s)			1	2		TBC		Medway Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Short (2020s)				1		TBC		Medway Council	B, D, F, H	
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1		TBC		Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W13	Medway Placemaking and Demand Management Measures	Short (2020s)				1		TBC		Kent County Council / Medway Council	A, B, C, D, E, F, G, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X21	A228 Hoo Peninsula Enhancements	Short (2020s)				1		TBC		Medway Council	B, D, F, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
X23	Strood Riverside Highway Enhancement and Bus Lane	Medium (2030s)				1		TBC		Medway Council	B, D, F, H	

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A228/A229/Medway Valley Line (Maidstone – Medway Towns)

Corridor overview

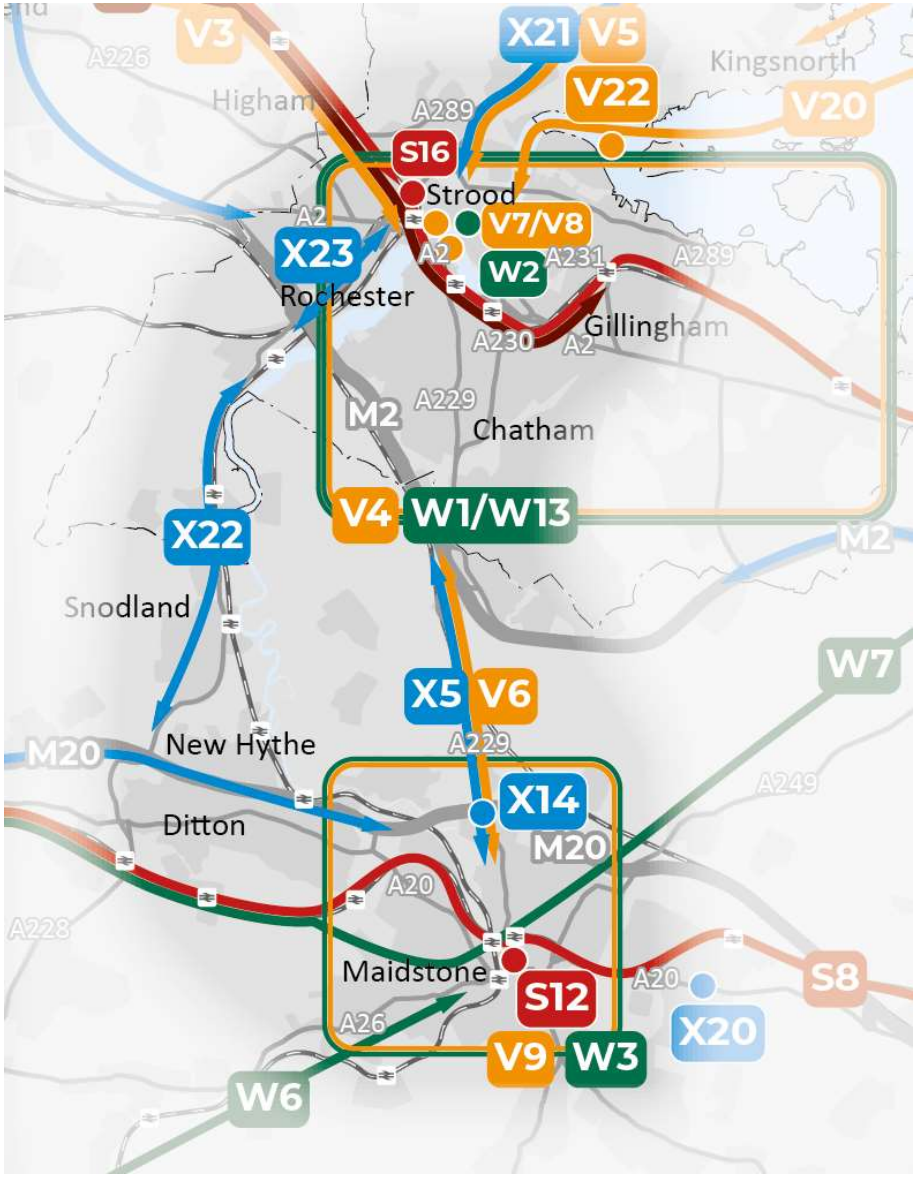
- The A228 and A229 north-south roads between the Medway Towns in the north and Maidstone in the south,
- The Medway Valley Line rail link along similar alignment.

Strategic role

The corridor connects the Medway Towns to Maidstone which in turn enables onward connectivity to other parts of the South East by rail. It also links two key radial corridors on Strategic Road Network (the M2 and M20).

Key issues

1. The proposed Lower Thames Crossing could worsen congestion in the future by encouraging traffic to switch between the M2 and M20.
2. Significant planned residential development and job growth, meaning transport demand is likely to increase over the medium to long run.
3. The M20/A229 junction is part of an Air Quality Management Area.
4. The corridor has the lowest level of educational attainment in the South East It also has one of the lowest concentrations of priority sector jobs in the region.



TRANSPORT FOR THE South East

A228/A229/Medway Valley Line (Maidstone – Medway Towns)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)				1				Network Rail	B, D, E, F	
S12	Integrated Maidstone Stations	Medium (2030s)				1				Maidstone Borough Council	B, D, E, F	
S16	New Strood Rail Interchange	Medium (2030s)			1	2	TBC			Network Rail (if commissioned)	B, D, E, F	
V4	Medway Mass Transit	Medium (2030s)				1	TBC			Medway Council / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V6	Medway to Maidstone Bus Priority	Short (2020s)				3	TBC			TfSE / Medway / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP). Supported by KENT COUNTY COUNCIL.
V22	Inland Waterway Freight Enhancements	Medium (2030s)				1				Kent County Council	B, D, E, F	
W1	Medway Active Travel Enhancements	Short (2020s)			1	2	TBC			Medway Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1	TBC			Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W13	Medway Placemaking and Demand Management Measures	Short (2020s)				1	TBC			Kent County Council / Medway Council	A, B, C, D, E, F, G, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Short (2020s)	LLM	2		3	TBC			Kent County Council	A, D, F, H	Subject to DfT funding. Link with V6.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline			2	TBC			Kent County Council	A, B, D, F, H	
X22	A228 Medway Valley Enhancements	Medium (2030s)	HIF	1	2	3	TBC			Kent County Council	F	

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Redhill – Tonbridge/South Eastern Main Line (Ashford - Redhill)

Corridor overview

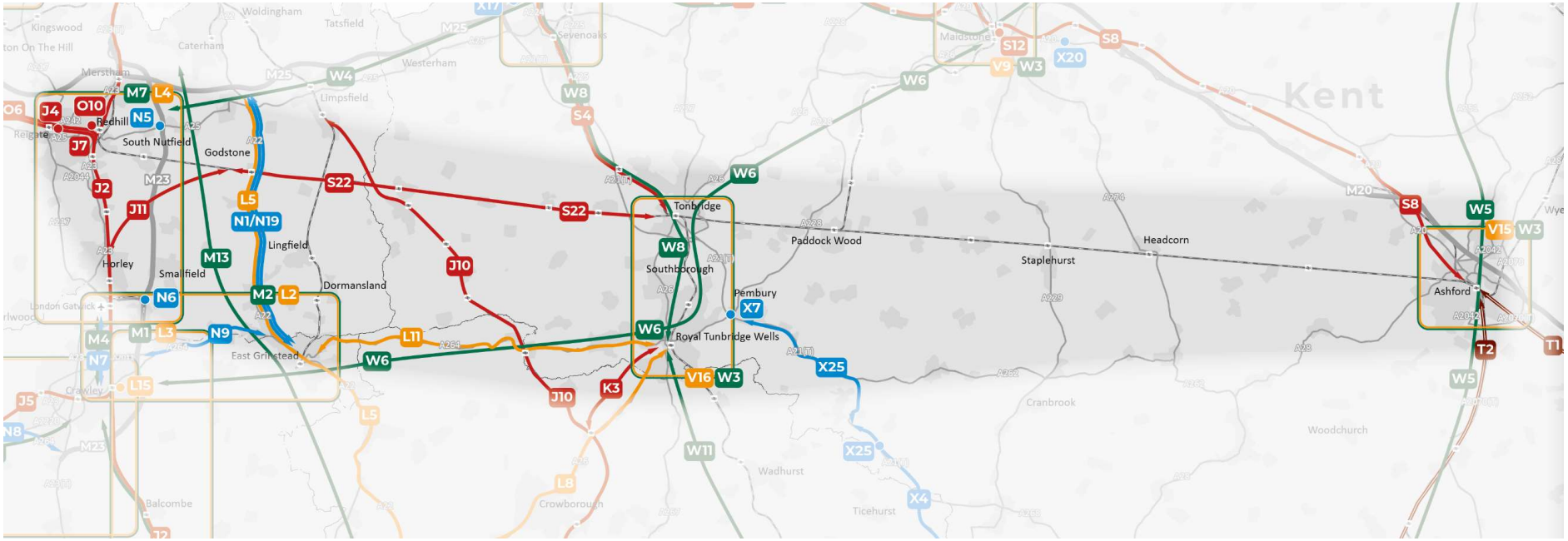
- The Redhill – Tonbridge Line,
- The South Eastern Main Line between Tonbridge and Ashford International.

Strategic role

With Eurostar services at Ashford International and rapid onward connectivity to Gatwick Airport from Redhill, the corridor is in reach of international gateways at both ends.

Key issues

1. There are no direct rail services running along the entire length of the corridor at present.
2. Two rail franchises split the services at Tonbridge. The western (Southern) part of the corridor is not electrified. The eastern (South Eastern) part is. This reduces the coherence of the corridor.
3. Low number of jobs in priority sectors, suggesting improved connectivity to economic hubs is needed.
4. The corridor has significant planned residential development (69,825 homes from 2018 to 2035) and job growth (25% from 2018 to 2035), so it is likely that the demand for transport and connectivity will notably increase in the coming years.



TRANSPORT FOR THE South East

Redhill – Tonbridge/South Eastern Main Line (Ashford - Redhill)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1		2	2			Network Rail	B, D, E, F	
S22	Gatwick - Kent Service Enhancements	Short (2020s)			1	2	1			Network Rail	B, D, E, F	Redhill and Gatwick capacity (Aerodrome Chord / Redhill station works).
V15	Ashford Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Short (2020s)				3	TBC			Kent County Council	B, D, E, F, H	

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A25/North Downs Line (Guildford – Redhill)

Corridor overview

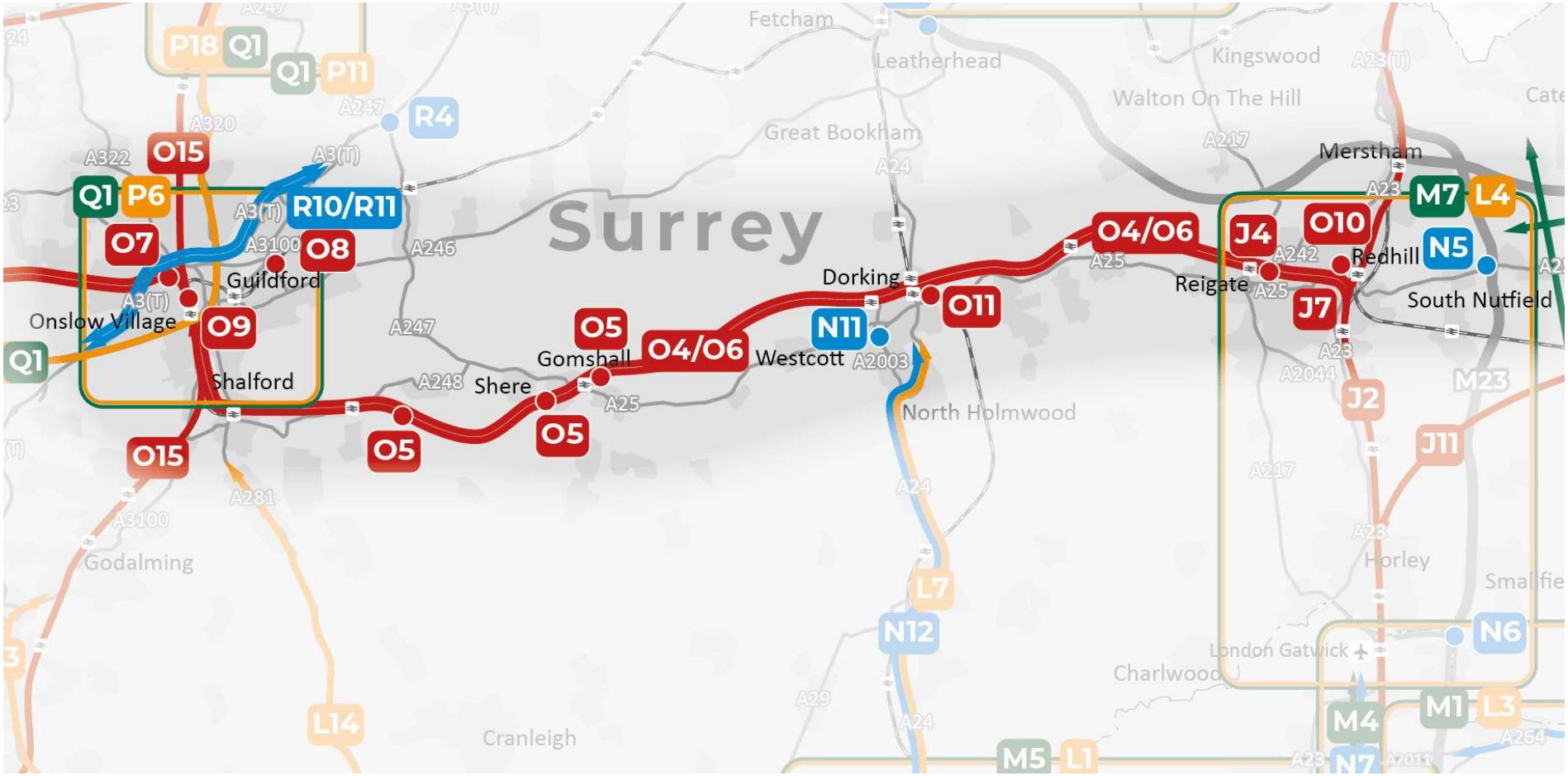
- The A25, from Guildford in the west to Redhill in the east via Dorking,
- A single rail link in the North Downs Line along similar alignment.

Strategic role

Provides cross-regional connectivity, linking one of the South East's largest towns, Guildford, to Redhill via Dorking. The corridor is also relatively close to Gatwick Airport, a major international gateway.

Key issues

1. The North Downs Line is not electrified, provides just two trains per hour. It also has infrastructure constraints complicating major improvements, including relatively slow line speeds, short station platforms and several level crossings (e.g. with the A25).
2. The corridor runs entirely through the Metropolitan Green Belt (i.e. the Surrey Hills) and is adjacent to several Sites of Special Scientific Interest. This significantly constrains its development potential as any future initiatives will have to achieve a careful balance with environmental considerations.
3. The corridor is the wealthiest in the South East, with median earnings of £36,204. It is also the third best educated corridor in this study.
4. Despite having the highest median earnings, the corridor has the least affordable housing in the South East. In 2018 its average house price/earnings ratio was 12.2 to 1.



TRANSPORT FOR THE South East

A25/North Downs Line (Guildford – Redhill)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
J4	Reigate Station Upgrade	Short (2020s)	Brighton Mainline Upgrade Programme	2	3	4	TBC			Network Rail	F	
J7	Brighton Main Line - Reinstate Cross Country Services	Short (2020s)				1				TfSE / DfT / Surrey County Council / West Sussex County Council	F	
M7	Reigate/Redhill Local Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O4	North Downs Line - Decarbonisation	Long (2040s)				2	1			Network Rail	B, D, E, F	
O5	North Downs Line - Level Crossing Removals	Medium (2030s)				2	1			Network Rail	B, D, E, F	Further review of Guildford to Reigate required. Noted that Reigate is a significant constraint.
O6	North Downs Line - Service Level and Capacity Enhancements	Short (2020s)				2	1			Network Rail	B, D, E, F	
O7	Guildford Station Redevelopment	Medium (2030s)		6	7	8	7			Network Rail	B, D, E, F	
O8	New Station Guildford West (Park Barn)	Medium (2030s)		3	6	7	6			Network Rail	B, D, E, F	
O9	New Station Guildford East (Merrow)	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1		2	2			Network Rail	B, D, E, F	
O11	Dorking Deepdene Station Upgrade	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
P6	Guildford Sustainable Movement Corridor	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	

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8. Opening

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C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
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G. Procurement & sourcing
H. Resource capacity & capability funding

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)				1		TBC		National Highways	B, D, E, F	
R11	A3 Guildford Long Term Solution	Long (2040s)				1		TBC		National Highways	B, D, F	

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A31/A322/A329/A331/North Downs Line (Guildford - Reading)

Corridor overview

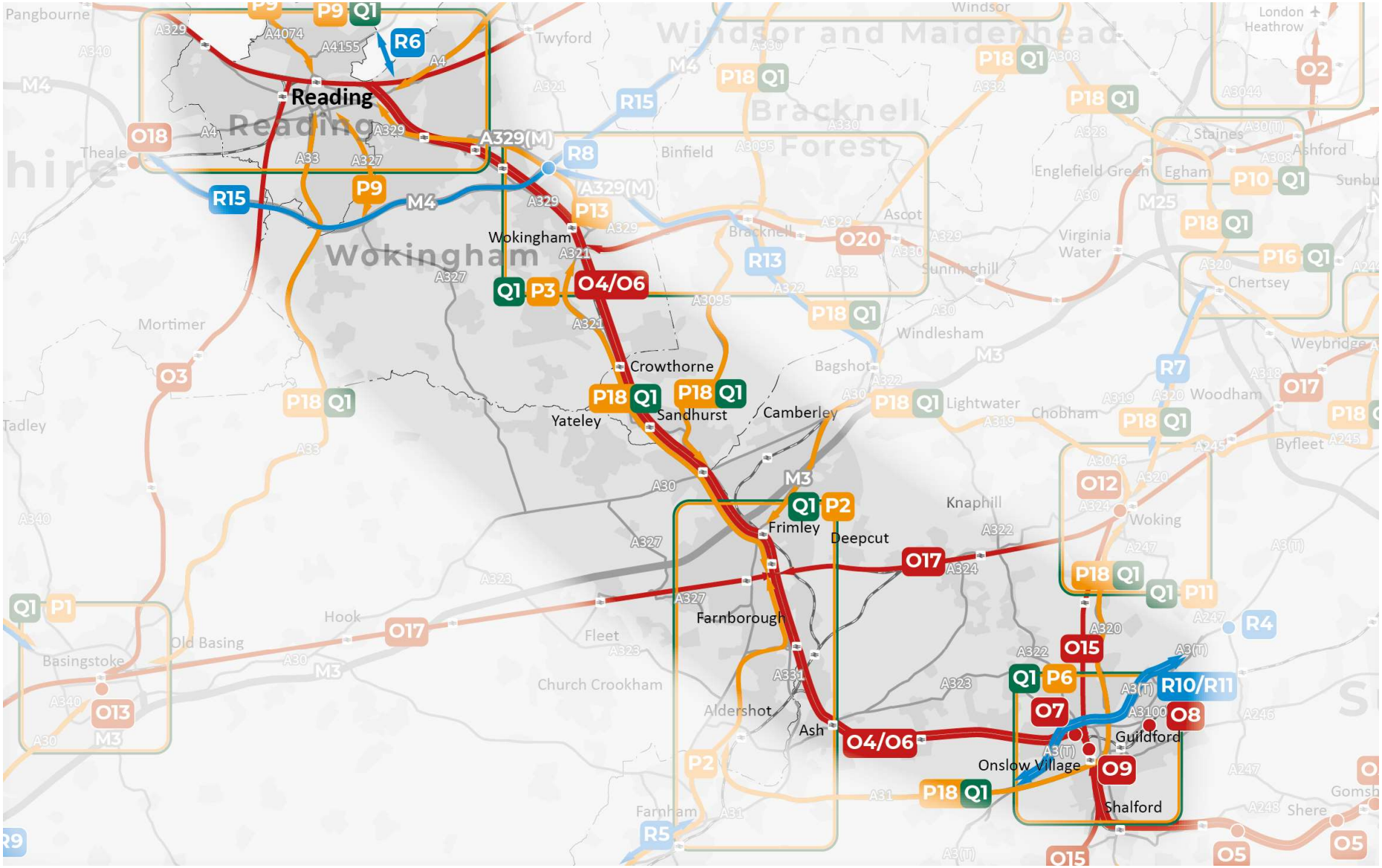
- The A329 and A322 roads running from the M4 outside Reading, through Bracknell to the M3,
- The A331 and A31 roads running from the M3 in the Blackwater Valley to Guildford,
- The North Downs Line rail link along similar alignment.

Strategic role

The corridor plays an important role as it provides a rail and road link between Guildford and Reading, as well as between the M3 and the M4. It connects areas with high concentrations of priority sector jobs compared to the regional average.

Key issues

1. The A31 west of Guildford suffers from high levels of congestion, particularly during the AM peak. The A329 and A329(M) also experience high levels of congestion around Wokingham and the junction with the M4.
2. The M4/A329/A329(M) junction is part of an Air Quality Management Area.
3. Road safety issues in Bracknell town centre.



TRANSPORT FOR THE South East

A31/A322/A329/A331/North Downs Line (Guildford - Reading)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O2	Southern Access to Heathrow	Long (2040s)		1		2				Network Rail	A, B, C, D, E, F, G	
O4	North Downs Line - Decarbonisation	Long (2040s)				2	1			Network Rail	B, D, E, F	
O6	North Downs Line - Service Level and Capacity Enhancements	Short (2020s)				2	1			Network Rail	B, D, E, F	
O7	Guildford Station Redevelopment	Medium (2030s)		6	7	8	7			Network Rail	B, D, E, F	
O8	New Station Guildford West (Park Barn)	Medium (2030s)		3	6	7	6			Network Rail	B, D, E, F	
O9	New Station Guildford East (Merrow)	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
O14	Cross Country Service Enhancements	Short (2020s)				1		TBC		Network Rail	B, D, E, F	
O20	Reading to Waterloo Service Enhancements	Medium (2030s)			1	2	1			Network Rail	B, D, E, F, H	
P2	Blackwater Valley Mass Rapid Transit	Short (2020s)				1				Surrey County Council / Hampshire County Council	B, D, E, F, H	
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)				1		TBC		Bracknell Forest Council / Wokingham Borough Council	B, D, E, F, H	
P6	Guildford Sustainable Movement Corridor	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.

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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Short (2020s)				1	1	1	1	Bracknell Forest Council / Reading Borough Council / Wokingham Borough Council	B, D, E, F, H	Lack of BSIP funding isn't allowing this scheme to progress at a larger scale and is more probably going to be delivered through smaller local contributions.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R5	A31 Farnham Corridor (LLM)	Short (2020s)	LLM	2		3	TBC			Surrey County Council	A, F	
R6	New Thames Crossing East of Reading (LLM)	Long (2040s)	MRN Pipeline			1	TBC			Reading Borough Council / Wokingham Borough Council	A, B, D, F, H	
R8	M4 Junction 10 Safety Enhancements	Short (2020s)				2	TBC			National Highways	F	
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)				1	TBC			National Highways	B, D, E, F	
R11	A3 Guildford Long Term Solution	Long (2040s)				1	TBC			National Highways	B, D, F	
R13	A322 and A329(M) Smart Corridor	Short (2020s)		5	6	7	2	3	3	Wokingham Borough Council / Reading Borough Council / Bracknell Forest Council	F	

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A28/A290/A291 (Canterbury – Whitstable)

Corridor overview

- The A290 and the A291, two north-south roads linking Canterbury to Whitstable and Herne Bay respectively,
- A section of the A28 through Canterbury itself.

Strategic role

Plays an important role in connecting three economic hubs in East Kent. It serves a socioeconomically diverse area, with pockets of urban deprivation on the North Kent coast and some more prosperous areas around Canterbury. Canterbury is a major regional centre with three universities and a major trip attractor, Canterbury Cathedral.

Key issues

1. There is significant congestion along the A290 and A291 through Canterbury and the A28/A291 junction in Sturry. The city has a restrictive urban realm (i.e. narrow streets) which limits capacity for road traffic. There is also road traffic congestion in Whitstable town centre during the summer season.
2. There is a lack of strategic interchange between Canterbury's two city centre railway stations and its main bus station. All three locations are at least a ten-minute walk from each other.
3. There are relatively limited public transport choices throughout the corridor, and where there are services, they are slow.

TRANSPORT FOR THE South East

A28/A290/A291 (Canterbury – Whitstable)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Short (2020s)				3		TBC		Kent County Council	B, D, E, F, H	
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)		2	3	4		TBC		Kent County Council / Canterbury City Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X12	A2 Canterbury Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
X19	Canterbury East Relief Road	Long (2040s)				1		TBC		Kent County Council / Canterbury City Council	F	

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A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)

Corridor overview

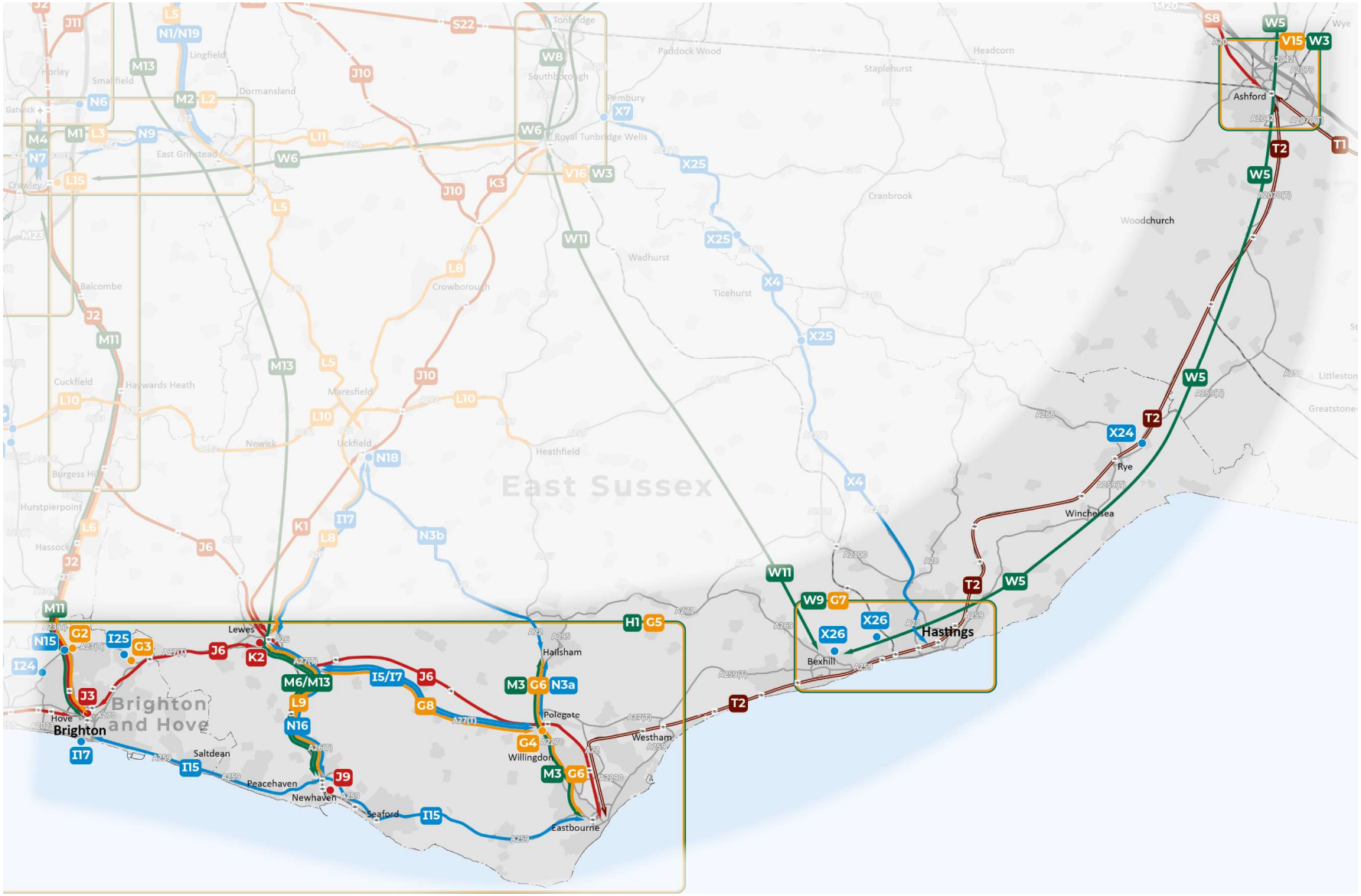
- The A27, A259 and A2070 east-west roads, from Brighton and Hove in the west to Ashford in the east, passing through or close to several other urban centres including Eastbourne and Hastings
- The East Coastway Line/Marshlink Line rail link along similar alignment.

Strategic role

The corridor links towns and cities along the south coast, providing onward connectivity to ports and other international gateways at Folkestone, Newhaven and Shoreham, as well as Ashford International railway station.

Key issues

1. The A259 and A2070 are often narrow and traverse several sharp turns and level crossings. Their route passes directly through the centres of Hastings and Bexhill, negatively impacting vulnerable road users and contributing to high levels of congestion in the area.
2. The issues with the highway described above, and its routing through dense urban areas, are factors in the corridor's relatively high number of road safety incidents. Road safety is also affected by the higher car and population density of urban areas like Brighton, Eastbourne, Hastings and Bexhill.
3. The corridor contains some of the most deprived wards in the South East, including in Brighton, Eastbourne, Hastings and Bexhill. Median earnings are also markedly lower than the regional average. This is likely to be due in part to gaps in connectivity and remoteness from more prosperous parts of the South East.



TRANSPORT FOR THE South East

A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G3	Falmer Strategic Mobility Hub	Short (2020s)				1		TBC		Brighton and Hove City Council	B, D, E, F, H	Potentially being considered as part of a study for sites for P&R. Also links to G8 (A27 bus enhancements).
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium (2030s)				1		TBC		Network Rail / East Sussex County Council	B, D, E, F, H	Feasibility study conducted on the relocation of Polegate Railway Station. Bringing the intervention forward is subject to interdependencies including Lewes. Polegate RIS2 Pipeline Scheme.
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15). This is at feasibility stage. Bus priority in Brighton and through Valley Gardens being delivered.
G6	Eastbourne/Wealden Mass Rapid Transit	Short (2020s)		1		2	3, 4, 5, 6	7		East Sussex County Council	B, D, E, F, H	Links with G4.
G7	Hastings/Bexhill Mass Rapid Transit	Medium (2030s)				1		TBC		East Sussex County Council	B, D, E, F, H	
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Medium (2030s)		1	2	3		TBC		National Highways	D, F, H	
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1		TBC		West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I5	A27 East of Lewes Package (RIS2)	Short (2020s)	RIS2	5	6	7		TBC		National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - Spring 2020. Open for traffic - TBC.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
I7	A27 Lewes - Polegate (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1		2		TBC		National Highways	B, F	Subject to the RIS announcement.
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	1	2	3	2	3	4	East Sussex County Council / Brighton and Hove City Council	A, D, F, H	Link with G5 and M6.
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Short (2020s)	MRN			7		TBC		Brighton and Hove City Council	A, D, F, H	
I25	A27 Falmer Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
J3	Brighton Station Additional Platform	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
J6	East Coastway Line - Faster Services	Short (2020s)				1	1			Network Rail	B, D, E, F	
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K3.
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Medium (2030s)		1		2				TfSE	B, D, E, F	
L10	A272 Corridor Rural Bus Service Enhancements	Short (2020s)				1				West Sussex County Council	B, D, E, F, H	
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Short (2020s)				1				East Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				Sustrans / East Sussex County Council	B, D, F, H	A27 route Lewes to Polegate now complete.
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Short (2020s)	MRN Pipeline			1	1	1	2	East Sussex County Council	A, B, D, F, H	Link with N3a, M3 and G6.
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium (2030s)		2		3		TBC		Network Rail	D, F	
V15	Ashford Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
W9	East Sussex Local Active Travel Infrastructure	Short (2020s)				1	TBC			East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Sustrans / East Sussex County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X24	A259 Level Crossing Removals - East of Rye	Medium (2030s)				1				National Highways	B, D, F	
X26	Hastings and Bexhill Distributor Roads	Medium (2030s)				1	TBC			East Sussex County Council	F	

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M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)

Corridor overview

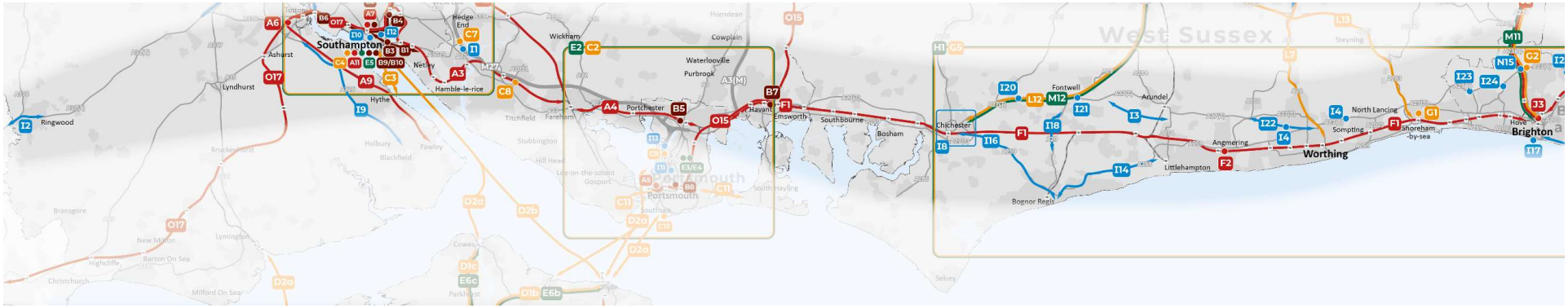
- The A31, M27 and A27 east-west roads, From Ringwood (on the Hampshire/Dorset border) in the west to Brighton and Hove in the east, passing through or close to several urban centres including Southampton, Portsmouth and Chichester.
- The West Coastway Line/East Coastway Line rail link along a similar alignment.

Strategic role

The longest in corridor studied, has the largest population, and serves some of the region's largest economic hubs in Southampton, Portsmouth and Brighton. It also serves major ports at Southampton and Portsmouth.

Key issues

1. The highway along the corridor is of variable quality, passing through urban areas and flat junctions with some sections of single carriageway. Congestion is particularly acute on the A31 at Ringwood, parts of the M27 around Southampton, and the A27 at Chichester, Lancing and Worthing. There is a lot of interaction and conflict between different types of road users and local and regional traffic.
2. An Air Quality Management Area (AQMA) in place on the A27 at Lancing and Worthing. Further AQMAs in place in urban areas including Southampton, Portsmouth and Brighton.
3. The railway network is broadly attempting to serve both a long-distance market (with non-stopping services) and a local market (with frequent stopping services) and there is limited infrastructure in place to adequately serve these markets simultaneously. Railway services in the corridor often originate far outside it, leading to poorer than average reliability.



TRANSPORT FOR THE South East

M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A1	Solent Connectivity Strategic Study	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A2	Botley Line Double Tracking	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A3	Netley Line Signalling and Rail Service Enhancements	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A4	Fareham Loop / Platform	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A5	Portsmouth Station Platforms	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)				1	1			Network Rail	D, E, F	
A8	Eastleigh Station Platform Flexibility	Medium (2030s)		1		2	2			Network Rail	D, E, F	
B1	Southampton Central Station - Woolston Crossing	Long (2040s)				1	TBC			Southampton City Council / Hampshire County Council	B, D, E, F	
B2	New Southampton Central Station	Long (2040s)				1	TBC			Southampton City Council	B, D, E, F	
B3	New City Centre Station	Long (2040s)				1	TBC			Southampton City Council	B, D, E, F	
B5	Cosham Station Mobility Hub	Medium (2030s)			2	3	TBC			Portsmouth City Council / Solent Transport / National Highways	B, D, E, F	
B7	Havant Rail Freight Hub	Medium (2030s)				1				Network Rail	B, D, E, F	
B8	Fratton Rail Freight Hub	Medium (2030s)				1				Portsmouth International Port	B, D, E, F	
C1	Southampton Mass Transit	Short (2020s)				1	TBC			Hampshire County Council / Southampton City Council	F	
C2	South East Hampshire Rapid Transit Future Phases	Medium (2030s)				1	TBC			Portsmouth City Council / Hampshire County Council	F	
C5	M271 Junction 1 Strategic Mobility Hub	Short (2020s)		1		2	TBC			Southampton City Council / Hampshire County Council	B, D, F, H	

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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium (2030s)				1		TBC		Hampshire County Council / Southampton City Council	B, D, F, H	
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
C8	M27 Junction 9 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes. Develop cross-boundary schemes with neighbouring LTAs.
E2	South East Hampshire Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes.
E3	Active Travel Bridge Extension	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E4	Portsmouth Eastern Road East-West Bridge	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E5	Southampton City Centre Placemaking	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council		
F1	West Coastway Strategic Study	Medium (2030s)			1	2		TBC		Network Rail / Govia Thameslink Railway	B, D, E, F	
F2	West Worthing Level Crossing Removal	Medium (2030s)				1				TfSE / West Sussex County Council	B, D, F	
G1	Shoreham Strategic Mobility Hub	Short (2020s)				1				West Sussex County Council	B, D, E, F, H	
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short (2020s)				1		TBC		TfSE / Brighton and Hove City Council	A, B, C, D, F, G, H	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1	TBC			West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I1	M27 Junction 8 (RIS2)	Short (2020s)	RIS2	3	4	5	TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - Autumn 2023. Open for traffic - TBC.
I2	A31 Ringwood Strategic Traffic (RIS2)	Short (2020s)	RIS2	8			TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - January 2020. Open for traffic - since 30 November 2022.
I3	A27 Arundel Bypass (RIS2)	Short (2020s)	RIS2	2	3	1	TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - planned for 2024/5. Open for traffic - by 2030. A supplementary consultation moved from November 2022 to January 2023. Findings are due March / April 2023.

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				Completed	Underway	Next steps	23/24	24/25	25/26			
I4	A27 Worthing and Lancing Improvement (RIS2)	Short (2020s)	RIS2	1	2	1		TBC		National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - planned for 2024/5. Open for traffic - by 2030. A non-statutory consultation started w/c 6th February 2023 presenting 3 options. It concludes on 19 March 2023.
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	2	3	4		TBC		National Highways	B, F	Subject to the RIS announcement.
I8	A27 Chichester Improvements (RIS3 Pipeline)	Medium (2030s)	RIS3 Pipeline	1		2		TBC		National Highways	B, F	Subject to the RIS announcement.
I10	West Quay Realignment (LLM)	Short (2020s)	LLM			1		TBC		Southampton City Council	A, B, D, F, H	
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2		3		TBC		Southampton City Council	A, D, F, H	
I13	New Bridge from Horsea to Tipner	Short (2020s)				1		TBC		Portsmouth City Council	F	There is a possibility of linking the new bridge in with the Tipner West development project.
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short (2020s)	MRN	2	3	4	3	4	5	West Sussex County Council	A, F	
I16	A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)	Short (2020s)	MRN Pipeline	1		2		TBC		West Sussex County Council	A, B, D, F, H	
I18	A29 Realignment including combined Cycleway and Footway	Short (2020s)		5	6	7	7	7	8	West Sussex County Council	F	
I19	M27/M271 Smart Motorway(s)	Long (2040s)				1		TBC		National Highways	F	
I20	A27 Tangmere Junction Enhancements	Medium (2030s)				1				National Highways	B, D, E, F	
I21	A27 Fontwell Junction Enhancements	Medium (2030s)				1		TBC		National Highways	B, D, E, F	
I22	A27 Worthing (Long Term Solution)	Long (2040s)				1				National Highways	B, D, E, F	

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				Completed	Underway	Next steps	23/24	24/25	25/26			
I23	A27 Hangleton Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
I24	A27 Devils Dyke Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
J3	Brighton Station Additional Platform	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
L10	A272 Corridor Rural Bus Service Enhancements	Short (2020s)				1				West Sussex County Council	B, D, E, F, H	
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M12	New Crawley - Chichester National Cycle Network Corridor	Medium (2030s)				1				West Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.

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Summary findings

Through the engagement and analysis conducted to date the following conclusions can be drawn.

Out of a total of 292 strategic investment plan interventions delivery partners expect to see development or delivery progress in 219 interventions. With the remaining 73 not expected to see development or delivery progress in the next 3 years.

Progress through project stages

The table below sets out how many interventions are have either begun or passed through each project stage.

Table 1: Intervention project stages completed and begun

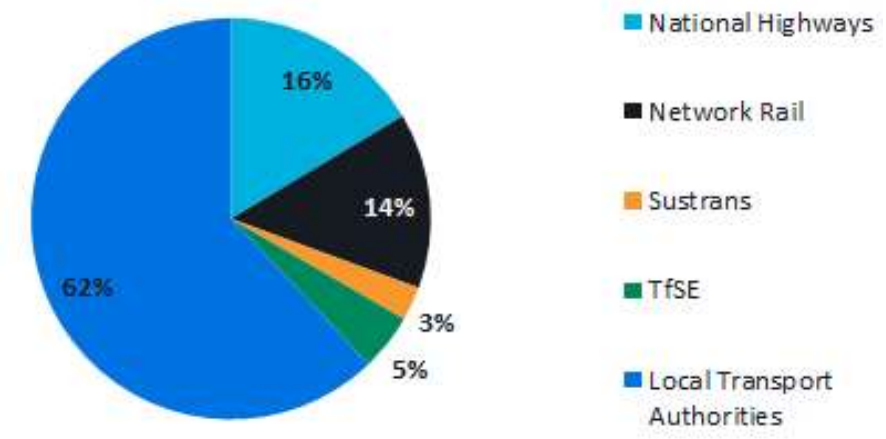
Project stage	Completed	Underway
Feasibility Study	29	16
Strategic Outline Business Case	22	12
Outline Business Case	8	14
Powers/Consents	3	3
Procurement	5	2
Full Business Case	5	5
Construction/Implementation	3	5
Opening	2	0

- A total of 51 interventions have completed feasibility study and strategic outline business case stage.
- There is currently some level of project development or delivery underway in 57 of the TfSE interventions.
- Of the 219 interventions on which development or delivery is expected in the next three years, 142 have not yet completed the first project stage.

Delivery partners

The chart below sets out each delivery partner and the number of interventions on which they lead the next step.

Figure 1: Delivery partners leading the next step of TfSE interventions



Total of 219 interventions expected to see delivery of development in the next three years

- The next step for almost two thirds (136) of interventions is to be led by Local Transport Authorities.
- National Highways (36) and Network Rail (31) lead the next the step for nearly a third of interventions when put together.
- The remainder are led by TfSE (10) and Sustrans (6).

Next Steps

Building on the findings of this work the next stage of Delivery Action Plan development will:

- Devise and implement a methodology for prioritising TfSE resource investment to support progression of SIP interventions,
- Develop a capital investment pipeline in preparation for government and other funding sources being released; and
- Capture the outputs of these two pieces of work in a revised version of this Delivery Action Plan.

Appendix A Intervention descriptions

Ref. code	Intervention name	Description
A1	Solent Connectivity Strategic Study	The package enables local authorities to deliver EV charging infrastructure. This will support a more rapid national adoption of zero emission vehicles and the decarbonisation of strategic passenger and freight highway movements.
A2	Botley Line Double Tracking	The package seeks to empower local authorities to exercise greater influence over bus plans and fare reductions. This will realise the latest national vision outlined in the "Bus Back Better" white paper and help ensure that all members of society can access key services using bus.
A3	Netley Line Signalling and Rail Service Enhancements	The package supports and delivers emerging national road user charging schemes and considers the use of local road user charging schemes. This will further encourage and promote the use of sustainable modes to reduce congestion, noise and emissions in local centres across the TfSE area.
A4	Fareham Loop / Platform	The package supports local authorities in designing Local Cycling and Walking Infrastructure Plans (LCWIPs) and delivering associated interventions. This will help deliver an integrated, connected active travel network spanning the TfSE area to increase the take-up of walking and cycling which contributes to increased physical activity and public health.
A5	Portsmouth Station Platforms	The package supports faster adoption of digital technology, including remote working and virtual access to services. This should reduce the need to travel, which in turn reduces road traffic and transport carbon emissions.
A6	South West Main Line - Totton Level Crossing Removal	The package supports local authorities in implementing comprehensive, integrated spatial and transport plans. This will deliver placemaking initiatives and maximise the utility of sustainable transport infrastructure in supporting local movements.
A7	Southampton Central Station Upgrade and Timetabling	Delivering recommendations to increase the frequency of running services through Southampton Central, connecting multiple local routes from Totton, Fareham, Netley etc. This will improve rail connectivity into Southampton, reducing wait times and the effective journey times of rail users.
A8	Eastleigh Station Platform Flexibility	Double tracking of the Botley Line between Eastleigh and Fareham. This will facilitate an increase in passenger and freight service frequency and reliability.
A9	Waterside Branch Line Reopening	Signalling improvements on the Netley Line between Southampton and Fareham. This will increase capacity for passenger and freight services.
A10	West of England Service Enhancements	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.
A11	Additional Rail Freight Paths to Southampton	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. This will increase rail capacity in the city and improve timetable flexibility and resilience in Portsmouth.
B1	Southampton Central Station - Woolston Crossing	Removal of the level crossing at Totton by delivering either a road underpass or a flyover. This will allow road traffic to cross the railway, alleviate a congestion pinch-point and enable increased capacity through Totton for passenger and future freight growth.
B2	New Southampton Central Station	Three options for Southampton Central will be explored: the conversion of bay platform 5 to a through platform, the addition of a platform 0, or an additional bay platform(s) to the south east of the station. This will facilitate an increase in passenger and freight service frequency.
B3	New City Centre Station	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.
B4	South West Main Line - Mount Pleasant Level Crossing Removal	The introduction of passenger services on the Fawley Branch Line Services up to a new station located in Hythe Town. This will connect communities and new development sites in Marchwood, Hythe and Fawley to the rail network and allow these communities to access the economic hub of Southampton Central via rail where this is currently not an option.
B5	Cosham Station Mobility Hub	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.
B6	Eastleigh to Romsey Line - Electrification	A programme of works such as strategic passing loops and timetable optimisation to realise the Network Rail Freight Strategy Vision. This will increase freight capacity to accommodate the anticipated growth in container traffic at the Port of Southampton.
B7	Havant Rail Freight Hub	Construction of a new rail tunnel between Southampton Central and Woolston crossing the River Itchen. This will provide additional capacity and reduce journey times between Southampton and Portsmouth.

Ref. code	Intervention name	Description
B8	Fratton Rail Freight Hub	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.
B9	Southampton Container Port Rail Freight Access and Loading Upgrades	A new railway station in Southampton city centre. This will provide better access to the rail network from central Southampton and the West Quay development and complement the South Hampshire Rail (Enhanced) Package, particularly the Woolston Crossing.
B10	Southampton Automotive Port Rail Freight Access and Loading Upgrades	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.
C1	Southampton Mass Transit	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.
C2	South East Hampshire Rapid Transit Future Phases	Electrification of the Eastleigh to Romsey Line. This will support the decarbonisation of the rail network and improve its cohesion.
C3	New Southampton to Fawley Waterside Ferry Service	A rail freight hub at Havant. This will support efficient rail freight operations.
C4	Southampton Cruise Terminal Access for Mass Transit	A rail freight hub at Fratton. This will support efficient rail freight operations.
C5	M271 Junction 1 Strategic Mobility Hub	Upgrades to rail freight access and loading at Southampton Existing Automotive Port, including extending the loading area and junction improvements. This will increase capacity for freight services on the South West Main Line.
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	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.
C7	M27 Junction 7/8 Strategic Mobility Hub	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.
C8	M27 Junction 9 Strategic Mobility Hub	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.
C9	Tipner Transport Hub (M275 Junction 1)	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.
C10	Southsea Transport Hub	Consideration of options for extending Mass Rapid Transit and/or rail to serve Southampton Cruise Terminal, including by working with cruise lines. This will improve connectivity to the terminal via sustainable modes during cruise departure days.
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	The development of a Strategic Mobility Hub at M271 Junction 1, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the M27 and Southampton city centre.
D1	Isle of Wight Mass Transit System	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.
D1a	Bus Mass Transit - Newport to Yarmouth	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.
D1b	Bus Mass Transit - Newport to Ryde	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.
D1c	Bus Mass Transit - Newport to Cowes	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.
D1d	Isle of Wight Railway Service Enhancements	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.

Ref. code	Intervention name	Description
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	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.
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Intra- and inter-urban bus-based Mass Rapid Transport enhancements across the Isle of Wight, along with bus priority measures where appropriate. This will provide faster, more frequent and reliable services between centres, supported by segregated active travel corridors.
D2	Isle of Wight Ferry Service Enhancements	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
D2a	Operating Hours and Frequency Enhancements	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
D2b	New Summer Route - Ryde to Southampton	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
E1	Southampton Area Active Travel (including LCWIPs)	Rail service enhancements on the Island Line, including extended operating hours and increased frequency of service. This will reduce wait times and improve service reliability between the island and the mainland.
E2	South East Hampshire Area Active Travel (including LCWIPs)	Extension of the Island Line from Shanklin to Ventnor, or the consideration of a mass transit alternative. This will promote increased economic activity on the island and expand the visitor economy, contributing to local economic growth.
E3	Active Travel Bridge Extension	A reinstated rail connection between the Island Line and the largest town on the island, or the consideration of a mass transit alternative. This will provide new rail journey opportunities for communities situated along the line and between Shanklin and Newport.
E4	Portsmouth Eastern Road East-West Bridge	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.
E5	Southampton City Centre Placemaking	Extension of service hours into the early morning and late evening for existing ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth. This will increase the number of services between the island and the mainland, enabling access to the morning and late night offers of Southampton and Portsmouth.
E6	Isle of Wight Active Travel Enhancements	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.
E6a	Active Travel Enhancements - Newport to Yarmouth	Inter-urban cycling enhancements across Southampton, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
E6b	Active Travel Enhancements - Newport to Ryde	Inter-urban cycling enhancements across South East Hampshire, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
E6c	Active Travel Enhancements - Newport to Cowes	Delivery of either a new cantilevered bridge or widening of the existing bridge. This will facilitate access for people walking, wheeling or scooting along the A2030 (one of few ways to travel onto/off Portsea Island, via a narrow carriageway) and allow the route to meet minimum standards of comfort and safety.
F1	West Coastway Strategic Study	The introduction of an additional bridge across the Eastern Road. This will safely link the paths on both sides of the bridge, as there are currently few crossing points across the busy A2030 for those walking, wheeling or scooting, etc.
F2	West Worthing Level Crossing Removal	Placemaking measures in Southampton city centre. This will encourage the take-up of walking and cycling and improve perceptions of the urban realm.
G1	Shoreham Strategic Mobility Hub	Active travel enhancements on the Isle of Wight. This will provide active travel infrastructure and encourage the take-up of walking and cycling, reducing the need for private car for short trips.
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Active travel enhancements between Newport and Yarmouth. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.
G3	Falmer Strategic Mobility Hub	Active travel enhancements between Newport and Ryde. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.

Ref. code	Intervention name	Description
G4	Eastbourne/Polegate Strategic Mobility Hub	Active travel enhancements between Newport and Cowes. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.
G5	Sussex Coast Mass Rapid Transit	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.
G6	Eastbourne/Wealden Mass Rapid Transit	Removal of the West Worthing level crossing. This will improve safety and reliability for new and existing rail users along the West Coastway Line.
G7	Hastings/Bexhill Mass Rapid Transit	The development of a Strategic Mobility Hub at Shoreham, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Shoreham and Worthing.
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	The development of a Strategic Mobility Hub at Patcham, including park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27, the A23 and Brighton & Hove.
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	The development of a Strategic Mobility Hub at Falmer, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Lewes and Eastbourne.
I1	M27 Junction 8 (RIS2)	The development of a Strategic Mobility Hub at Polegate, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove and Eastbourne.
I2	A31 Ringwood Strategic Traffic (RIS2)	Mass Rapid Transit enhancements connecting hubs along the Sussex coast by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate. This will improve journey times and reliability for public transport on the Sussex coast.
I3	A27 Arundel Bypass (RIS2)	Inter-urban bus enhancements, including bus priority measures where appropriate. This will provide faster, more frequent and reliable bus services between Eastbourne, Polegate and rural communities in South Wealden.
I4	A27 Worthing and Lancing Improvement (RIS2)	Intra- and inter-urban bus enhancements along the eastern section of the A259, including bus priority measures where appropriate. This will provide faster, more frequent and reliable bus services between Hastings, Bexhill, Eastbourne and adjacent centres.
I5	A27 East of Lewes Package (RIS2)	Inter-urban bus enhancements along the A27, including bus priority measures. This will provide faster, more frequent and reliable bus services between Falmer, Polegate and other rural communities along the corridor without hindering other traffic movements.
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Inter-urban cycling enhancements along the Sussex coast, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
I7	A27 Lewes - Polegate (RIS3 Pipeline)	Improvements to the Windhover Roundabout. This will increase capacity at M27 Junction 8.
I8	A27 Chichester Improvements (RIS3 Pipeline)	Widening of the A31 at Ringwood to three lanes. This will provide more capacity for local traffic movements through the area.
I9	A326 Capacity Enhancements (LLM)	Replacement of the existing single carriageway road with a dual carriageway A27 Arundel Bypass. This will link together the two existing dual carriageway sections of the road, improving the flow of traffic.
I10	West Quay Realignment (LLM)	Improvements to the A27 between Worthing and Lancing. This will increase capacity and improve the flow of traffic.
I11	Portsmouth City Centre Road (LLM)	Improvements to the A27 between Lewes and Eastbourne, focusing on Lewes to Polegate. This will increase capacity and improve the flow of traffic.
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Improvements to M27 Junctions 2 and 3. This will increase capacity and improve the flow of traffic, with each junction being looked at separately.
I13	New Bridge from Horsea to Tipner	Improvements to the A27 between Lewes and Eastbourne, including to junctions approaching Eastbourne, as well as dualling the road south of the Polegate Roundabout and delivering new active travel infrastructure. This will reduce congestion through the area and encourage increased active travel.
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Upgrades to the A27 Chichester Bypass in West Sussex. This will increase safety for all road users, reduce congestion and improve connectivity.

Ref. code	Intervention name	Description
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Enhancements to the capacity of the A326. This will ensure reliable access is maintained for both existing and forecast levels of traffic associated with significant development proposals in the area.
I16	A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)	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.
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	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.
I18	A29 Realignment including combined Cycleway and Footway	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.
I19	M27/M271 Smart Motorway(s)	A new bridge between Tipner and Horsea serving pedestrians, cyclists and bus users. This will improve journey times for existing users and attract new pedestrians and cyclists, thus increasing physical activity.
I20	A27 Tangmere Junction Enhancements	Major upgrades to junctions along the A259 and major renewal to a road bridge over the River Arun. This will help maintain network resilience and thereby improve journey time reliability, particularly for commuters.
I21	A27 Fontwell Junction Enhancements	Measures to enhance access to public transport through the BSIP programme and to enable people to cycle or walk, alongside localised road and junction capacity improvements. This will encourage modal shift whilst resolving issues facing all road users.
I22	A27 Worthing (Long Term Solution)	Upgrades to junctions along the A259. This will build on previous schemes to address capacity issues on the A259 and maintain network resilience between Chichester and Bognor Regis.
I23	A27 Hangleton Junction Enhancements	Essential reconstruction of key highway structures (c.1880), including ‘arches’ and retaining walls supporting the upper seafront promenade along the A259 in Brighton. This will support network resilience and safety for road users.
I24	A27 Devils Dyke Junction Enhancements	Improvements to the A29, including realignment options to accommodate active travel corridors. This will increase the safety and attractiveness of cycling, encouraging take-up and facilitating a reduction in short-distance car trips.
I25	A27 Falmer Junction Enhancements	Smart motorway interventions along the M27 and M271. This will increase capacity and reduce congestion in particularly busy areas.
J1	Croydon Area Remodelling Scheme	Improvements to the A27 Tangmere Junction. This will increase the safety of all road users and safeguard journey time reliability.
J2	Brighton Main Line - 100mph Operation	Improvements to the A27 Fontwell Junction. This will increase the safety of all road users and safeguard journey time reliability.
J3	Brighton Station Additional Platform	Improvements to the A27 Worthing Junction. A number of tunnel options have been considered to deconflict strategic and local traffic. This will increase the safety of all road users and safeguard journey time reliability.
J4	Reigate Station Upgrade	Improvements to the A27 Hangleton Junction. This will increase the safety of all road users and safeguard journey time reliability.
J5	Arun Valley Line - Faster Services	Improvements to the A27 Devils Dyke Junction. This will increase the safety of all road users and safeguard journey time reliability.
J6	East Coastway Line - Faster Services	Improvements to the A27 Falmer Junction. This will increase the safety of all road users and safeguard journey time reliability.
J7	Brighton Main Line - Reinstate Cross Country Services	Improvements in the Croydon area, constituting the largest and most complex part of the Brighton Main Line upgrade proposals. This will increase the capacity of the railway through this area and improve its wider reliability.
J8	New Station to the North East of Horsham	Infrastructure and signalling enhancements to enable 100mph operation on the Brighton Main Line. This will reduce journey times between Brighton and London.
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Construction of an additional platform at Brighton station. This will increase capacity and improve the reliability of services to/from the station.
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	A new 12-car turn back platform at Reigate station. This will increase capacity and provide more reliable services to/from the station, including connectivity to Thameslink destinations in London and beyond.
J11	Redhill Aerodrome Chord	Increased line speeds on the Arun Valley Line. This will reduce journey times between Littlehampton, Arundel, Horsham, Crawley and Gatwick.

Ref. code	Intervention name	Description
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Increased line speeds on the East Coastway Line. This will reduce journey times between Brighton, Lewes, Eastbourne and Hastings.
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Reinstate direct Cross Country Services between Brighton, London and the Midlands. This will reduce journey times for long-distance travellers and support inbound domestic tourism.
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	A new station on the Arun Valley Line between Littlehaven and Ifield. This will provide rail connectivity to new development sites in the area and reduce journey times.
L1	Fastway Extension: Crawley - Horsham	Upgrades to rail infrastructure in and around Newhaven Port. This will increase rail freight capacity and support more rail freight movements to/from the port.
L2	Fastway Extension: Crawley - East Grinstead	Electrification of the railway from Uckfield to Hurst Green via Edenbridge. This will support the decarbonisation of the rail network and improve its cohesion.
L3	Fastway Extension: Haywards Heath - Burgess Hill	A new chord connecting the Brighton Main Line and the Redhill Tonbridge Line through Redhill Aerodrome. This will facilitate through services from Gatwick Airport to locations in Kent and Medway, reducing journey times to the airport.
L4	Fastway Extension: Crawley - Redhill	Infrastructure improvements to enable the re-opening of the Wealden Line between Uckfield and Lewes. This will provide rail connectivity to residents between Uckfield and Lewes, reducing local car-based emissions by introducing a sustainable alternative.
L5	A22 Corridor Rural Bus Service Enhancements	Reconfiguration of Lewes station to allow services on the Wealden Line to continue on the East Coastway Line to/from Brighton. This will improve rail connectivity for residents along the Wealden Line, increasing access to employment, leisure and other opportunities in Brighton.
L6	A23 Corridor Rural Bus Service Enhancements	Conversion of the Spa Valley Line between Eridge and Tunbridge Wells to modern operations. This will create an alternative rail route between Brighton and London and complement improvements to the Wealden Line.
L7	A24 Corridor Rural Bus Service Enhancements	Extension of the Fastway bus network to the west from Crawley to Horsham, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Extension of the Fastway bus network to the east from Crawley to East Grinstead, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Extension of the Fastway bus network to the south from Crawley to Haywards Heath and Burgess Hill, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L10	A272 Corridor Rural Bus Service Enhancements	Extension of the Fastway bus network to the north from Crawley to Redhill, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L11	A264 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A22, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between East Grinstead and nearby centres.
L12	A29 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A23, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Crawley, Gatwick and nearby centres.
L13	A283 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A24, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Dorking, Horsham and nearby centres.
L14	A281 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A26 between Lewes and Royal Tunbridge Wells, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Lewes, Uckfield, Royal Tunbridge Wells and nearby centres.
L15	Three Bridges Strategic Mobility Hub	Inter-urban bus enhancements along the A26 through the Newhaven area, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Newhaven, Lewes and nearby centres.

Ref. code	Intervention name	Description
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure	Inter-urban bus enhancements along the A272, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Haywards Heath, Billingshurst, Petersfield and nearby centres.
M2	East Grinstead Local Active Travel Infrastructure	Inter-urban bus enhancements along the A264, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Horsham, Crawley, Royal Tunbridge Wells and nearby centres.
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Inter-urban bus enhancements along the A29, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Arundel, Billingshurst, Horsham and nearby centres.
M4	Gatwick/Crawley Local Active Travel Infrastructure	Inter-urban bus enhancements along the A283, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Pulborough, Petsworth and nearby centres.
M5	Horsham Local Active Travel Infrastructure	Inter-urban bus enhancements along the A281, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Guildford, Horsham and nearby centres.
M6	Lewes/Newhaven Local Active Travel Infrastructure	Development of a Strategic Mobility Hub at Three Bridges, including rail, Fastway bus services, rural bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between Three Bridges and the surrounding area.
M7	Reigate/Redhill Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Burgess Hill and Haywards Heath. This will connect points of interest and transport hubs, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M8	East Sussex Inter-urban Active Travel Infrastructure	Urban walking and cycling enhancements in and around East Grinstead. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M9	Surrey Inter-urban Active Travel Infrastructure	Urban walking and cycling enhancements in and around Eastbourne and Hailsham and other centres. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M10	West Sussex Inter-urban Active Travel Infrastructure	Urban walking and cycling enhancements in and around Gatwick and Crawley. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M11	New London - Brighton National Cycle Network Corridor	Urban walking and cycling enhancements in and around Horsham. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M12	New Crawley - Chichester National Cycle Network Corridor	Urban walking and cycling enhancements in and around Lewes, Newhaven and their environs. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M13	London - Paris New "Avenue Verte"	Urban walking and cycling enhancements in and around Reigate and Redhill. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Inter-urban walking and cycling enhancements across East Sussex, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
N2	A24/A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)	Inter-urban walking and cycling enhancements across Surrey, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
N3a	A22 Corridor Package	Inter-urban walking and cycling enhancements across West Sussex, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
N3b	A22 Corridor - Hailsham to Uckfield (MRN Pipeline)	A new inter-urban cycling corridor between Brighton and London, utilising parts of the "Avenue Verte" and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and help to diversify residents' travel options.
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	A new inter-urban cycling corridor between Crawley and Chichester, enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and help to diversify residents' travel options.

Ref. code	Intervention name	Description
N5	M23 Junction 8a New Junction and Link Road - Redhill	A new inter-urban cycling corridor between London and Paris, utilising and enhancing the existing "Avenue Verte" and the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and increase tourism and leisure opportunities along the route.
N6	M23 Junction 9 Enhancements - Gatwick	Improvements to the A22 north corridor (Tandridge) between South Godstone and East Grinstead. This will resolve existing congestion issues, support access to new developments and provide new active travel infrastructure.
N7	A23 Carriageway Improvements - Gatwick to Crawley	Improvements to the A24/A243 between the Knoll Roundabout and M25 Junction 9A. This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Improvements to the A22 Polegate/Stone Cross/Hailsham junction. This will increase the safety of all road users and safeguard journey time reliability.
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Improvements to the A22 between Hailsham and Uckfield. This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N10	Crawley Western Link Road and Active Travel Infrastructure	Improvements to the corridors south of the Willingdon Roundabout (A2270/A2101). This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N11	A24 Dorking Bypass	A new M23 Junction 8a and link road to Redhill (and Reigate). This will provide a safer alternative access point to the strategic road network. The current access point for Redhill is M25 Junction 8 via a level crossing.
N12	A24 Horsham to Washington Junction Improvements	Capacity enhancements to M23 Junction 9. This will maintain reliable access and accommodate planned growth at Gatwick Airport.
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Online improvements to the A23 between Gatwick and Crawley. This will increase road safety and improve journey time reliability through the area.
N14	A23 Hickstead and Bolney Junction Enhancements	Online improvements to the A264 between Horsham and Pease Pottage. This will increase road safety and improve journey time reliability through the area.
N15	A23/A27 Patcham Interchange Junction Enhancements	Online dualling of the A264 between Crawley and East Grinstead, including new segregated walking and cycling infrastructure. This will accommodate growth in the area and help to encourage the take-up of active modes.
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	A new western link road in Crawley, including new bus, walking and cycling infrastructure. This will accommodate growth to the north and west of Crawley, improve local connectivity to Gatwick Airport and help to encourage the take-up of active and sustainable modes.
N17	A26 Lewes - Uckfield Enhancements	Online dualling of the A24 Dorking Bypass. This will accommodate growth, increase road safety and improve journey time reliability.
N18	A22 Uckfield Bypass Dualling	A new roundabout on the A24 Capel Bypass between Horsham and Washington. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
N19	A22 Smart Road Trial Proposition Study	Improvements to the A24 Capel Bypass between Dorking and Horsham. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O1	Western Rail Link to Heathrow	Improvements to the A23 Junction at Hickstead and Bolney. This will increase connectivity and accommodate planned growth around Burgess Hill.
O2	Southern Access to Heathrow	Enhancements to interchange between the A23/A27 at Patcham. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O3	Reading to Basingstoke Enhancements	Realignment and junction enhancements on the A26 between Lewes and Newhaven. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O4	North Downs Line - Decarbonisation	Online improvements to the A26 between Lewes and Uckfield. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O5	North Downs Line - Level Crossing Removals	Online dualling of the A22 Uckfield Bypass. This will increase road safety and improve journey time reliability through the area.

Ref. code	Intervention name	Description
O6	North Downs Line - Service Level and Capacity Enhancements	Trial and implementation of a series of "smart road" interventions on the A22. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O7	Guildford Station Redevelopment	A new direct rail link from the Great Western Main Line (between Iver and Langley) to Heathrow Airport. This will enable direct connectivity and reduce journey times to Heathrow Airport from key locations, including Bristol, Swindon, Oxford and Reading.
O8	New Station Guildford West (Park Barn)	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.
O9	New Station Guildford East (Merrow)	Electrification of the Reading to Basingstoke Line. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.
O10	Redhill Station Track Capacity Improvement	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.
O11	Dorking Deepdene Station Upgrade	Level crossing removals on the North Downs Line. This will reduce journey times for rail services along the line and increase safety for all road users.
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	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.
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Redevelopment of Guildford station. This will provide easier interchange between the North Downs Line and the Portsmouth Direct Line.
O14	Cross Country Service Enhancements	A new station in Guildford West (Park Barn). This will improve access to the rail network for local residents, particularly commuters to/from London.
O15	Portsmouth Direct Line - Line Speed Enhancements	A new station in Guildford East (Merrow). This will improve access to the rail network for local residents, particularly commuters to/from London.
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Improvements at Redhill station. This will increase track capacity and provide easier interchange between the North Downs Line, the Brighton Main Line and the Redhill – Tonbridge Line.
O17	South West Main Line - Digital Signalling	An improved pedestrian link between Dorking Deepdene and Dorking stations. This will provide easier interchange between the North Downs Line and the Mole Valley Line.
O18	Theale Strategic Rail Freight Terminal	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.
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Installation of the bi-directional Basingstoke Regulation Loop around the back of platform 5. This will relocate all freight movements from the station, increasing capacity on the South West Main Line whilst helping to provide for freight growth.
O20	Reading to Waterloo Service Enhancements	Reinstatement of Cross Country services between Portsmouth and the Midlands and increased service frequencies and span between Southampton and the Midlands. This will reduce journey times between Portsmouth, Southampton and other national centres and support inbound tourism.
P1	Basingstoke Mass Rapid Transit	Increased line speeds on the Portsmouth Direct Line. This will reduce journey times between Portsmouth and London.
P2	Blackwater Valley Mass Rapid Transit	Increased line speeds between Havant and Petersfield by upgrading the Buriton Tunnel. This will reduce journey times between Portsmouth and London.
P3	Bracknell/Wokingham Bus Enhancements	Introduction of digital signalling on the South West Main Line. This will increase the capacity for (and safety of) rail passenger and freight movements.
P4	Elmbridge Bus Enhancements	Development of a rail freight hub at Theale. This will support more efficient rail freight operations and contribute to business growth.
P5	Epsom/Ewell Bus Enhancements	Electrification of the West of England Line between Basingstoke and Salisbury. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.

Ref. code	Intervention name	Description
P6	Guildford Sustainable Movement Corridor	Increased line speeds on the Reading to Waterloo Line. This will reduce journey times between London, Bracknell and Ascot and enhance onward connectivity from locations on the Ascot to Guildford Line, e.g. Camberley and Bagshot.
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	An integrated network of new bus-based rapid transit routes across Basingstoke. This will connect new and existing developments with the town centre and increase the attractiveness of public transport.
P8	Newbury/Thatcham Bus Enhancements	An integrated network of new bus-based rapid transit routes across the Blackwater Valley. This will connect major employment and population areas locally and facilitate improved strategic connectivity to major economic hubs, building on the successful "Gold Grid" initiative.
P9	Reading Mass Rapid Transit	Urban bus enhancements connecting centres within Bracknell, Wokingham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P10	Spelthorne Bus Enhancements	Urban bus enhancements connecting centres within Elmbridge and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P11	Woking Bus Enhancements	Urban bus enhancements connecting centres within Epsom, Ewell and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Urban bus enhancements connecting centres within Guildford and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Urban bus enhancements connecting centres within Slough, Windsor, Maidenhead and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P14	Winchester Bus Enhancements	Urban bus enhancements connecting centres within Newbury, Thatcham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P15	Andover Bus Enhancements	An integrated network of new bus-based rapid transit routes across Reading. This will connect major employment and population areas locally, building on the successful South Reading Mass Rapid Transit initiative.
P16	Runnymede Bus Enhancements	Urban bus enhancements connecting centres within Spelthorne and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P17	London Heathrow Airport Bus Access Enhancements	Urban bus enhancements connecting centres within Woking and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Inter-urban bus enhancements along the A4, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Maidenhead, Slough and Heathrow Airport.
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Inter-urban bus enhancements along the A329/B3408, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Reading, Bracknell, Wokingham and nearby centres.
R1	M3 Junction 9 (RIS2)	Urban bus enhancements connecting centres within Winchester and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Urban bus enhancements connecting centres within Andover and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.

Ref. code	Intervention name	Description
R3	A404 Bisham Junction (RIS3 Pipeline)	Urban bus enhancements connecting centres within Runnymede and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
R4	A3/A247 Ripley South (RIS3 Pipeline)	Bus enhancements, including bus priority measures. This will enable frequent, reliable, express services to run along roads connecting Slough, Windsor, Spelthorne and Elmbridge to Heathrow Airport.
R5	A31 Farnham Corridor (LLM)	Inter-urban bus enhancements, including bus priority measures. This will enable frequent, reliable, express services to run along roads connecting major economic hubs, e.g. Guildford to the Blackwater Valley via the A31.
R6	New Thames Crossing East of Reading (LLM)	Inter-urban walking and cycling enhancements, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and help to diversify residents' travel options.
R7	A320 North Corridor (HIF)	Upgrades to the M3 Junction 9. This will facilitate better movement from the A34 to the M3, including key strategic freight movements, and help to accommodate future growth.
R8	M4 Junction 10 Safety Enhancements	Smart motorway extension from M3 Junction 9 to M3 Junction 14. This will increase capacity and road safety and improve reliability along this section.
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Upgrades to Bisham Roundabout junction. This will relieve existing congestion along the A404 corridor, improving reliability for strategic movements whilst providing additional capacity.
R10	A3 Guildford Local Traffic Segregation	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.
R11	A3 Guildford Long Term Solution	Upgrades to Hickley's Corner junction and Firgrove Hill, including a new underpass and roundabout. This will relieve existing congestion, segregate strategic and local movements and support active travel in the town centre.
R12	A34 Junction and Safety Enhancements	A third bridge across the river Thames in Reading, including supporting infrastructure. This will relieve existing congestion in Reading town centre and provide additional capacity for access to new housing developments.
R13	A322 and A329(M) Smart 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.
R14	A339 Newbury to Basingstoke Safety Enhancements	Changes to M4 Junction 10 with the A329(M). This will support the increased safety of all road users.
R15	M4 Junction 3 to Junction 12 Smart Motorway (SMP)	Changes to M3 Junction 7 at Basingstoke and M3 Junction 8 with the A303. This will support the increased safety of all road users and accommodate growth.
S1	St Pancras International Domestic High Speed Platform Capacity	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.
S2	London Victoria Capacity Enhancements	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.
S3	Bakerloo Line Extension	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.
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Introduction of smart motorway interventions along the A322 and A329(M). This will support the more efficient use of existing capacity using real-time information.
S5	London Victoria to Shortlands Capacity Enhancements	Changes to the A339 between Basingstoke and Newbury. This will support the increased safety of all road users and improve journey time reliability for strategic freight movements.
S6	Hoo Peninsula Passenger Rail Services (HIF)	Smart motorway extension from M4 Junction 3 to M4 Junction 12. This will increase capacity and road safety and improve reliability along this section.
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	A new platform at St Pancras International station for domestic high speed rail services. This will support an increase in station capacity to provide more HS1 services between London, Medway and Kent.

Ref. code	Intervention name	Description
S8	Thameslink - Extension to Maidstone and Ashford	Additional capability at London Victoria station, taking advantage of a major track renewal in CP8/9, as well as digital signalling on lines approaching the station from the South East in the longer-term. This will enable more services between London and Kent, Medway and East Sussex, reduce headways and improve journey time reliability.
S9	North Kent Line - Service Enhancements	Extension of the Bakerloo Line from its current terminus at Elephant and Castle to Hayes via Lewisham. This will increase capacity for services between London and Kent, Medway and East Sussex.
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Improvements to the South Eastern Main Line between Chislehurst and Tonbridge, including signalling upgrades. This will facilitate increased capacity and service frequencies on the line.
S11	Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade	Improvements to the South Eastern Main Line between London and Tonbridge. This will facilitate increased capacity and service frequencies on the line.
S12	Integrated Maidstone Stations	A new station serving the Hoo Peninsula alongside other improvements to the existing Grain Branch Line. This will enable new passenger services connecting large-scale employment and housing developments.
S13	Dartford Station Remodelling/Relocation	A new rail chord at Hoo Junction. This will enable rail freight to circumnavigate London via Paddock Wood.
S14	Canterbury Interchange Rail Chord	Extension of Thameslink services from Otford to Maidstone East and Ashford. This will improve onward connectivity for existing users and attract potential new users within rail catchments in Maidstone and Ashford.
S15	New Station - Canterbury Interchange	Increased line speeds and signalling upgrades on the North Kent Line between Gravesend and Rochester. This will reduce journey times to London from North Kent.
S16	New Strood Rail Interchange	Increased line speeds and signalling upgrades on the North Kent Line and the Chatham Main Line between Rochester and Margate. This will reduce journey times to London from Kent.
S17	Rail Freight Gauge Clearance Enhancements	An additional platform at Westenhanger station near Otterpool Park Garden Town. This will increase station capacity to accommodate new housing developments.
S18	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Improvements to the pedestrian link between Maidstone Barracks and Maidstone East. This will provide easier interchange between the Medway Valley Line and the Maidstone Line and contribute to an improved rail offer for Kent and Medway.
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Re-modelling and re-location of Dartford station. This will increase station capacity and improve interchange and journey time reliability.
S20	Ebbsfleet International (Northfleet Connection)	A new rail chord between the Canterbury East and Canterbury West Lines. This will improve resilience and allow rail services to operate between Faversham and Ashford as well as Dover and Ashford via Canterbury East.
S21	Ebbsfleet International (Swanscombe Connection)	A new parkway station located to the west of Canterbury and serving the Canterbury East and Canterbury West Lines. This will extend access to the rail network to more rural areas and provide effective interchange.
S22	Gatwick - Kent Service Enhancements	Relocation of the existing station at Strood. This will provide interchange between two lines (the North Kent Line and the Medway Valley Line) and better integrate with Medway's local public transport network.
T1	High Speed East - Dollands Moor Connection	Delivery of W12 gauge clearance between the Channel Tunnel and the West Coast Main Line via Maidstone and/or Tonbridge. This will support the growth of rail freight, contributing to decarbonisation and helping to realise the aspirations of the Network Rail Freight Strategy.
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Extension of Crossrail services from Abbey Wood to Dartford and Ebbsfleet International stations. This will increase service frequencies to London and provide a direct rail link to Heathrow Airport from Dartford and Ebbsfleet.
U1	High Speed 1 - Link to Medway (Chatham)	Construction of a new rail chord south of Ebbsfleet. This will enable direct access between High Speed 1 and local lines, unlocking new rail corridors such as Ebbsfleet to South East London.
U2	High Speed 1 - Additional Services to West Coast Main Line	An improved pedestrian link between Ebbsfleet International and Northfleet stations. This will provide easier interchange between lines and contribute to an improved rail offer for Kent.

Ref. code	Intervention name	Description
V1	Fastrack Extension - Swanscombe Peninsula	Construction of a new rail chord north of Ebbsfleet. This will enable direct access between High Speed 1 and the North Kent Line, reducing journey times between North Kent and London.
V2	Fastrack Optimisation and Extension - Dartford - Northfleet - Ebbsfleet - Gravesend	Enabling of direct rail services between Gatwick Airport and Kent. This will provide an alternative to private car for trips between Gatwick Airport and Kent and reduce journey times.
V3	Fastrack Extension - Medway	A new rail connection between High Speed 1 and the South Eastern Main Line at Dolland Moor. This will improve network resilience and provide increased service options (as proposed in the Kent Rail Strategy).
V4	Medway Mass Transit	New high speed services to Hastings, Bexhill and Eastbourne via High Speed 1 / the Marshlink Line. This will markedly reduce journey times between these locations and London.
V5	Medway Mass Transit - Extension to Hoo Peninsula	A new link from High Speed 1 at Ebbsfleet International station to Chatham station. This will improve regional connectivity to Medway and North Kent, with reduced journey times to/from London and a step-change capacity increase.
V6	Medway to Maidstone Bus Priority	Implementation of direct services between High Speed 1 and the West Coast Main Line. This will enable direct services between the South East and the Midlands, markedly reducing journey times.
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Extension of the Fastrack bus network in the Swanscombe Peninsula and adjacent hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Optimisation and extension of the Fastrack bus network in the North Kent area and adjacent hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V9	Maidstone Bus Enhancements	Extension of the Fastrack bus network to Medway, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V10	Dover Bus Rapid Transit	Mass Rapid Transit enhancements connecting centres in Medway with adjacent economic hubs, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V11	Sittingbourne Bus Enhancements	Mass Rapid Transit enhancements connecting centres in Medway to the Hoo Peninsula, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V12	Sevenoaks Bus Enhancements	Mass Rapid Transit enhancements connecting centres in Medway and Maidstone, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V13	Thanet Bus Enhancements	Mass Rapid Transit enhancements connecting Medway to Medway City Estate via a new bridge, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V14	Folkestone Bus Enhancements	Mass Rapid Transit enhancements connecting Medway to the Medway City Estate via a water taxi. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V15	Ashford Bus Enhancements	Urban bus enhancements within Maidstone and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Urban bus enhancements within Dover and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V17	Thames Gateway/Gravesham Bus Enhancements	Urban bus enhancements within Sittingbourne and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.

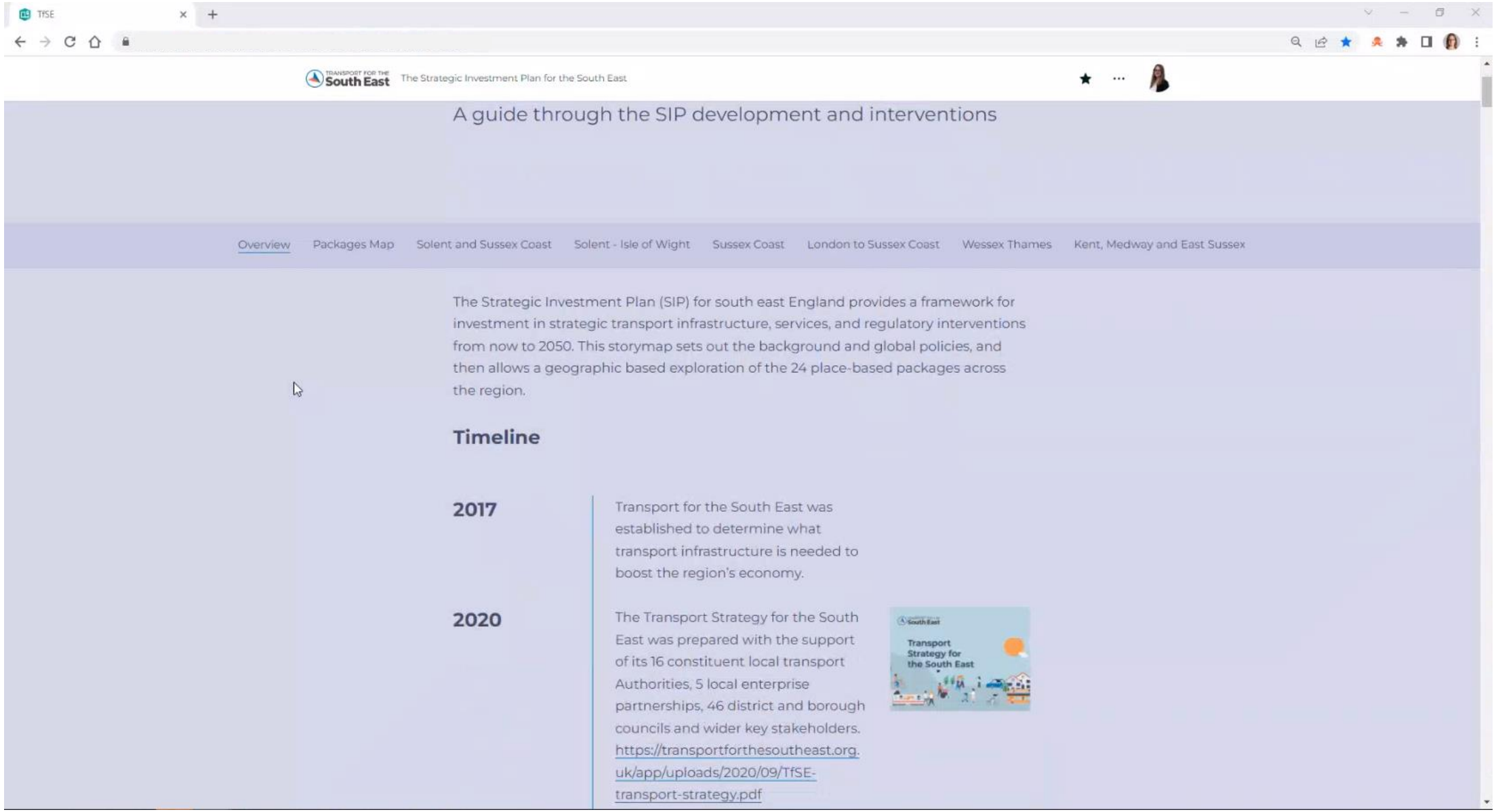
Ref. code	Intervention name	Description
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Urban bus enhancements within Sevenoaks and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Urban bus enhancements within Thanet and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Urban bus enhancements within Folkestone and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Urban bus enhancements within Ashford and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V22	Inland Waterway Freight Enhancements	Urban bus enhancements within Royal Tunbridge Wells / Tonbridge and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
W1	Medway Active Travel Enhancements	Urban bus enhancements within the Thames Gateway / Gravesham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Inter-urban bus enhancements along the A290 and A291 between Canterbury / Whitstable / Herne Bay, including bus priority measures where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies and extending operating hours.
W3	Kent Urban Active Travel Infrastructure	Introduction of a new ferry service between Sheerness and the Hoo Peninsula. This will support connectivity to new developments.
W4	Kent Inter-urban Active Travel Infrastructure	Enhancement of ferry services between Sheerness and Chatham / Medway City Estate / Strood. This will improve freight efficiency and contribute to business growth.
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Enhancement of ferry services across the Thames Estuary between Gravesend and Tilbury. This will improve freight efficiency and contribute to business growth.
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Introduction of Inland Waterway Freight corridors. This will enable sustainable freight movements into and around Medway and Maidstone.
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Urban walking and cycling enhancements in and around the Medway towns. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	A new river crossing for active travel between Chatham and the Medway City Estate, integrated with the rest of the Medway cycle network. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W9	East Sussex Local Active Travel Infrastructure	Urban walking and cycling enhancements across Kent. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W10	East Sussex Inter-urban Active Travel Infrastructure	A series of Inter-urban walking and cycling enhancements across Medway and Kent, utilising and enhancing the National Cycle Network. This will facilitate strategic active travel movements (for example Ebbsfleet – Swanley – Sevenoaks – Oxted – Redhill) and provide safer, faster and more accessible segregated cycle infrastructure.
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Faversham and Hastings, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W12	Canterbury Placemaking and Demand Management Measures	Enhancements to the inter-urban cycling route between Maidstone and Tonbridge (and onwards towards East Grinstead and Crawley), utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.

Ref. code	Intervention name	Description
W13	Medway Placemaking and Demand Management Measures	Enhancements to the inter-urban cycling route between Sevenoaks, Maidstone and Sittingbourne, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W14	Dover Placemaking and Demand Management Measures	Enhancements to the inter-urban cycling route between Bromley, Sevenoaks and Royal Tunbridge Wells, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
X1	M2 Junction 5 (RIS2)	Intra-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network. This will facilitate local active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.
X2	A2 Brenley Corner Enhancements (RIS3 Pipeline)	Inter-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network. This will facilitate strategic active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.
X3	A2 Dover Access (RIS3 Pipeline)	Enhancements to the inter-urban cycling route between Royal Tunbridge Wells and Hastings, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
X4	A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)	Placemaking initiatives in and around Canterbury, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Placemaking initiatives in and around Medway, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	Placemaking initiatives in and around Dover, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Improvements to slip roads and enhancements to the junction approaches. This will increase capacity and reliability and lead to reduced journey times, including for strategic freight movements.
X8	Digital Operations Stack and Brock	Enhancements at Brenley Corner. This will increase reliability and lead to reduced journey times, particularly for strategic freight movements on the A2/M2 to/from Dover.
X9	A20 Enhancements for Operations Stack & Brock	Enhancements on the approach to Dover from the A2. This will reduce queueing and enable the smooth flow of strategic freight movements to/from the port.
X10	Kent Lorry Parks (Long Term Solution)	Safety improvements along the A21. This will overcome known safety issues, reduce conflict between strategic movements and local movements and support active travel.
X11	Dover Freight Diversification	Upgrade of Bluebell hill by remodelling the junctions at either end (A229/M2 J3 and A229/M20 J6) to ensure free flow traffic. This will build resilience to the strategic highway freight network.
X12	A2 Canterbury Junctions Enhancements	A relief road, utilising the existing Shottendane Road which runs south of, and parallel to the A28. It will be widened and improved. This will provide an alternative route to the already congested A28 corridor and therefore relieve congestion on the existing corridor.
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Targeted improvements along the A228. This will ensure that the road becomes the main link between the A21, the M20 and Maidstone, replacing the A26 through Tonbridge and Hadlow for local movements.
X14	M20 Junction 6 Sandling Interchange Enhancements	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock.
X15	M20 Junction 3 - Junction 5 Smart Motorway	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by increasing capacity on the A20 for freight parking.
X16	M25 Junction 1a Enhancements	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by considering long-term solutions.
X17	M25 Junction 5 Enhancements	Realise the strategic aspirations of the Port of Dover. This will increase the port's service offer and diversify its freight operations.
X18	Herne Relief Road	Improvements at the A2 junctions serving Canterbury. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X19	Canterbury East Relief Road	Smart motorway initiatives along the M2 between Junctions 4 and 7. This will build resilience by increasing capacity, supporting strategic freight movements.

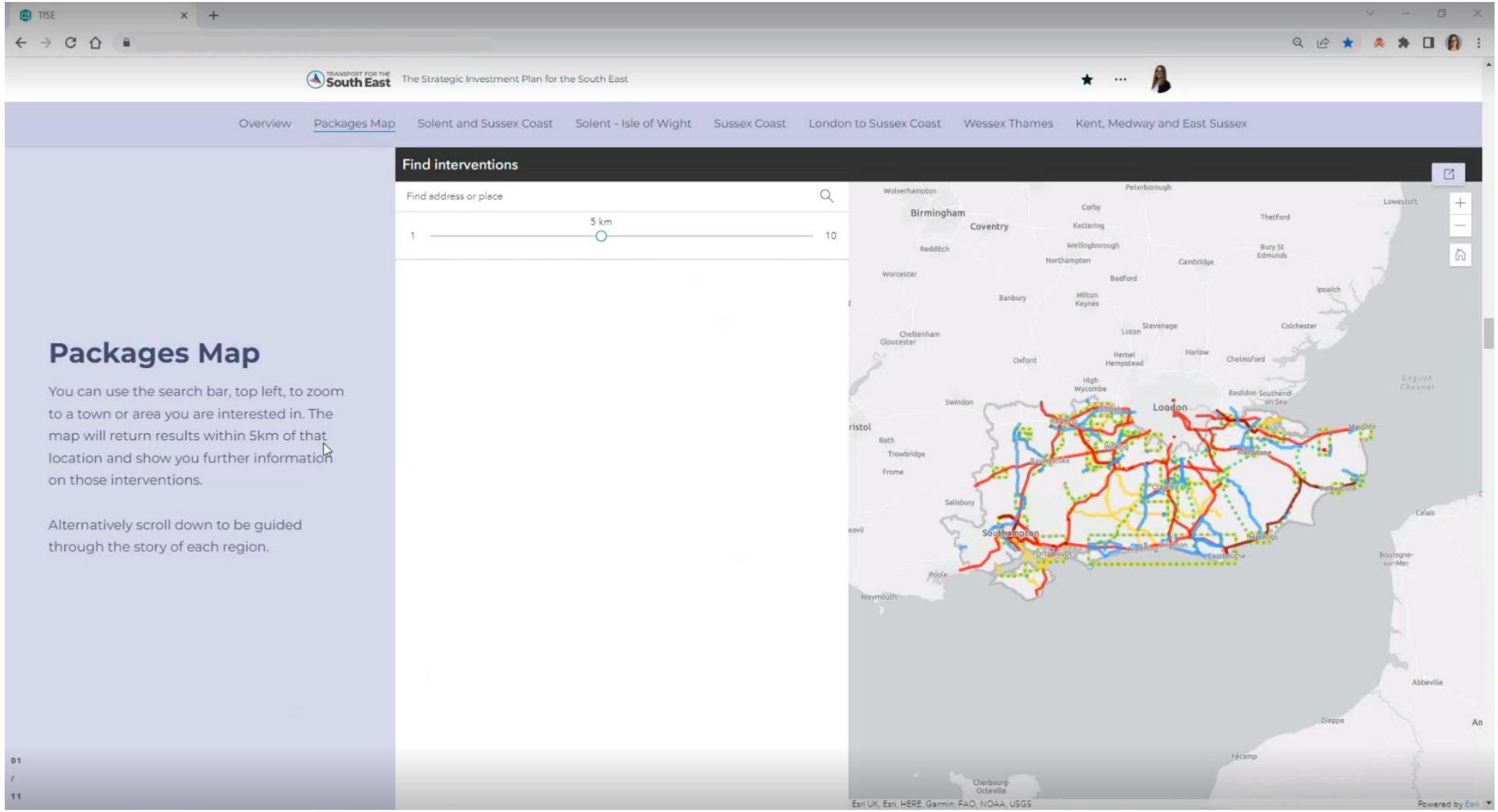
Ref. code	Intervention name	Description
X20	New Maidstone South East Relief Road	Improvements to the M20 Junction 6, Sandling, with focus on supporting strategic freight movements to/from Dover. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X21	A228 Hoo Peninsula Enhancements	Smart motorway initiatives along the M20 between Junctions 3 and 5. This will build resilience by increasing capacity, supporting strategic freight movements.
X22	A228 Medway Valley Enhancements	Improvements to M25 Junction 1a, with focus on improving local connectivity for all modes in Dartford and supporting strategic freight movements via the Dartford Crossing. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X23	Strood Riverside Highway Enhancement and Bus Lane	Improvements to M25 Junction 5. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X24	A259 Level Crossing Removals - East of Rye	A new relief road in Herne. This will build resilience by increasing capacity and improve connectivity between Thanet and the rest of the South East via the A299.
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	A new relief road in Canterbury East. This will build resilience by increasing capacity and improve connectivity between Canterbury East and the strategic highway network.
X26	Hastings and Bexhill Distributor Roads	A new relief road in Maidstone South East. This will build resilience by increasing capacity and improve connectivity between Maidstone South East and the strategic highway network.
Y1	Lower Thames Crossing	Enhancements to the A228. This will build resilience by increasing capacity and support access to new developments on the Hoo Peninsula, supporting all modes including bus and active travel.

Appendix 2 – Interactive map screenshots

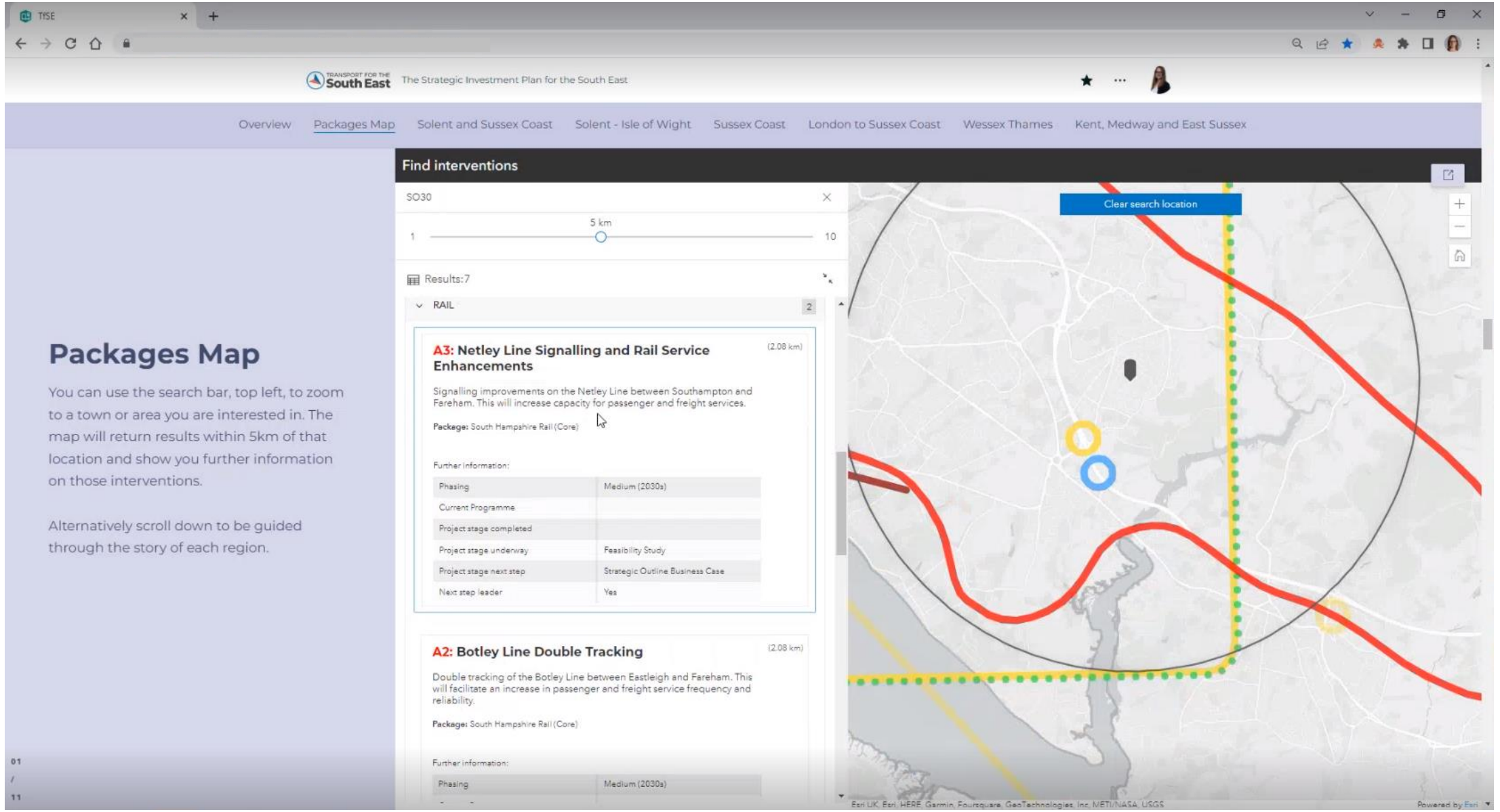
1. Overview - a guide through the SIP development and interventions



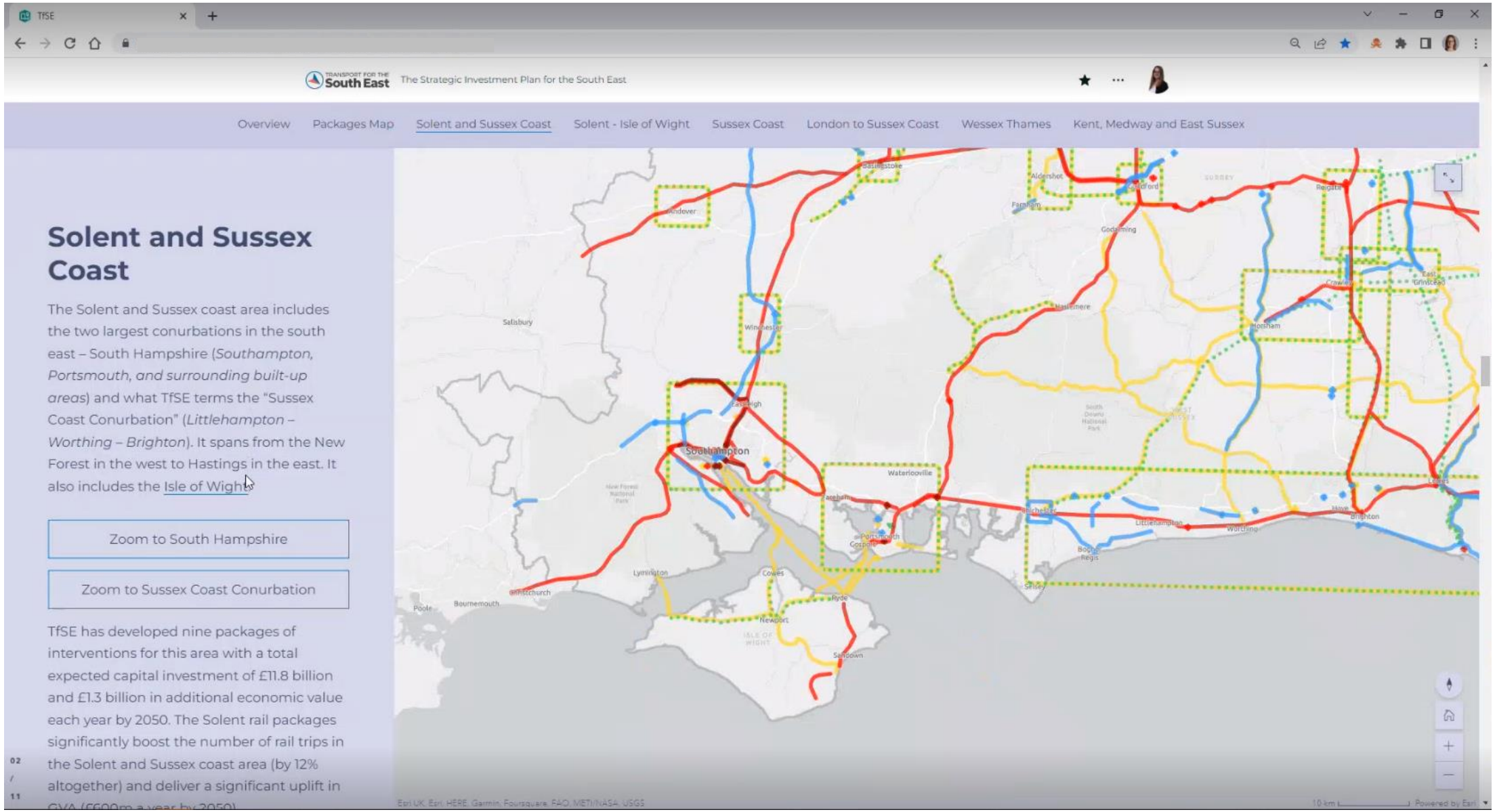
2. Packages Map – ability to search and zoom to desired location



3. Scheme information – pop up boxes provide details of schemes within the SIP



4. SIP Area - Ability to navigate and find information by SIP area



Report
June 2023

TfSE State of the Region - 2023

Transport for the South East
Our ref: 24137703
Client ref:

steer

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June 2023

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Contents

Figures

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Appendices

1 Introduction

State of the Region 2023 Report

1.1 This is the inaugural State of the Region report for Transport for the South East. Its intention is to show where the region currently is on big, important measures of economy, society and the environment.

1.2 The information presented in this report is linked to the aspirations set out in the TfSE Transport Strategy and Strategic Investment Plan (SIP). It is focused on understanding how the region is performing against the metrics which those plans are trying to influence. Whilst it is comprehensive, the report is also only a snap-shot of how the region is performing over all.

1.3 The intention is for TfSE to publish the State of the Region report every two years to demonstrate how things are changing. In particular TfSE want to see whether the Transport Strategy and Strategic Investment Plan, as well as Local Transport Plans, are supporting the region in the way they were intended to. This 2023 edition is the baseline against which future editions will demonstrate how the region has changed against the metrics which are important to the TfSE Strategy.

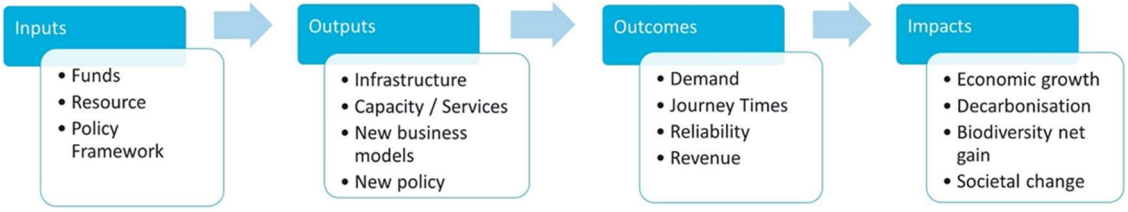
What are the Transport Strategy and Strategic Investment Plan trying to achieve?

1.4 Both of these documents set the overall policy and strategy direction for TfSE and the specific investment plan to deliver it, discuss what is hoped can be achieved to change the region for the better. Through policy change and strategic investments in transport, TfSE want to see positive change to the region's economy, its impacts on the environment and wider societal change.

1.5 Both documents use the 'theory of change' model to describe how the inputs and outputs that TfSE are seeking should lead to the outcomes and impacts they want to achieve.

1.6 This State of the Region report is presenting evidence of where the region is currently, and in some cases showing historical change, on outcome measures and impacts that TfSE are trying to influence.

Figure 1.1: Example of a 'Theory of Change' model describing how transport policy and investment can lead to economic, environmental and societal benefits.



1.7 The State of the Region report is not intended to be a means of directly measuring performance of the TfSE Strategy and SIP, at least not in the short term. The investment

proposals will take some time to be delivered and the metrics being examined can be influenced by many external factors. Hence the State of the Region report should be seen as more of a holistic view of whether the TfSE region is headed in the 'right direction'. Asking a crucial question: *Are the big-picture metrics of regional performance, linked to the aspirations of the Strategy and SIP, changing for the better, and at a sufficiently fast rate?*

Content and Structure of this Report

1.8 This report is divided into three main sections, each uses a set of data and indicators which have been identified as those best to monitor performance against what the TfSE Strategy and SIP have said should how the region should improve over time:

How is our economy performing?

1.9 Here we present an overview of the TfSE regional economy and examine some of the transport specific metrics which can have an influence on economic performance.

What are the life opportunities of our residents?

1.10 Here we examine some of the metrics which indicate the kind of lifestyles and opportunities residents within TfSE geography have access to and again delving down into some of ways in which transport and accessibility can influence society.

What are our impacts on the environment?

1.11 Here we present the impacts transport can have on the environment and how well the TfSE region is doing in moving towards a less impactful transport system.

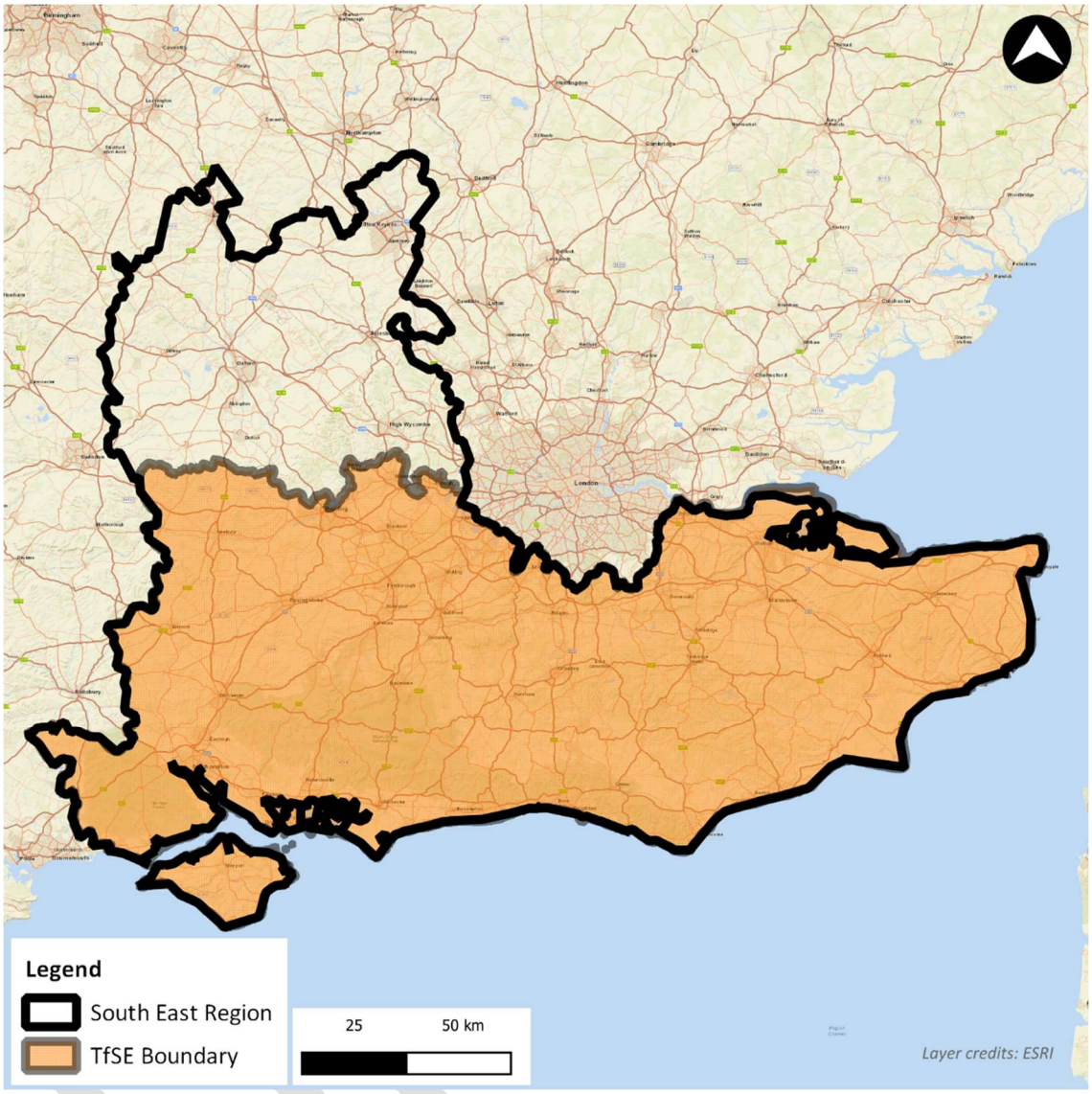
Alignment of Geography and Data

1.12 This report primarily makes use of publicly available datasets collected by either various central government departments or government agencies (such as National Highways and Network Rail). As such we are constrained by the geography for which the data is available and the frequency of data collection and reporting.

Defining the 'South East'

1.13 Due to the way in which Sub-National Transport Bodies have been established and their partner-led creation, more often than not their geography does not exactly replicate the government's definition of English regions. This is the case for Transport for the South East. As is seen in Figure 1.2 the TfSE geography is different to the South East government region.

Figure 1.2: TfSE boundary and South East Government Region Boundary



1.14 This difference is important for much of the data used and presented in this report. Where data is available at a more disaggregated level, such as down to local authority level, we have been able to aggregate up to match the TfSE geography. However, many data sets are only available at the government's regional geographies. In these cases, we have had to make use of this because it is the only data available for the important metrics we are trying to show.

1.15 In this report we have tried to make this clear by presenting data as either 'TfSE Geography' or 'South East Region'.

Presenting data from different years

1.16 This 2023 State of the Region Report presents the most up to date picture possible of where the TfSE region is as at the end of 2022. Unfortunately, not all of the available data sources are available for the full 2022 period as there is up to a year's lag in publishing national datasets. In all cases we have used the most up to date data available in April 2023. In a small number of cases the most up to date data is for a period either just before or during the pandemic and hence we are not always able to show how the period after the pandemic has settled to a new baseline.

2 How is our economy performing?

Stated aims of the TfSE Transport Strategy and Strategic Investment Plan

2.1 The indicators used to present a picture of the region's economic performance below have been identified as those which demonstrate whether the region is moving in the direction desired by the TfSE Transport Strategy and SIP.

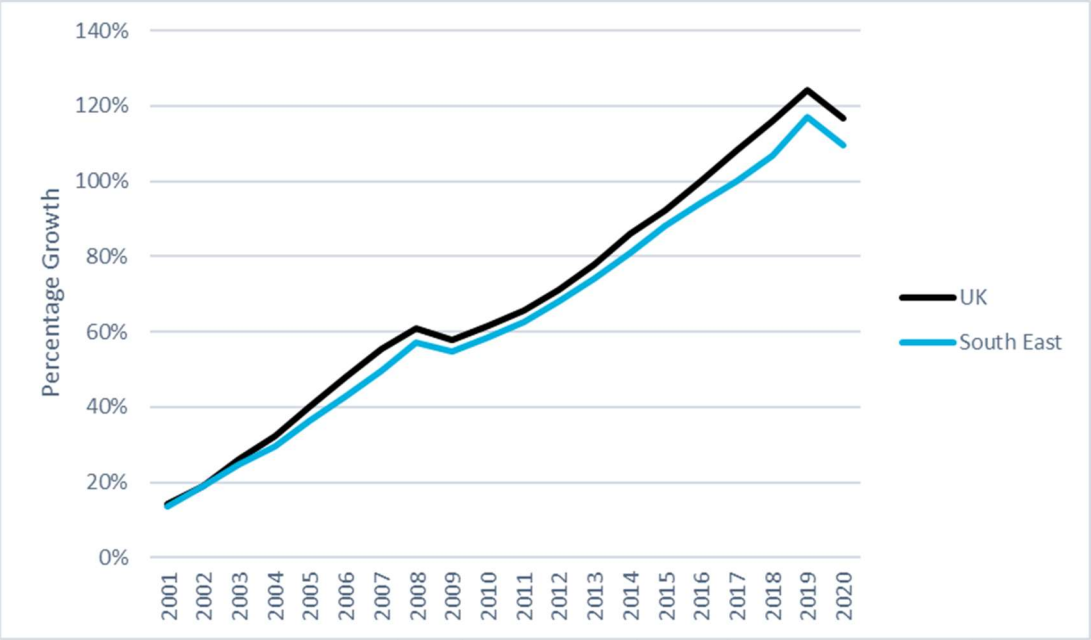
2.2 In headline terms both documents say that they should impact on:

- **Jobs growth** – investment in transport infrastructure should lead to the region becoming more attractive to inward investment.
- **Productivity** – improving connectivity in the region should lead to certain sectors to become more productive, through reductions in time and cost associated with transport (either from moving goods around or from less time for staff spent travelling).
- **Supporting an export economy** – the south east region has a competitive advantage through its access to nationally important international gateways. TfSE wish to emphasise that advantage by making access to those gateways easier for the region's businesses.

TfSE's Economy in Numbers:

- The region's economy was worth around £234bn in 2020, although this had been a 3% drop from the year before, most likely due to the start of the pandemic.
- The TfSE geography represents around 13% of the UK economy and 13% of the population. The Gross Value Added (GVA) per head is around 12% higher in the TfSE geography than the UK average. The region can therefore be said to be more productive than the UK average.
- However, as shown in Figure 2.1, compared to the UK, overall the economy of the TfSE geography has grown at a slightly slower rate since 2000, albeit in those 20 years it has almost doubled.

Figure 2.1: South East and UK GVA Growth from 2020

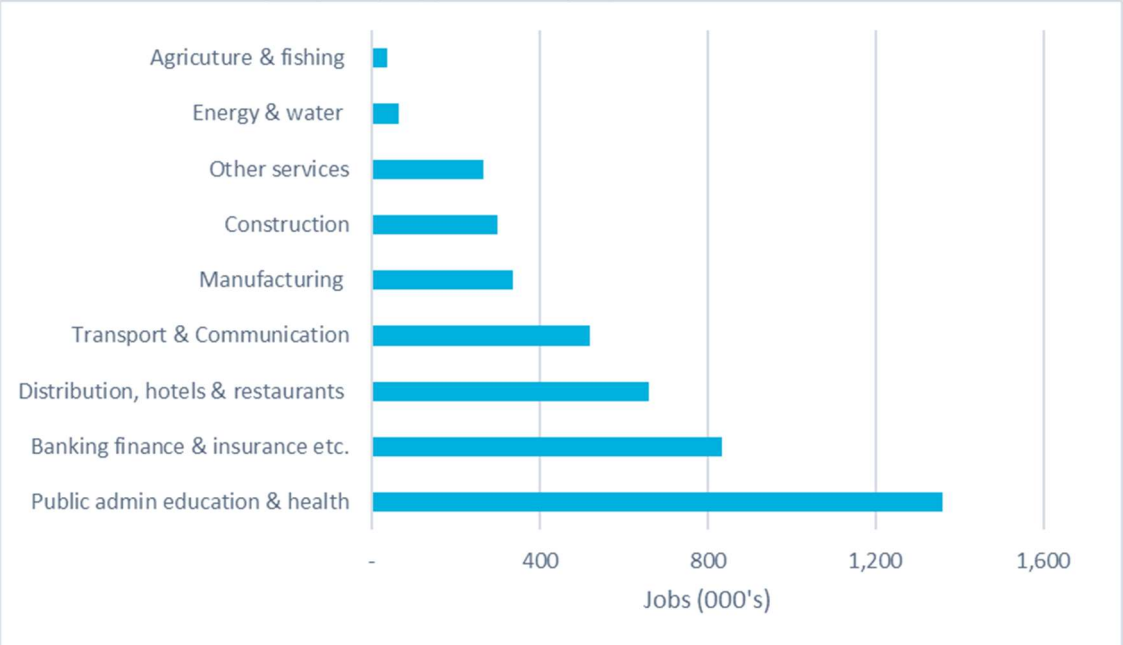


Source: ONS[1]

Make up of our economy – Industrial Sectors

2.3 In 2022 there were approximately 4.4m jobs in the south east region, with 'Public Administration, Education and Health' being by far the biggest sector with over 30% of all jobs.

Figure 2.2: Jobs by industry in the South East

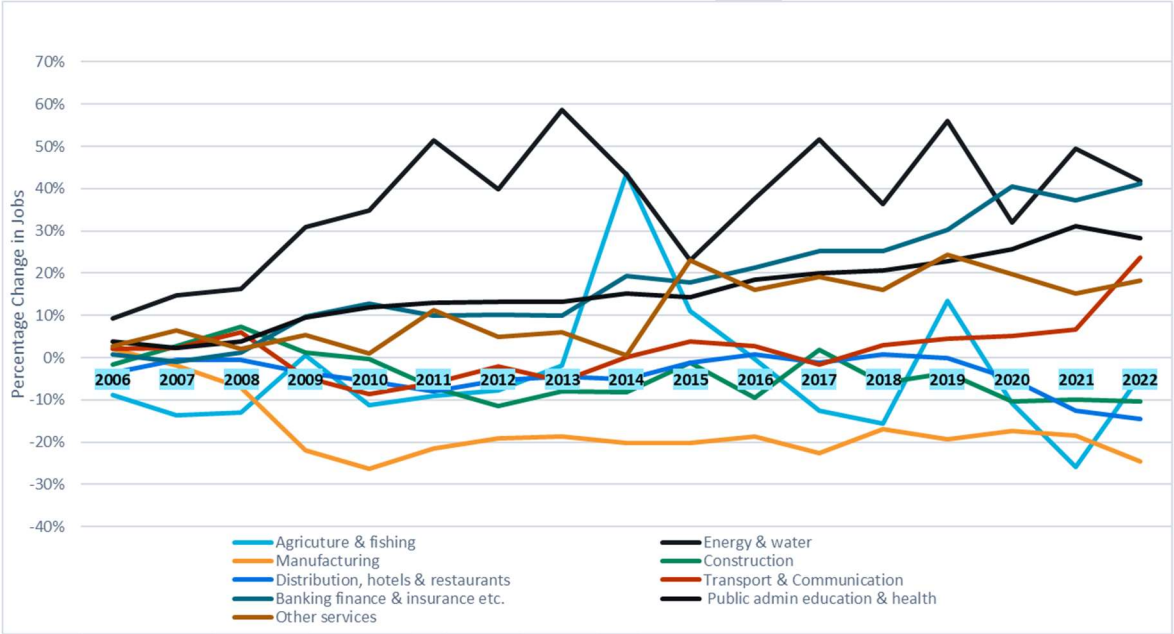


[1]https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents - Table 1

Source: NOMIS - Geography - Region: South East, Date - all dates between Dec 2004 and most recent, Cell - T13a: Employment by industry (SIC 2007) and flexibility[2]

2.4 The region has added almost 450,000 jobs between 2005 and 2022. However, some industrial sectors declined over that time, whilst others grew strongly. Manufacturing in particular has seen a 25% decline in jobs in those 17 years, whilst Banking & Finance and Water & Energy have both grown by over 40% in the same period. This reflects the changing make-up of the region's economy.

Figure 2.3: Growth in Jobs by Industry Sector in the South East Region (from 2005)



2.5 In transport terms, this changing industrial mix in the region will impact the demand for movement in different ways. All industries have some reliance on transport networks, if only to get their staff to/from a place of work or for receiving goods and services. But some sectors have more of a direct reliance on transport and connectivity for their business requirements and productivity.

2.6 For example, in 2017 National Highways (Highways England as they were then) published their 'Strategic Economic Growth Plan' which identified four key industrial sectors which relied heavily on an efficient Strategic Road Network (SRN): Logistics, Primary Materials, Manufacturing and Construction[3]. These four sectors made up just over a quarter of all jobs in the South East in 2022, but this was down from 31% in 2005, losing almost 47,000 jobs in those sectors in that time.

2.7 The high growth seen in the energy and banking/insurance sectors is likely to have seen higher paid jobs moving to the region, attracting more people commuting longer distances and therefore increased use of the commuter rail network. However, now those same people/jobs

[2] https://www.nomisweb.co.uk/query/construct/components/kwcellComponent.asp?menuopt=43&subcomp=

[3] Highways England (2017): The Road to Growth – Our strategic economic growth plan

are now more likely to be working from home at least part of the time following the changes in work patterns as a result of the pandemic.

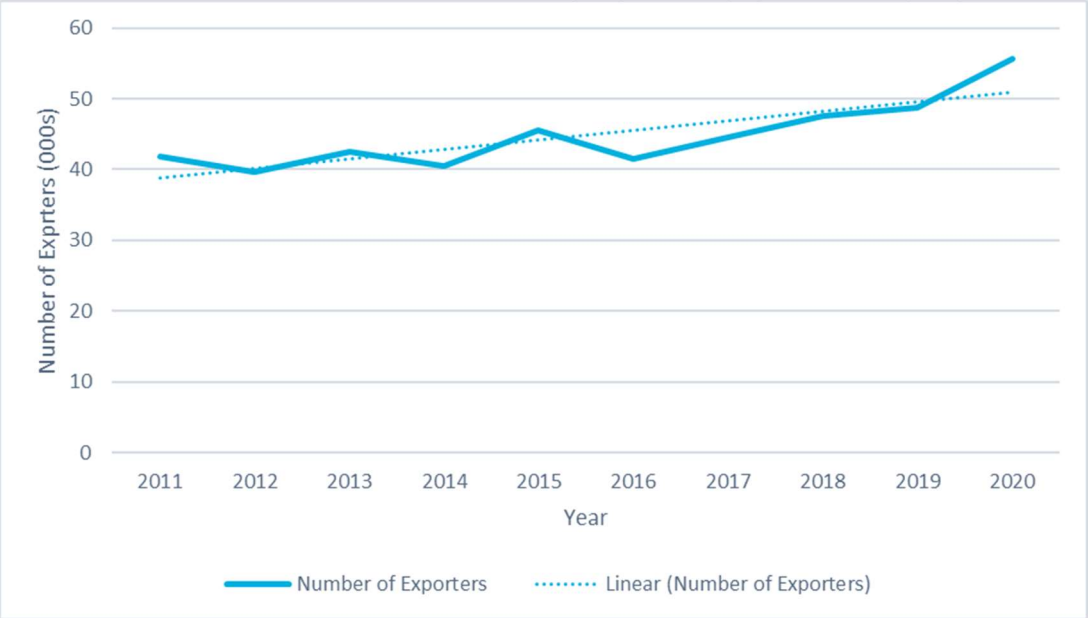
Exports and Start Ups

2.8 Two other indicators of the health or decline of a regional economy are the extent to which that region is contributing to the UK's national balance of payments and how entrepreneurial the region is in terms of stimulating new businesses to start up.

2.9 Given the number and scale/importance of the ports and airports located in the TfSE geography it would be expected that exports are an important part of the economy. In 2020 there were 55,600 exporters located in the south east, showing gradual growth over the last 10 years, as shown in Figure 2.4.

2.10 The region makes up 21% of all UK exporters, **so it is an extremely important region for the UK's export industry**. Connectivity to the ports and airports, as international gateways, is therefore vitally important.

Figure 2.4: Number of exporters in the South East

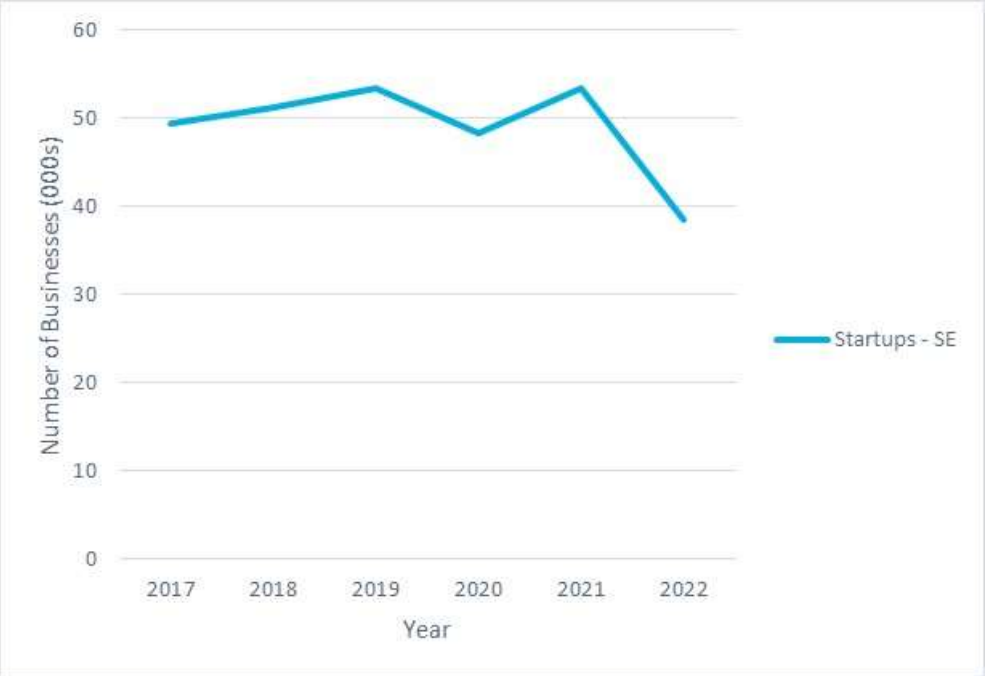


Source: ONS[4]

2.11 Business start-ups are another measure of the potential economic health of a region, particularly as a metric of how attractive it is for new businesses to locate there to start-up. Having good access to a pool of skilled workers through good transport links will be a consideration, as will access to markets/customers. So, a region's connectivity is part of its attractiveness to new business start-ups. Although the decision will be influenced by many different factors.

[4] https://www.ons.gov.uk/businessindustryandtrade/business/businessservices/datasets/annualbusinesssurveyimportersandexportersregionalbreakdown

Figure 2.5: Number of business start-ups



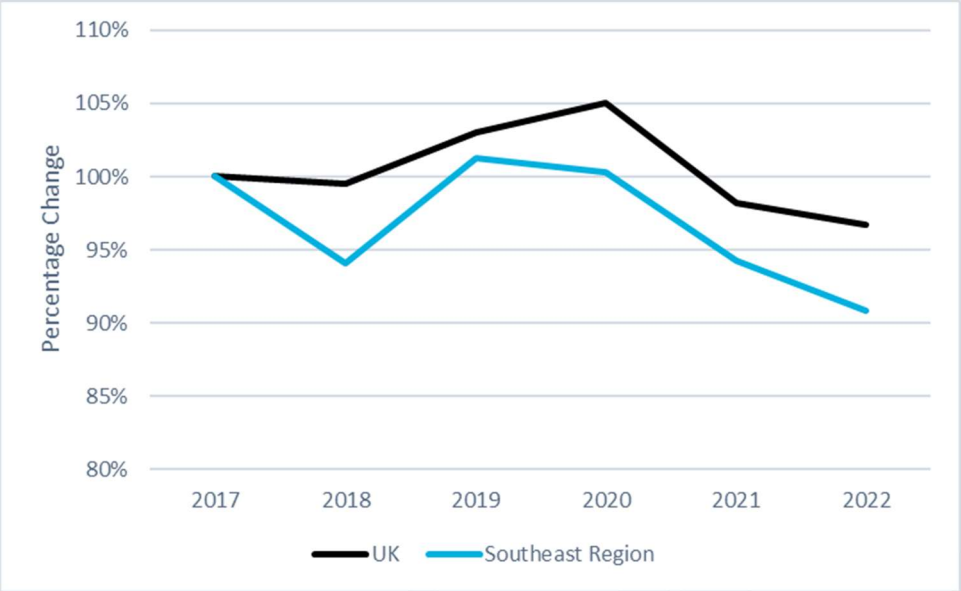
Source: ONS[5]

2.12 The south east has seen a reasonably steady number of business start-ups between 2017 and 2021, hovering around 50,000 new businesses a year starting up in the region. However, there has been a significant down-turn during 2022 when the impacts of the energy crisis and cost-of-living crisis has clearly had an impact.

2.13 When compared to the rest of the UK and looking at the net-change in overall businesses in Figure 2.6, it can be seen that the south east region is underperforming against the average, though showing the same overall pattern. The net change in the number of businesses, a loss of 84,870 businesses when compared to 2017, has been steadily declining since the pandemic but on this metric the south east region does appear to have been hit slightly harder by the economic issues of 2022 than the UK average.

[5] https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/businessdemographyquarterlyexperimentalstatisticsuk

Figure 2.6: Percentage Change in Number of Registered Businesses Compared to 2017 as a Base



Source: ONS[6]

Transport and the Economy

2.14 As has been described, the performance of the transport network and overall connectivity of a region is an important part of how successful its economy will be. Although there are clearly many other important influences on how well a regional economy performs.

2.15 Here we examine some of the high-level connectivity metrics which are linked to economic performance, particularly given some of the findings above:

- As shown in paragraph 2.6 - Over a quarter of all businesses in the south east rely on an efficient strategic road network for their success;
- As shown in paragraph 2.7 - The fastest growing industries in the south east are those which will typically attract longer distance commuting and greater use of the commuter rail network;
- As shown in paragraph 2.10 - The region is a major contributor to the UK's exports and hence connectivity to ports and airports is vital;

2.16 The TfSE Strategy and SIP outline some specific transport specific indicators which through the 'theory of change' model are directly linked to the economic impacts being sought. These transport indicators (outputs and outcomes) include:

- Network reliability
- East to West Connectivity
- Freight and Connectivity to International Gateways

[6] https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/businessdemographyquarterlyexperimentalstatisticsuk

- Public Transport Access to Major Airports

Network Reliability

2.17 Journey time is clearly an important measure of performance of a transport network. Getting people and goods to and from places quickly has long been the stated desire of transport planners. However, increasingly reliability is being seen as the more important measure. There is a limit to how we can continue to improve journey times as our networks become more and more mature. Reliability is something which can be improved and is important to both businesses and the general travelling public. If journeys can be relied upon to be consistently the same or similar length of time then businesses and people are provided a much more consistent level of service from the road and rail networks; even if in real terms journey times may be slower than they had been in the past.

2.18 This is especially important for businesses moving freight as having to add unplanned time to a route impacts heavily on the industry's productivity; increasing elements of logistics are moving to 'just in time' deliveries.

How reliable are our rail services?

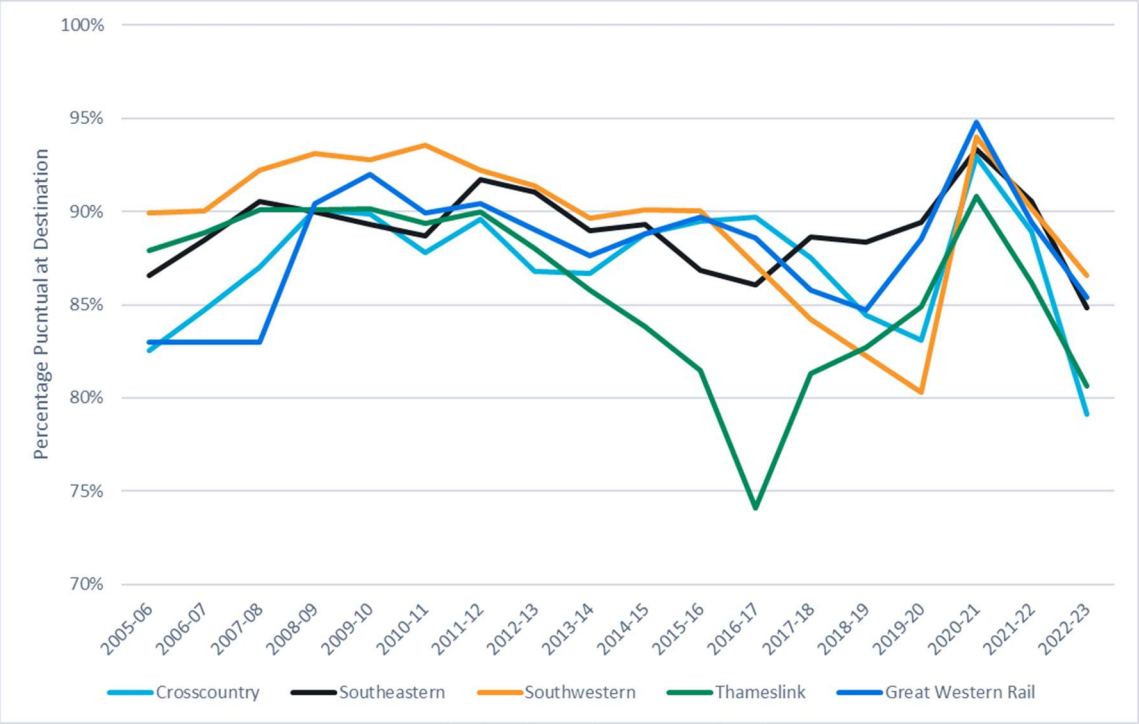
2.19 Journey time reliability on rail services contributes to the service quality that passengers experience and thus, the likelihood of using the service again. As can be seen in Figure 2.7 there has been a gradual worsening in the performance of the rail services in the TfSE geography over at least the last 10 years. During the pandemic there were fewer trains running as a result of decreased passenger demand and so overall the network became far more reliable; but this has fallen back drastically since 2021 as more of the full timetable has been running.

2.20 There are many factors related to this. In part the network itself has pinch points or capacity constraints which could be addressed, many of which are covered by identified schemes in the Strategic Investment Plan (SIP). However, there are other things at play, including driver shortages in the industry, ongoing strike action, maintenance of track and maintenance of rolling stock etc.

2.21 Since 2005, the percentage of punctual rail services has remained over 70%. The average punctuality for train companies operating in the south east in 2022/2023 was 83%, compared with national average of 84.6%.

2.22 A train is defined as on time if it arrives at the destination within five minutes of the planned arrival time for London and south east or regional services, or 10 minutes for long distance services. As of 2022/23, Southwestern services are the most reliable (87%), and Crosscountry are least reliable (79%). Note Thameslink services include Southern and Gatwick Express.

Figure 2.7: South East rail journey time reliability



Source: ORR[7]

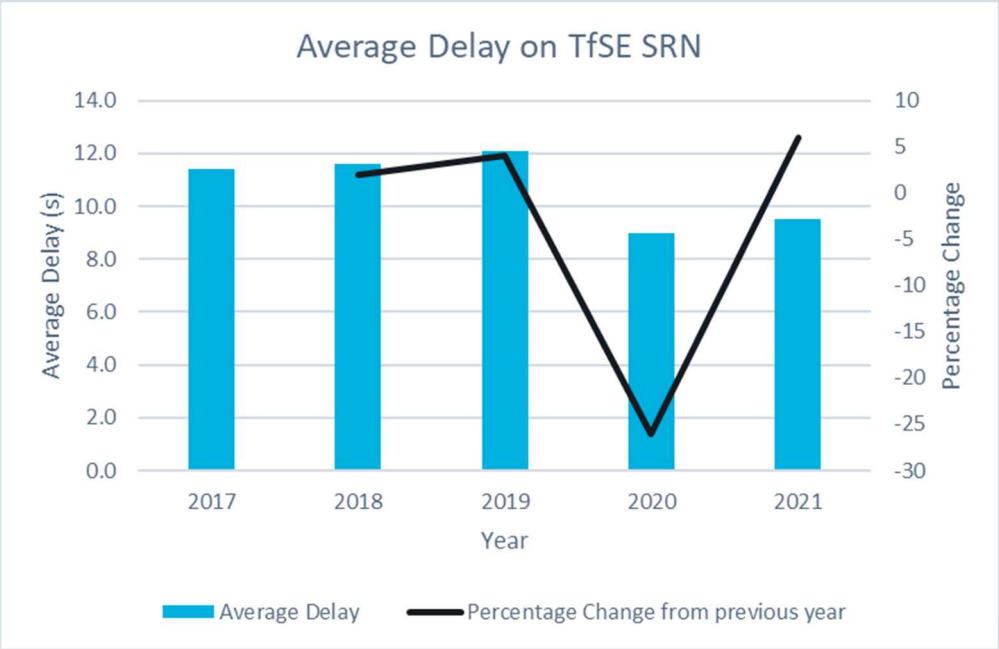
How reliable are our roads?

2.23 Unfortunately, there isn't a publicly available metric specifically linked to journey time reliability on our road networks. As a proxy however, the Department for Transport do collate and publish data on average delays on roads.

2.24 Figure 2.8 shows that delays on the strategic road network (i.e., those owned and controlled by National Highways) were steadily getting worse in the few years leading up to the pandemic. The various lockdowns during 2020 and 2021 clearly had a big impact on delays as these dropped by 26% compared to 2019. Unfortunately, at the time of publishing this report the 2022 data was not available so it's not possible to show how our roads currently perform.

[7] https://dataportal.orr.gov.uk/statistics/performance/passenger-rail-performance/table-3114-public-performance-measure-by-operator-and-sector-periodic/

Figure 2.8: Average delay on the TfSE SRN in seconds



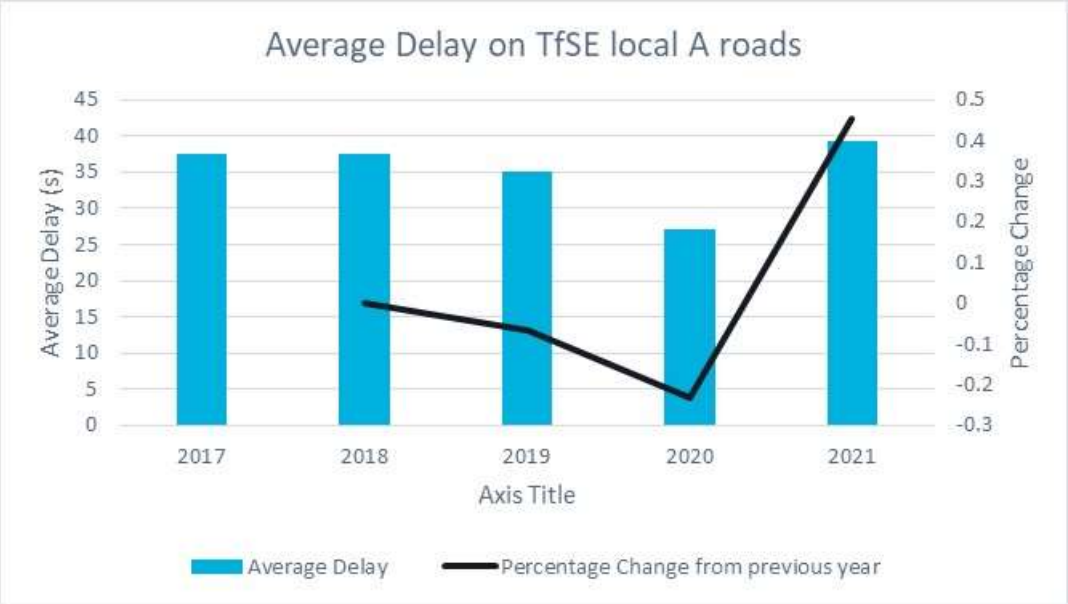
Source: Delay - CGN0405[8]

2.25 Figure 2.9 shows delays on the major road network in the TfSE geography which are higher per vehicle than on the strategic road network, which is not unexpected due to the nature of the roads where there are far more junctions and competing demands for space. However, despite the delays per vehicle being higher than the SRN, the trend before the pandemic was of gradual improvement; which is the opposite to the SRN.

2.26 It is worth noting that in 2021 the delays seem to have returned to a point higher than they were immediately before the pandemic. It cannot be known for sure but it is possible that this is linked to lower public transport use immediately following the pandemic where some people chose to drive certain journeys that they may have previously taken public transport.

[8] https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn

Figure 2.9: Average delay on the TfSE local A roads



Source: Delay - CGN0504[9]

East to West Connectivity

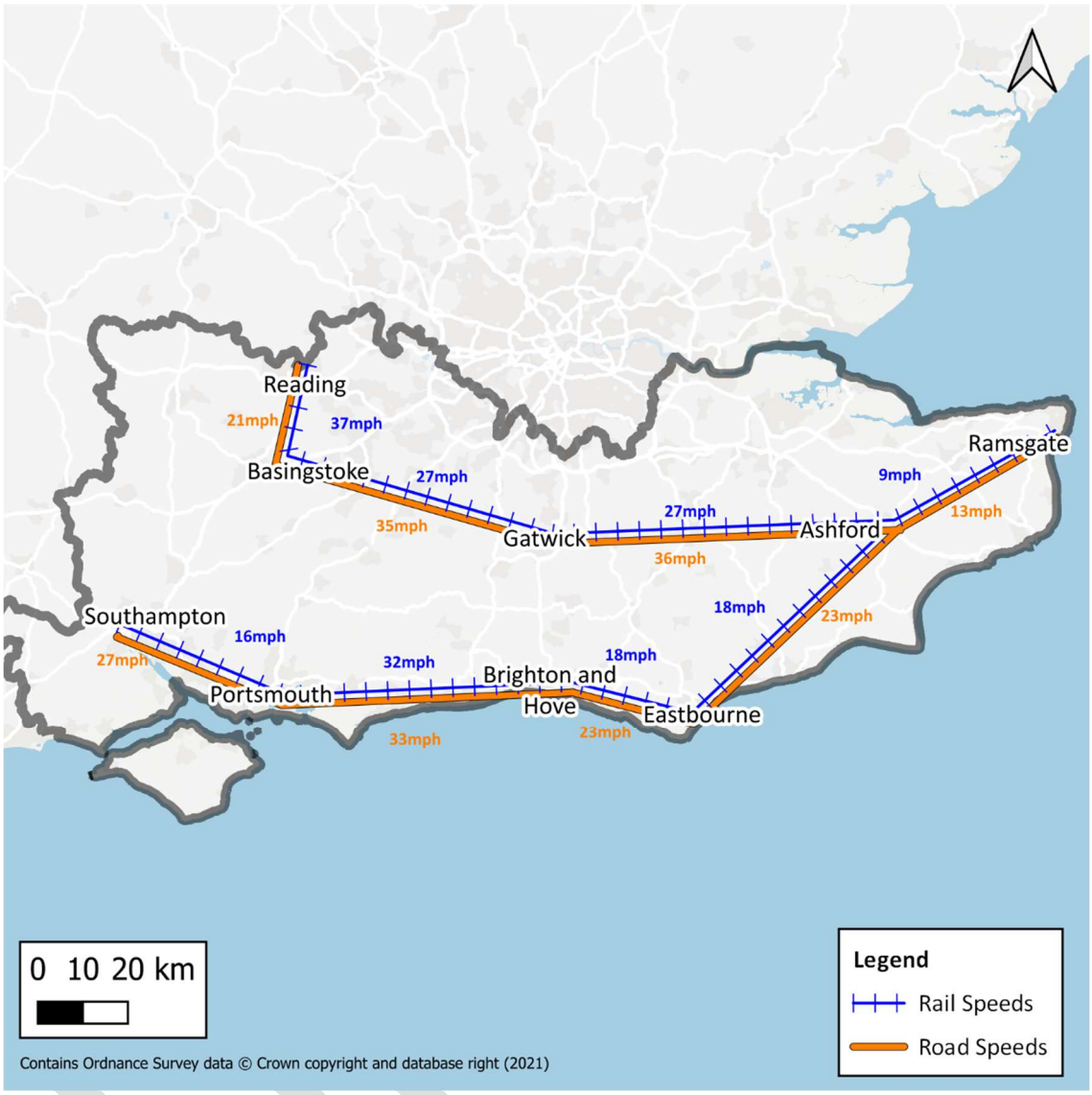
2.27 East-West connectivity looks at how well the region is connected via its orbital road and rail network. The key east to west connections stated in the TfSE Strategy are:

- Southampton-Portsmouth
- Portsmouth-Brighton and Hove
- Brighton and Hove-Eastbourne
- Eastbourne-Ashford
- Ashford-Ramsgate
- Ashford-Gatwick
- Gatwick-Basingstoke
- Basingstoke-Reading

2.28 Figure 2.10 shows the average speeds between the key locations by road and rail. This has been calculated using real journey time but divided by a "as the crow flies" distance to give a comparable figure for both road and rail. As shown in the figure, speeds in mph are generally slow and travelling by car is faster in all but one instance (between Reading and Basingstoke) when compared with travelling by rail.

[9] https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn

Figure 2.10: Average speeds (as the crow flies between) for road and rail between key East-West locations



Source: Google Maps, National Rail and bespoke Steer analysis

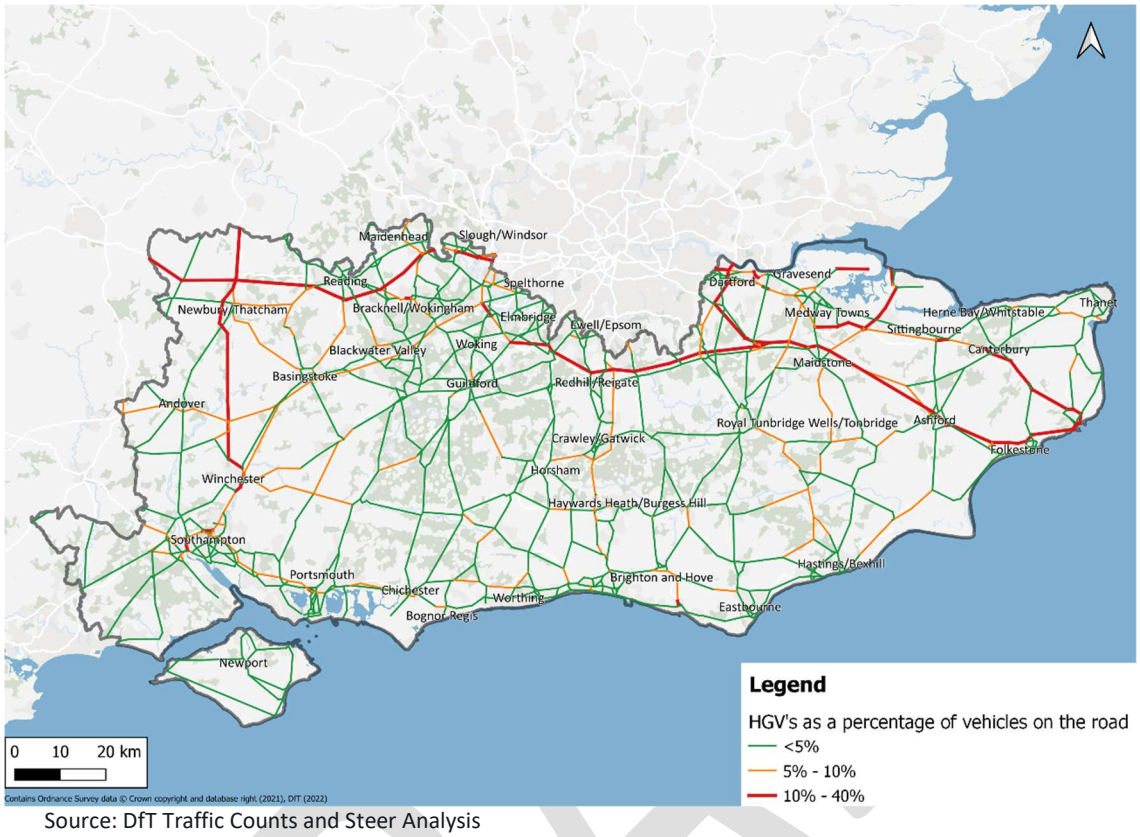
Freight and Connectivity to Global Gateways

2.29 The south east of England hosts a number of major international freight gateways of national significance, enabling freight movements to and from the continent and to and from the whole of the UK and the Republic of Ireland. Additionally, the region generates significant demand for freight in its own right, with growing population centres across the region, from coastal communities to the traditional London commuter belt.

Domestic Freight

2.30 Figure 2.11 demonstrates the key routes for heavy freight across the region, where HGV's make up more than 10% of traffic on the road. As shown in the Figure the M20 and A2 routes to the east as well as the A34 and M4 in the west have a high percentage of HGV's, which demonstrates their importance as routes to the ports of Dover and Southampton.

Figure 2.11: HGVs as a Percentage of Vehicles on the Road

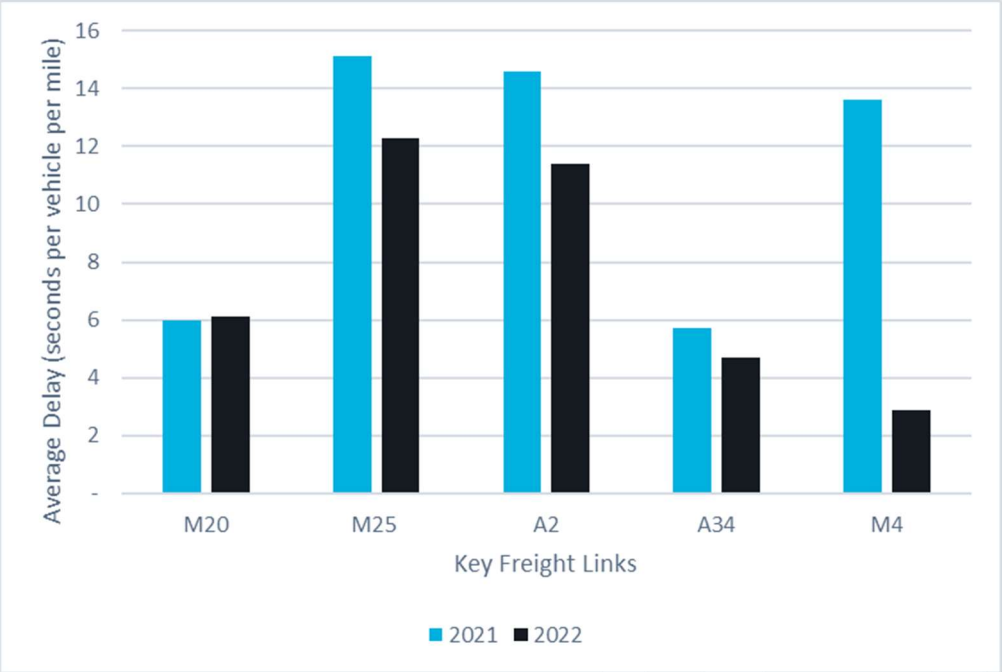


Source: DfT Traffic Counts and Steer Analysis

2.31 Figure 2.12 demonstrates the average delay in seconds per vehicle per mile on the key freight links highlighted in Figure 2.11. The average delay on the UK SRN in 2022 was 9.3 seconds[10], as shown in the Figure, the M25 and A2 average delays exceed this, though there is improvement when compared with 2021 delays. Delays on the M4 in 2021 are likely due to the M4 "Smart Motorway" upgrade.

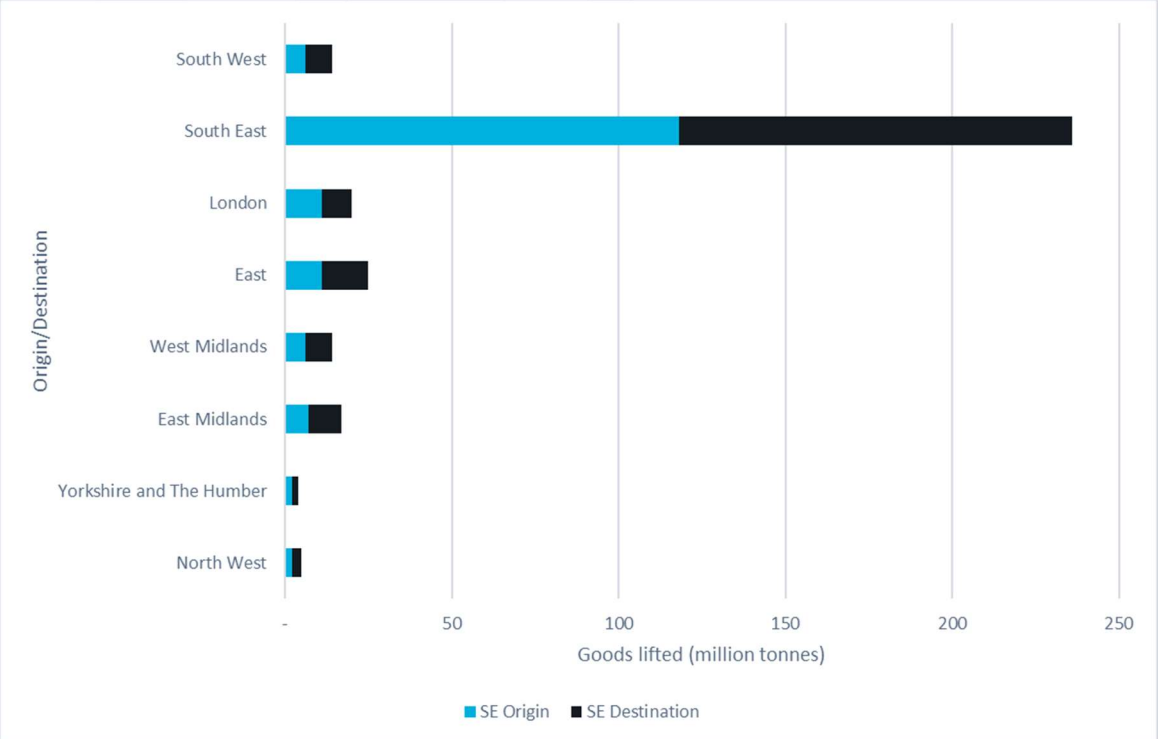
[10] Travel time measures for the Strategic Road Network and local 'A' roads: January to December 2022 - GOV.UK (www.gov.uk)

Figure 2.12: Average Delay on Key Freight Links (seconds per vehicle per mile)



2.32 Figure 2.13 shows both the movement of goods into and out of the south east region. The blue bars indicate that the majority of goods which originate in the south east are delivered to areas in the south east. The black bars demonstrate the amount of goods originating from each region which are delivered to the south east. This shows that a number of regions (except Yorkshire and London) are net exporters to the south east region; again reinforcing the vital role the south east plays in providing access to international markets right across the country.

Figure 2.13: Goods Lifted by Origin and Destination

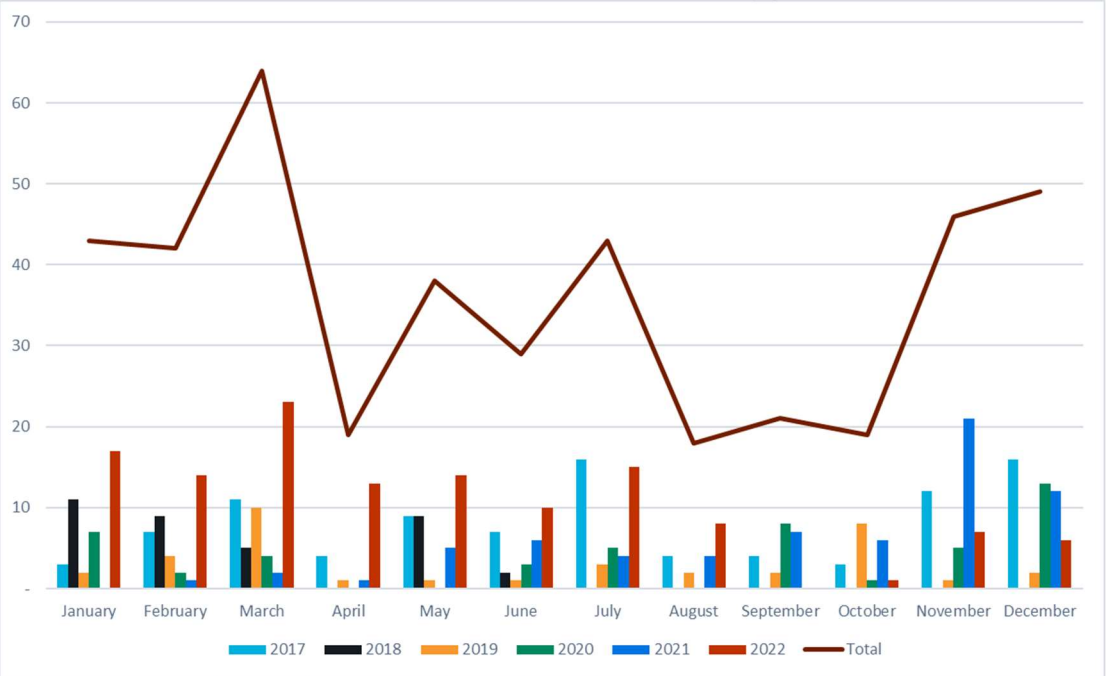


International Freight and Transport

2.33 This section of the report looks at international freight and movements across the region and across the channel.

2.34 When there's any sort of disruption in the channel, HGV traffic on the M20 heading for the Port of Dover or the Eurotunnel has nowhere to go. 'Brock' is a contraflow that can be set up overnight. It separates traffic into different lanes across both carriageways and keeps the M20 and other local roads open and moving. Figure 2.14 shows the number of Brock activations over the last five years.

Figure 2.14: Brock Activations



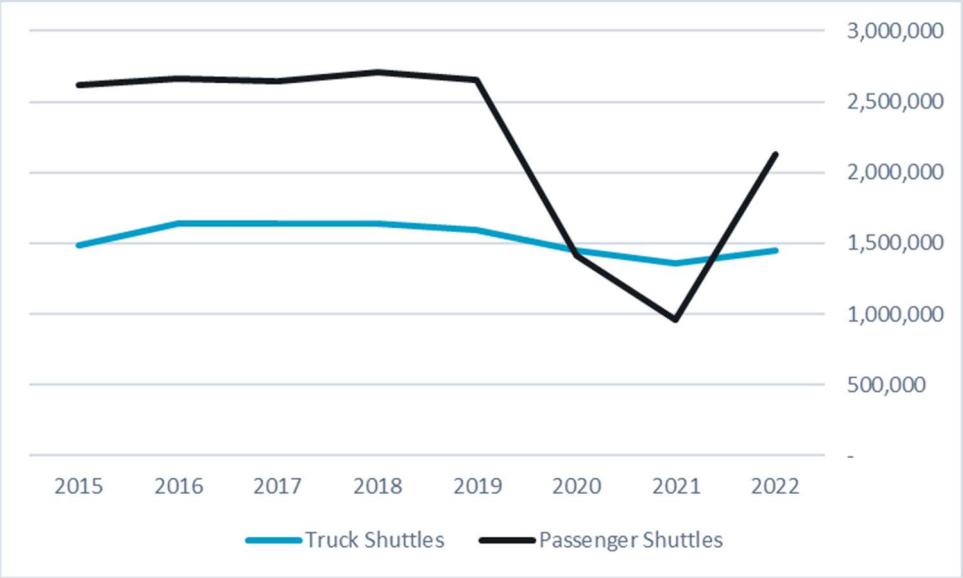
Source: National Highways

2.35 As shown in Figure 2.14, there was a spike in Brock activations from November 2021 until July 2022, which could be attributed to an increased requirement for checks at the border.

2.36 The data in Figure 2.15 is provided by Getlink, a company that manages and operates the infrastructure of the Channel Tunnel between England and France. It displays the number of freight shuttles and passenger shuttles between the two countries since 2015.

2.37 Both freight and passenger shuttle figures remained steady until the onset of the Covid-19 pandemic, at this point passenger shuttles were significantly impacted and freight shuttles were slightly impacted. The data from 2022 seems to suggest a recovery in passenger shuttles, but it remains to be seen in subsequent State of the Region reports whether it will recover to pre-pandemic numbers.

Figure 2.15: Truck and Passenger Shuttles between England and France



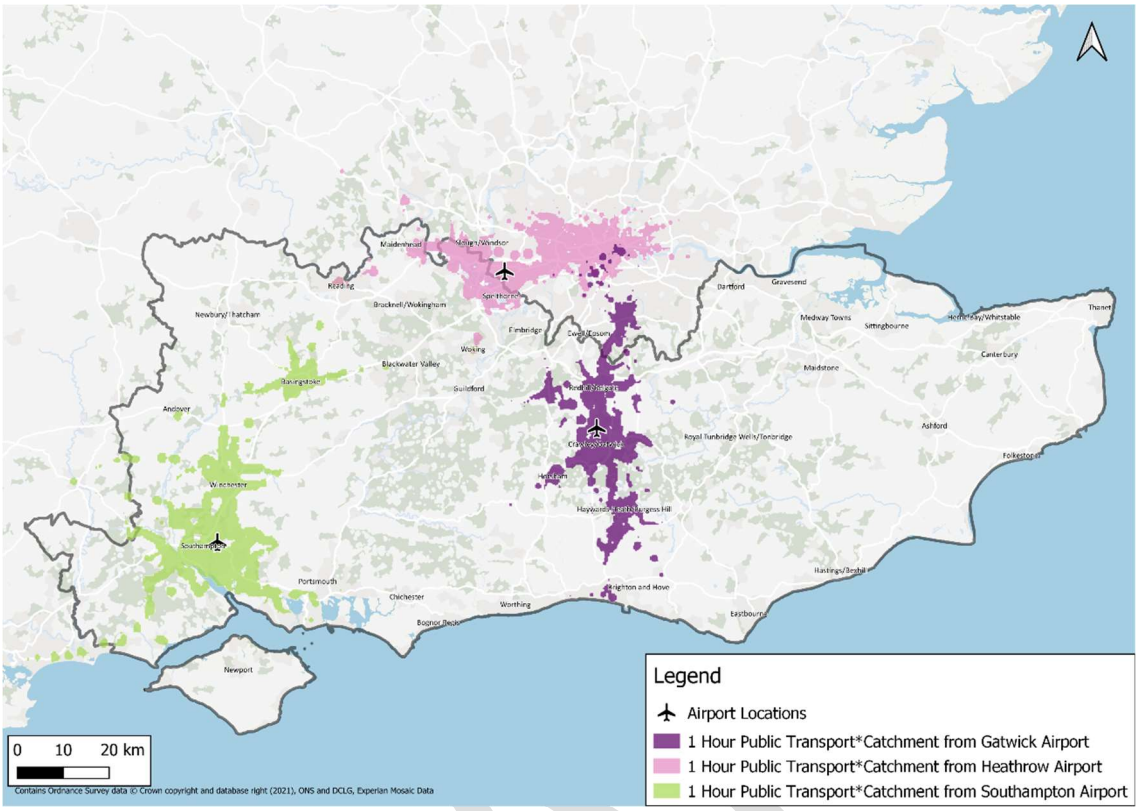
Source: Getlink Group

Public Transport Accessibility to Airports

2.38 There are three major airports either in the TfSE region or close to the border, Southampton, Gatwick and Heathrow. Figure 2.16 shows the 1-hour public transport travel catchment for each airport[11]. Public transport accessibility to Heathrow is mostly focussed on serving London and is not good for north-south access to the TfSE region. The catchments for Gatwick and Southampton both demonstrate good radial public transport links, but orbital access via public transport (particularly for Gatwick Airport) appears to be less comprehensive.

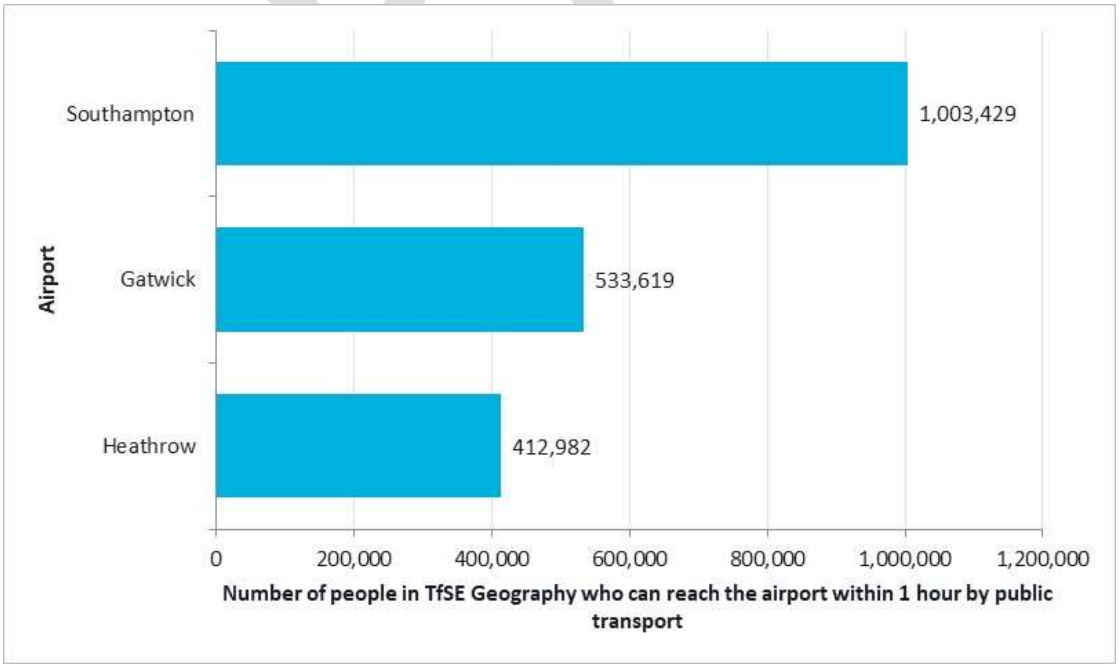
[11] This analysis utilises Generalised Journey Times (GJT) which measure rail connectivity between two destinations and takes into consideration average train frequency, in-vehicle journey time and any interchanges required to reach the destination.

Figure 2.16: 1-hour Public Transport Catchment to Gatwick, Heathrow and Southampton Airport



2.39 As shown in Figure 2.17, almost 2 million people living in the TfSE geography can access one of the three major airports by public transport in an hour or less.

Figure 2.17: 1-hour Public Transport Catchment to Gatwick, Heathrow and Southampton Airport



3 What are the life opportunities of our residents?

Stated aims of the TfSE Transport Strategy and Strategic Investment Plan

3.1 A stated aim of TfSE is that the Strategy and SIP should have a positive impact on the daily lives and opportunities of the residents and communities of the region. Therefore, in this section we examine some of the societal indicators which paint a picture of the opportunities and challenges facing the people who live here. Specifically looking at some measures which are either driven by transport and connectivity/accessibility or are influenced by it.

3.2 In headline terms, both documents say that they should have an impact on:

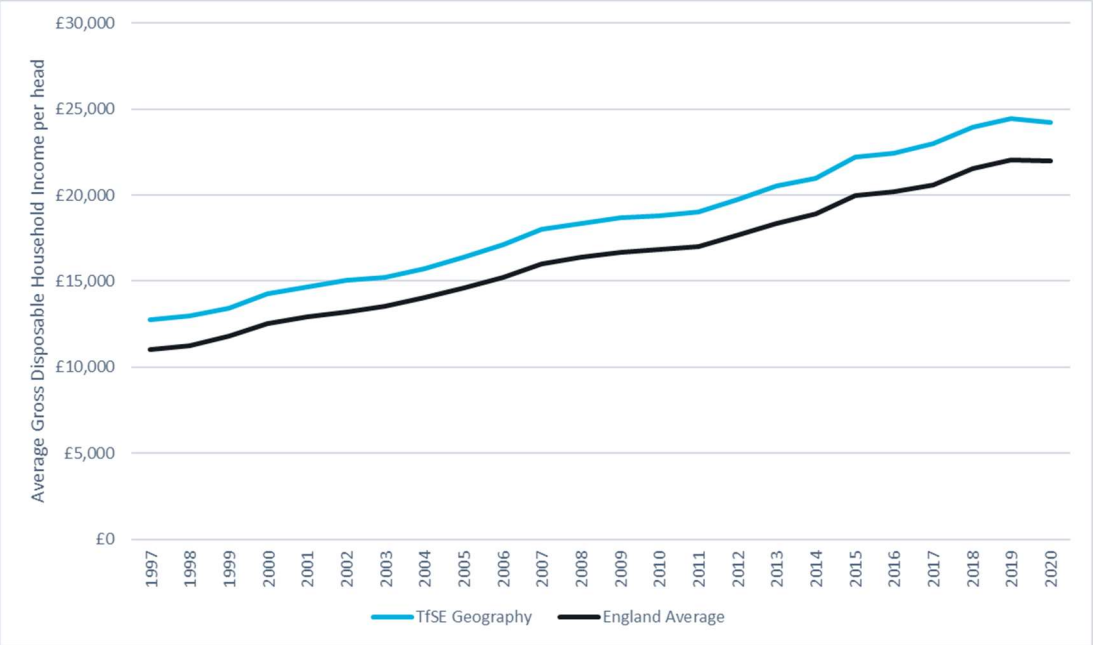
- **Average income** – investment in supporting transport infrastructure should bring new and more productive/higher paid jobs to the region and enable residents to travel sustainably further to access better paid jobs.
- **Unemployment** – The Transport Strategy and SIP should lead to both more jobs coming to the south east and enable those who are economically inactive, because of issues such as transport related social exclusion (TRSE), improve their chances of accessing a higher paid job.
- **Access to education** – education and skills are a vital part of both economic growth but also societal improvement. The TfSE strategy aims to improve the accessibility to higher education and skills attainment for its residents through the recommended investments and policies within it.
- **Health** – the general health of residents and communities is also a good indicator of how successful a region can be. It is not only important for happiness and wellbeing, but also healthy people are more productive and work longer, adding to a region's prosperity. Investment in infrastructure and policies which encourage more walking and cycling raise activity levels and in turn, add to the health of a region.

Income and unemployment

Average Income Compared to England

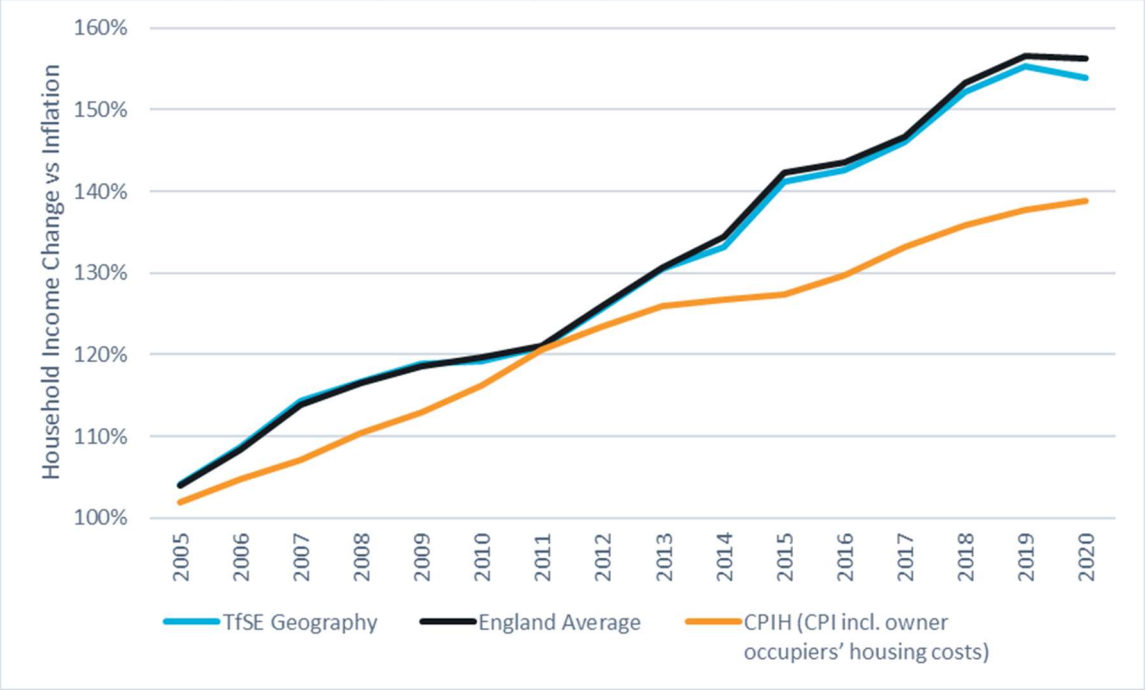
3.3 Average household income is a useful measure of whether people's quality of life is keeping pace with inflation over time. As can be seen from Figure 3.1 and Figure 3.2 people's disposable income in the TfSE geography have been marginally higher and growing at roughly the same rate than the England average since 1997; and growing at a faster rate than inflation, particularly since 2011. Data is not yet available beyond 2020, so we're unable to yet see the effects of the recent, dramatic rise in inflation.

Figure 3.1: Gross disposable household income per head in the TfSE geography compared to England average



Source: ONS[12]

Figure 3.2: Disposable income growth vs Inflation



Source: ONS[13]

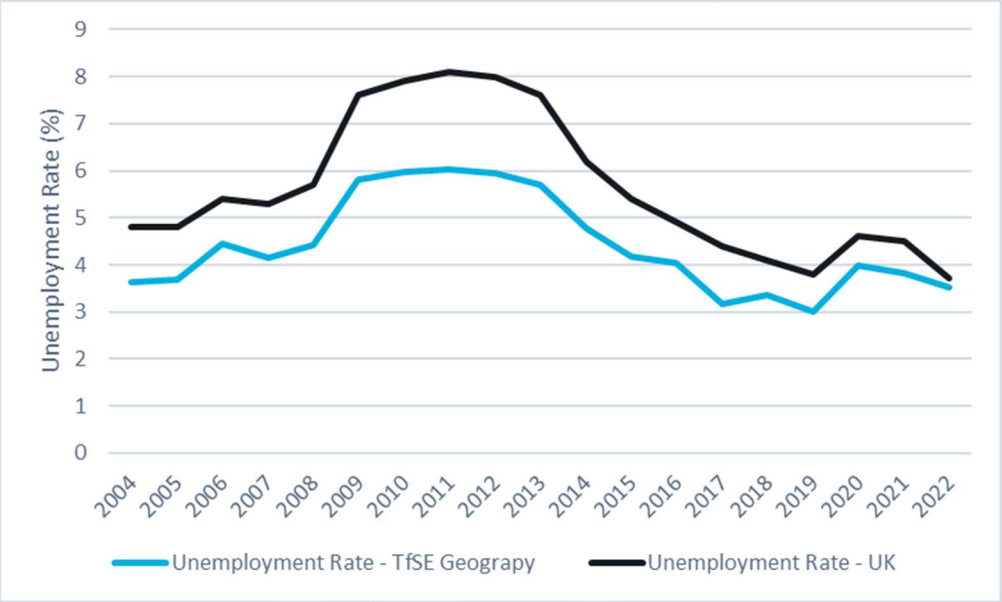
[12] https://www.ons.gov.uk/economy/regionalaccounts/grossdisposablehouseholdincome/datasets/regionalgrossdisposablehouseholdincomelocalauthoritiesbyitl1region

[13] ibid

Unemployment

3.4 A further measure of people's quality of life in the region is to look at unemployment levels. As is shown in Figure 3.3, unemployment rates had been tracking downwards from a recent peak of around 6% in 2009-2011 after Financial Crisis economic downturn to approximately 3% just before the pandemic; and although it did increase again over 2020/21 things did seem to be improving again up to early 2022. Overall, the TfSE geography appears to perform slightly better than the UK average.

Figure 3.3: Unemployment levels in the TfSE geography vs UK average



Source: ONS[14]

Levelling Up – Access for All

Transport-Related Social Exclusion

3.5 Transport-related social exclusion (TRSE) means being unable to access opportunities, key services, and community life as much as needed, and facing major obstacles in everyday life through the wider impacts of having to travel to access key destinations. These wider impacts include the cost and time using the transport system, and the impacts of stress and anxiety linked with using the transport system. Together, these impacts can contribute to a vicious cycle of poverty, isolation, and poor access to basic services.

3.6 We have utilised a methodology and analysis produced by Transport for the North[15] to examine TRSE in the TfSE geography. The first element of analysis looks at accessibility. Accessibility comprises the level of access to the following four destination types:

1. Employment: Employment centres with more than 5,000 jobs.
2. Education: Primary schools, secondary schools, and further education colleges.
3. Healthcare: Hospitals and GP surgeries.

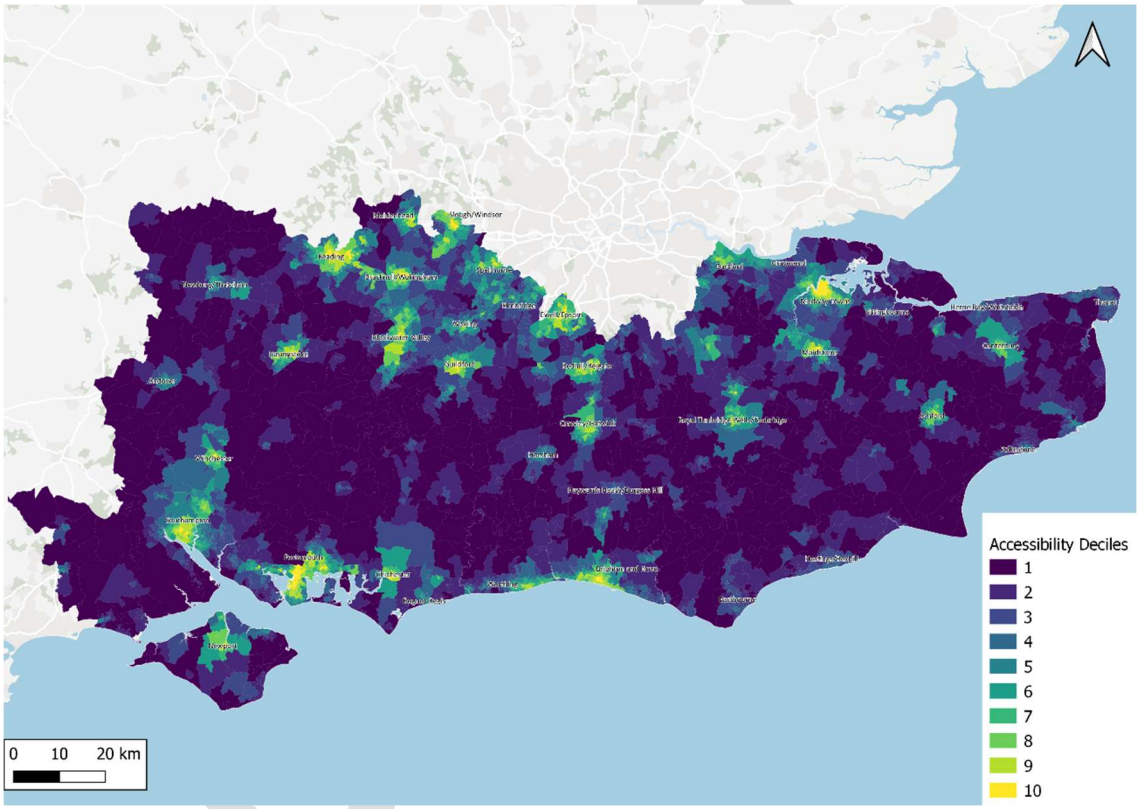
[14] https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/unemployment/datasets/modelledunemploymentforlocalandunitaryauthoritiesm01/current

[15] Transport for the North (2022) Transport-related social exclusion in the North of England

4. Basic services: Using town centres as a proxy for access to basic services, including a bank, post office, pharmacy, and a job centre.

3.7 Across these four destination types and for each Lower Super Output Area (LSOA)[16], the analysis considers access by public transport and by car. The accessibility Score also examines access to transport resources; this includes the proportion of households with access to one or more cars, the total access gap between public transport and car travel across the four destination types, and the coverage of public transport access points across the LSOA. This coverage indicator measures the proportion of postcode points within each LSOA that are within a 10-minute walk of a public transport access point, regardless of type. Figure 3.4 shows the accessibility scores across the region.

Figure 3.4: Accessibility Scores in the TfSE Geography

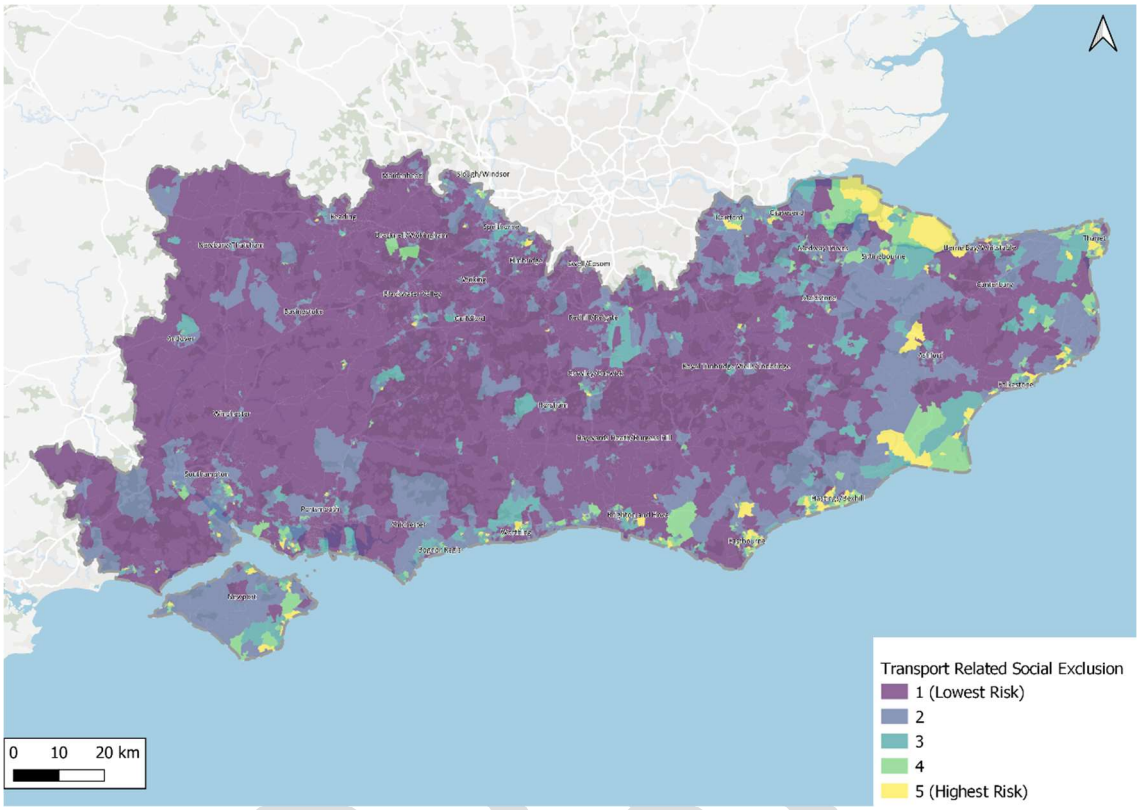


3.8 As shown in the Figure, transport accessibility is low throughout the region, with higher levels of accessibility around the major towns and cities.

3.9 TRSE combines analysis of the transport accessibility with vulnerability scores for each LSOA. LSOAs are categorised as being at high risk of TRSE only if there is both a relatively high level of vulnerability to social exclusion in combination with relatively poor accessibility. Each LSOA is assigned a score of 1-5 with 5 being the highest risk and 1 being the lowest risk. As shown in Figure 3.5, the majority (62%) of the population in the region are category 1 (the lowest risk) and only 3% are in category 5 (the highest risk).

[16] Lower layer Super Output Areas (LSOAs) comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons.

Figure 3.5: Highest to lowest Transport Related Social Exclusion risk across TfSE



Social Mobility

3.10 Social mobility is the link between a person's occupation or income and the occupation or income of their parents. It attempts to demonstrate whether a person born in disadvantaged circumstances can break free of that and have a higher standard of living when they grow up. Where there is a strong link, there is a lower level of social mobility. Where there is a weak link, there is a higher level of social mobility. The Social Mobility Commission[17]has established an index to give a single score for each local authority. The index uses a number of different measures for describing how likely someone born in a local authority will go on to 'do well' as an adult which combine to give a ranking across all authorities in England.

3.11 Overall, the south east region does well in this measure. It has almost a quarter of all local authorities in the top 20% (15 out of 65) for social mobility, so called 'hot spots', and just 6% of the bottom 20% (4 out of 65); the 'cold spots'. The average position for local authorities in the south east is comfortably in the top half of the list for all of England. So, at a macro-level at least, the south east region is a place where people's life chances are generally good. However, this is not even across the region, there are still many places where people's social mobility is demonstrably poor.

3.12 According to the Commission, transport and accessibility play a part in the people's social mobility. In their 2020 'Monitoring social mobility' report they acknowledge that disadvantaged communities rely heavily on public transport and that poor quality transport can be a barrier to finding work. They note in particular that transport poverty can often be worse in rural areas. They also note that the majority of funding for transport in the UK goes

[17] https://www.gov.uk/government/publications/social-mobility-index

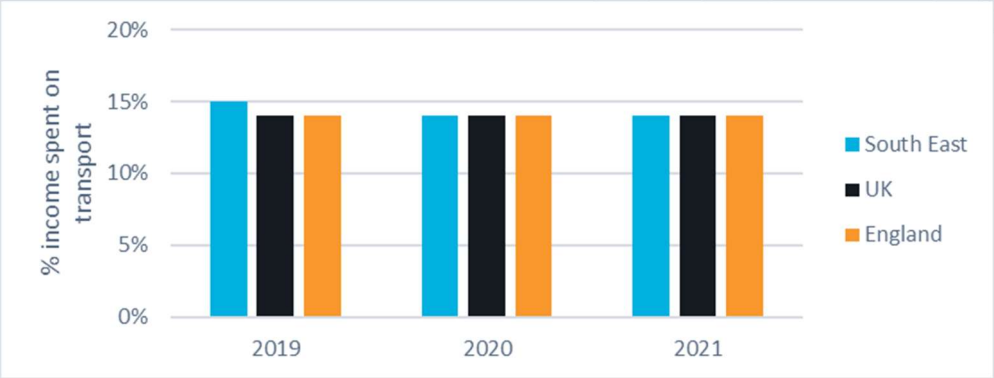
towards strategic road and rail infrastructure improvements, which generally speaking do not benefit poorer or disadvantaged communities.[18]

Affordability of transport

3.13 A particularly important aspect of the lifestyles of the residents of the TfSE region is firstly how much of their income they spend on transport overall and how affordable public transport is. As was made clear by the Social Mobility Commission, people in lower income groups tend to rely on public transport a lot for their connectivity and accessibility to services and jobs.

3.14 According to ONS data, on average people tend to spend just under 15% of their household income on transport. In 2019 the south east was marginally ahead of the rest of the country but that seems to have levelled out. Much of this statistic is weighted by the cost of driving because this is by far the most common form of transport used. Unfortunately, at the time of producing this report the figures for 2022 were not available so it was not possible to see whether the steep increases in petrol prices seen in 2022 had much effect on this statistic.

Figure 3.6: Percentage of Household Income Spent on Transport



Source: ONS[19]

3.15 As can be seen in Figure 3.7 and Figure 3.8 it is clear that public transport fares, both bus and rail, have accelerated beyond both inflation and household earnings over the past 15 years. The data for rail fares is specific to the south east but unfortunately there was no regional-specific data for bus fares. There's nothing to suggest however that the pattern is any different specifically in the south east. This picture has two consequences for the residents of the TfSE geography: Firstly, those with lower incomes need and use buses far more than other income groups, this means that they are spending more and more of their income on transport. Secondly, longer distance commuting by rail has become more and more expensive which will be impacting on some people's ability to travel further to find better paid jobs. Having said that, one of the up-sides to the pandemic has been the level of flexible working offered to staff, so travelling further for a higher paid jobs is now less of a barrier than it was before.

[18] Social Mobility Commission (2020): Monitoring social mobility. 2013-2020: Is the government delivering on our recommendations?

[19] https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/datasets/familyspendingworkbook3expenditurebyregion

According to the 2021 census, approximately 35% of TfSE residents now work from home on a regular basis[20].

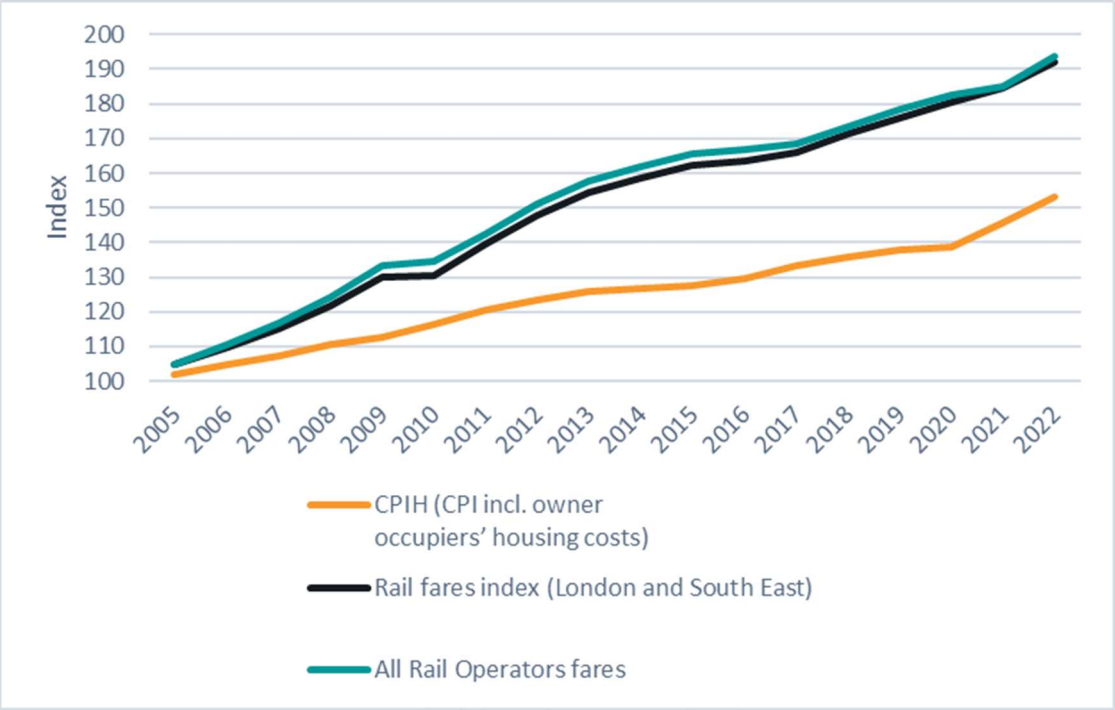
Figure 3.7: Inflation of bus fares

Source: BUS0415 with bespoke Steer analysis[21]

[20] Census 2021 data was collected during the national lockdown, so working from home data is likely to be skewed upward reflecting the reduced travel taking place in this period.

[21] https://www.nomisweb.co.uk/query/construct/submit.asp?forward=yes&menuopt=201&subcomp=

Figure 3.8: Inflation of rail fares



Source: ORR- Table 7182: Average change in fares by ticket type, Great Britain, 2004 to 2022[22]

Safety and health

3.16 People's health and wellbeing play an enormous part of their lives and the impacts transport can have on this can be significant. Here we examine how safe the transport system is in the TfSE geography and how active and healthy the resident population is.

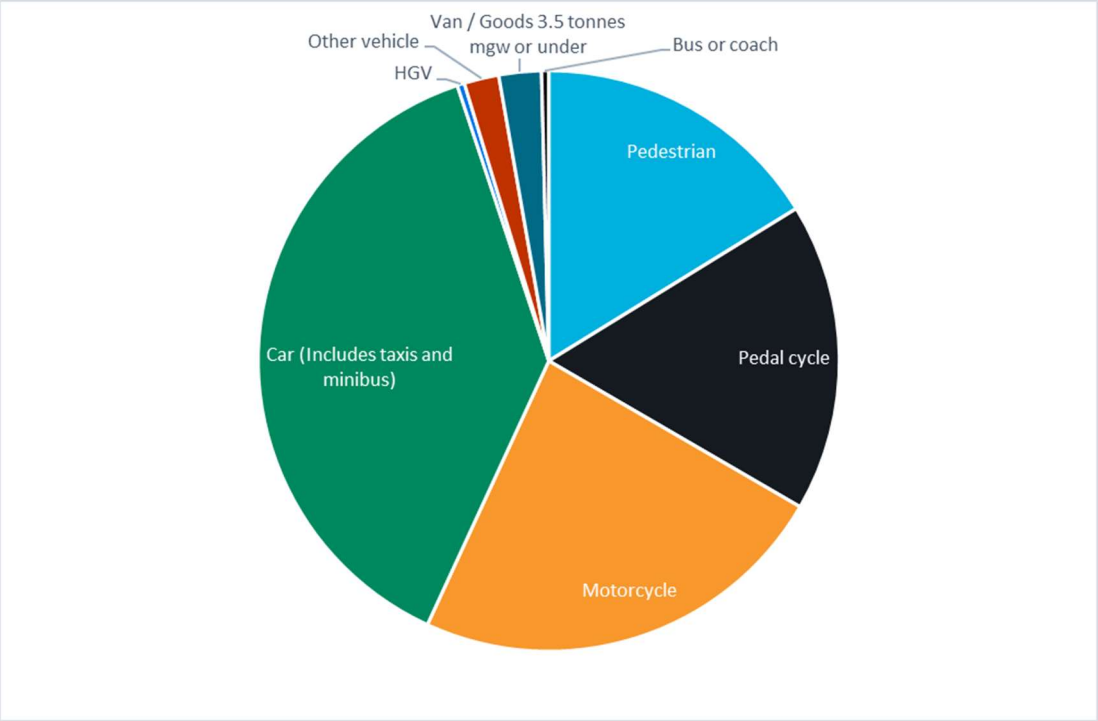
Road safety

3.17 TfSE have a desire to improve the efficiency and performance of the road network to support people's daily lives. Improving the safety of that system is also vitally important and a priority within the Transport Strategy.

3.18 As shown in Figure 3.9, the majority (38%) of casualties caused by Fatal or Serious Collisions in the TfSE Geography involved a car, whilst almost a quarter (23%) involved a motorcycle. A third of casualties involved either pedestrians or cyclists. The split by road user type is similar to the average for England, though the pedestrian casualty rate in the TfSE geography is slightly lower (16% compared to 20%).

[22] Table 7182 - Average change in fares by ticket type | ORR Data Portal

Figure 3.9: Casualties caused by Fatal or Serious Collisions in the TfSE Geography by Road User Type



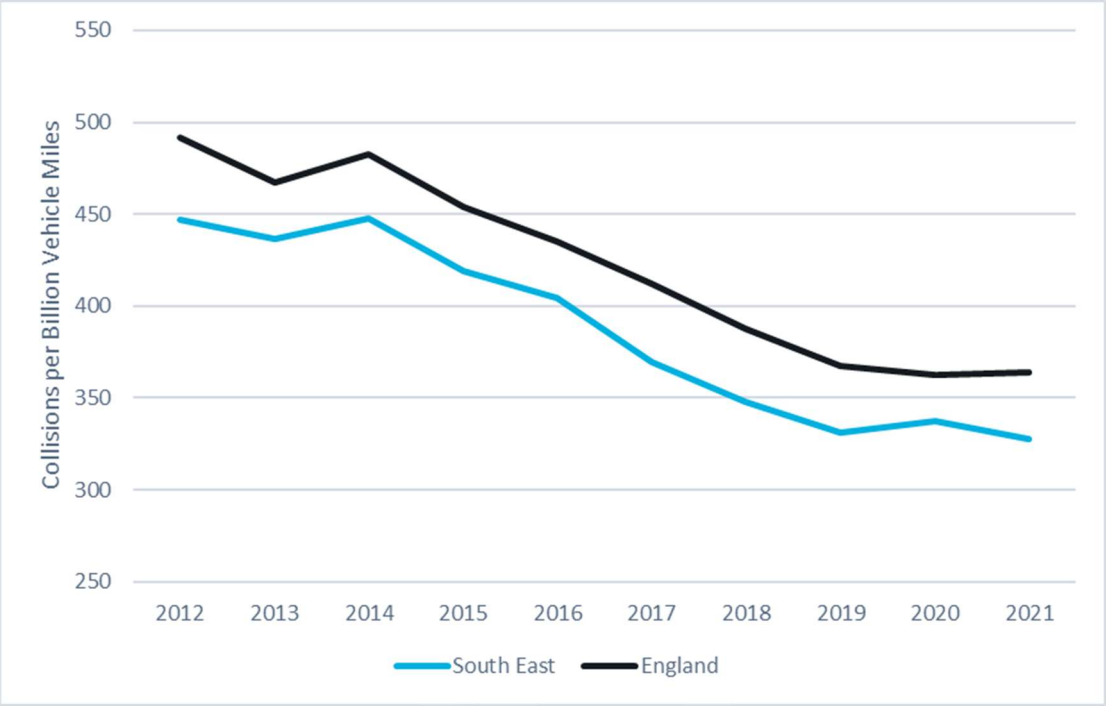
Source: DfT[23]

3.19 Figure 3.10 shows that there has been a significant drop in road collisions in the 5 years from 2014 to 2019, this is despite a background growth in car miles driven over the same period. So, the policies and investments of both local authorities and National Highways were clearly having a significant impact as are the standards and quality of the overall vehicle fleet as older/less safe vehicles are replaced with newer ones with higher standards of brakes and collision avoidance systems.

3.20 However, Figure 3.11 shows that, per capita, there have been consistently higher fatal or serious collisions when compared to the England average. There is a drop in road collisions during the pandemic in 2020, with an understandable increase in 2021, but still lower than before the pandemic.

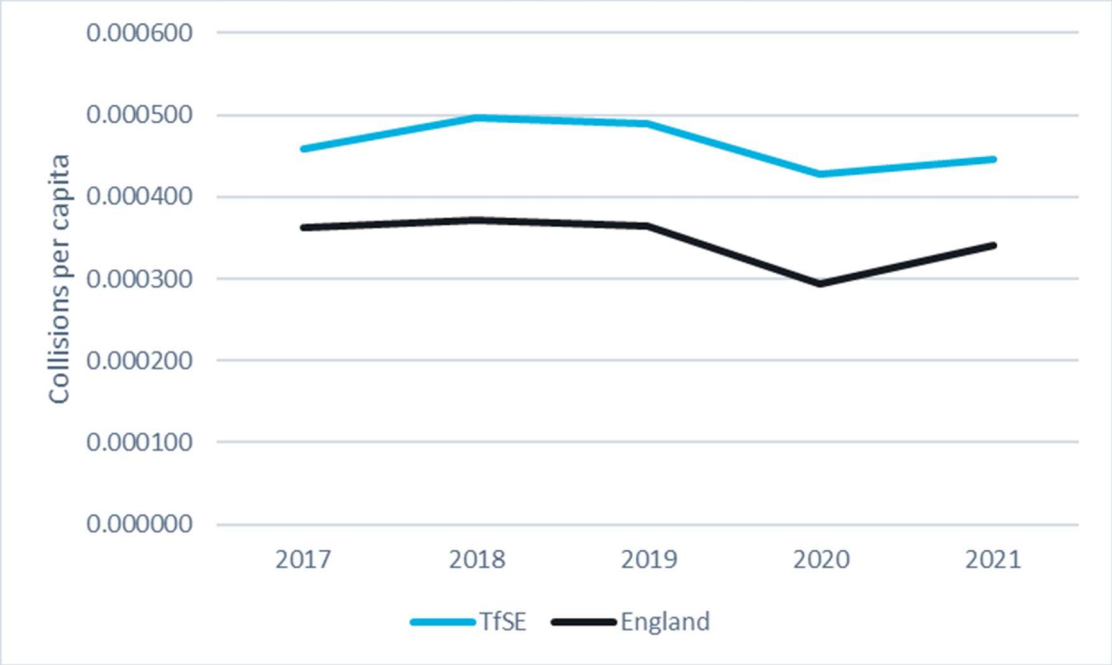
[23] https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/0536da3e-23df-46b7-9400-ff25df1d293a

Figure 3.10: Road collisions in the South East per billion vehicle miles



Source: GOV.UK – road accidents and safety[24]

Figure 3.11: Fatal or Serious Road Collisions per Capita



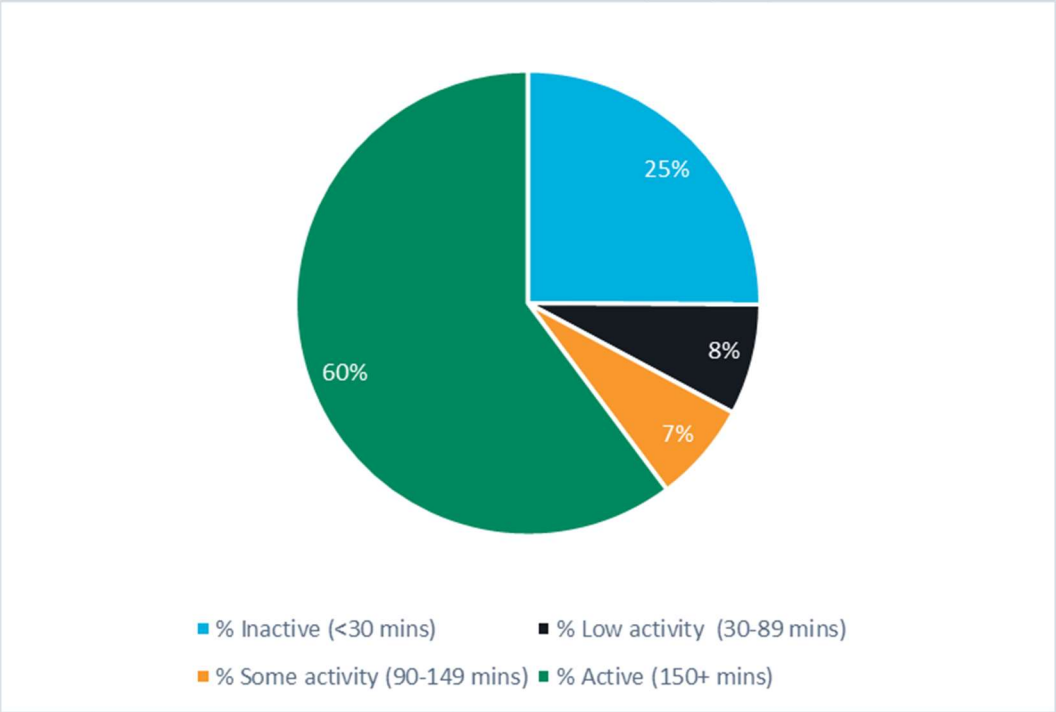
[24] https://www.gov.uk/government/collections/road-accidents-and-safety-statistics

Source: DfT Road Accident Reports[25]

Health and activity

3.21 A community's health is often a measure for their overall standard of living. There is a strong theme in the TfSE Strategy to support healthier lifestyles by encouraging an increased use of active modes (walking, wheeling and cycling). In Figure 3.12 and Figure 3.13 we can see from Sport England and the Office for Health Improvement and Disparities data that generally speaking the residents of the south east are more active than their counterparts across the rest of England; with 60% of people being in the most active bracket and 25% being inactive.

Figure 3.12: Adult activity levels in the South East

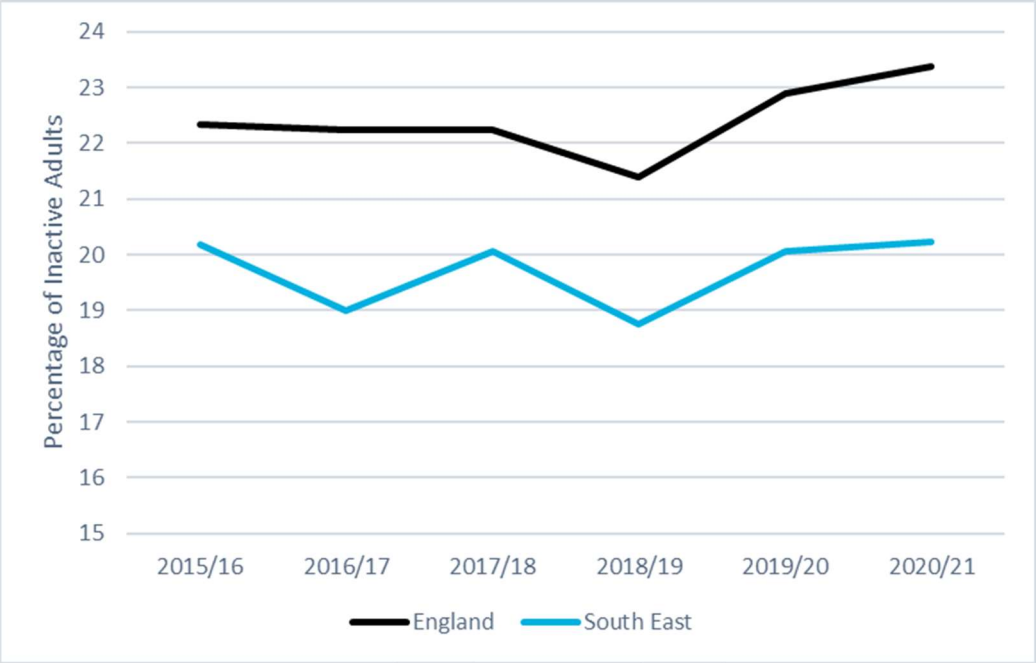


Source: Active people[26]

[25] https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/0536da3e-23df-46b7-9400-ff25df1d293a

[26] https://activepeople.sportengland.org/

Figure 3.13: Adult Inactivity Levels



Source: Office for Health Improvement and Disparities[27]

3.22 Greater use of active modes can certainly support people in the region to become more active and whilst the overall picture compares well against the rest of England there will be parts of the region where inactivity levels are much higher. This is where investment in active infrastructure to support modes can have the greatest health benefits.

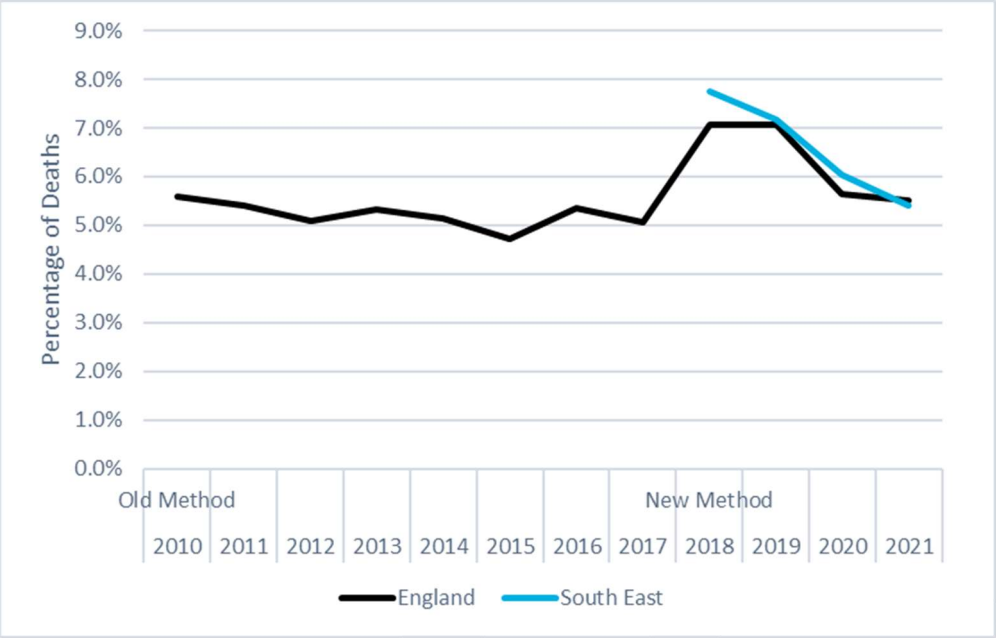
Mortality linked to Air Pollutants

3.23 Air pollution is one of the most serious impacts that traffic and transport can have on the health of residents and communities. Several local authorities in England have either started or are planning to start Clean Air Zones; including Portsmouth in the TfSE region which has one covering buses, taxis and HGVs in a central city area.

3.24 The data for mortality linked to air pollution does not provide much of a historical trend for the south east because data was not available at a regional level prior to 2018 and the most recent data is from 2020. What data there is does suggest, shown in Figure 3.14 that there is a downward trend. As with the rest of this report this data will be examined again when the next State of the Region report is published.

[27] https://fingertips.phe.org.uk/profile/physical-activity

Figure 3.14: Mortality rate linked to air pollution



Source: Fingertips[28]; *Note: the method used prior to 2018 was deemed to under report mortality rates and hence was updated. This means that the data prior and post 2018 aren't directly comparable.*

[28] https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/gid/1000043/pat/159/par/K02000001/ati/15/are/E92000001/iid/30101/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

4 What are our impacts on the environment?

Stated aims of the TfSE Transport Strategy and Strategic Investment Plan

4.1 A stated aim of TfSE is that the Strategy and SIP should have a positive impact on the environment. The transport system has wide-ranging environmental impacts, including noise, the emission of pollutants and ultimately climate change. This chapter examines the environmental effects caused by transport in the region.

4.2 In headline terms both documents say that they should impact on:

- **Carbon -** transport is now the highest carbon emitting sector in the UK economy, making up almost a quarter of all emissions[29] and achieving net-zero is arguably the biggest challenge for transport planning at this time.
- **Air quality –** the effects of air quality on people's health is well documented and there is a legal requirement to reach certain standards. Particulates from road transport are the biggest contributors to poor air quality where people live.
- **Adaption to climate change –** despite stated international goals to keep global heating below 1.5C above pre-industrial levels, our climate is already changing. Our infrastructure needs to adapt to changing conditions in order to continue to provide the safe and reliable networks the region needs.
- **Habitat –** without careful consideration, building new transport infrastructure can have a negative impact on the physical environment around it. However, there is a growing push towards any and all infrastructure enhancements to actively have a net-positive impact on habitats and biodiversity.

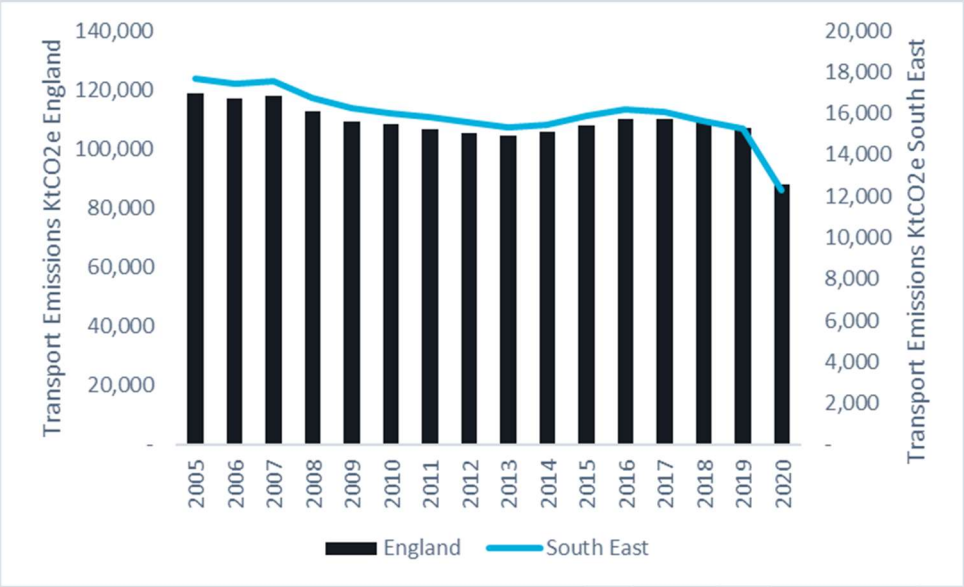
Emissions and air quality

Greenhouse Gas Emissions

4.3 As shown in Figure 4.1, transport emissions in the region have decreased over time at a corresponding rate to those across the country. The sharp decrease in 2020 reflects the impact of the Covid-19 pandemic, rather than a sustained decrease in carbon emissions.

[29] DfT Transport and Environment Statistics 2022

Figure 4.1: Carbon emissions from Transport



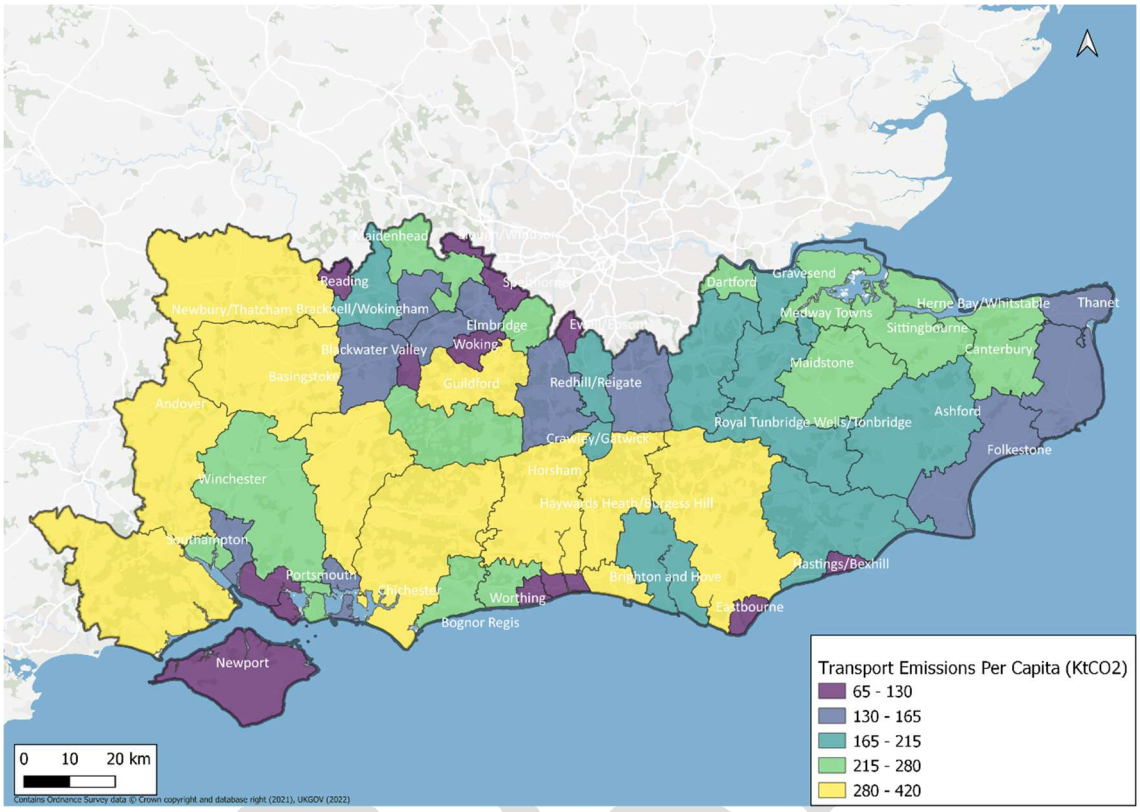
Source: UKGOV[30]

4.4 Figure 4.2 shows the carbon emissions from transport per capita in the region by local authority as of 2020. As shown in the figure, the largest emitters are the more rural authorities in the region. This is principally for 3 main reasons:

- Trip distances in rural areas are longer than in urban areas because jobs/services and daily lives are further apart;
- The majority of the major and strategic road networks, which carry the most HGVs and longer distance trips, run through the more rural authorities; and
- Public transport options are far fewer in rural areas than they are in urban so the opportunities to choose not to drive are often limited.

[30] UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk)

Figure 4.2: Transport Emissions per capita

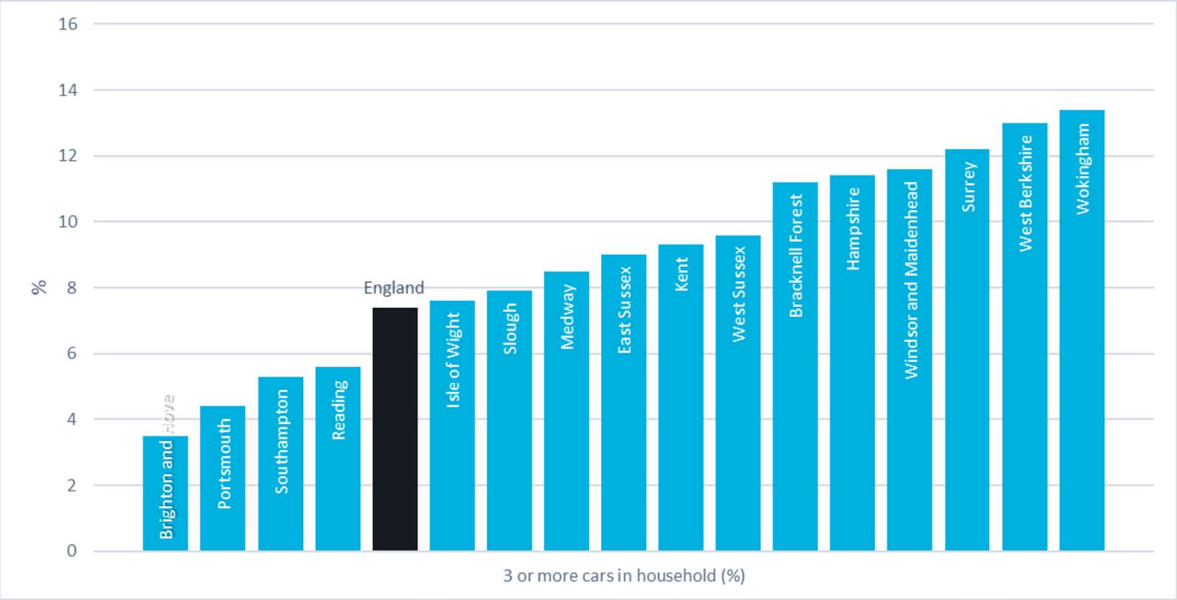


Source: UKGOV[31]

4.5 Access to cars and the general affluence of areas also has an impact on how much and how far people drive. Typically, more affluent households have multiple cars and tend to travel much further in their daily activity. The below figure shows the percentage of households in the region with 3 or more cars per household, with over 13% of households in West Berkshire and Wokingham having 3 or more cars. The UK average is 7.5%.

[31] UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk)

Figure 4.3: Percentage of Households with 3 or more cars



Source: ONS[32]

Air quality

4.6 Since December 1997 each local authority in the UK has been required to review and assess air quality in their area. This involves measuring air pollution and forecasting how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger. The current Air Quality Management Areas in the region are shown below in Figure 4.4.

Figure 4.4: Air Quality Management Areas

4.7 At present, there are 360,000 people living within an AQMA within the region, approximately 5% of the total population. On average, 25% of the UK population live within an AQMA.

Adapting to climate change

4.8 Extreme weather events are increasing in frequency and severity[33] as a result of climate change. As such our transport networks can be affected by weather events such as flooding, heat or snow. It is imperative for the region therefore that our infrastructure is adapted to reduce the impacts of these events.

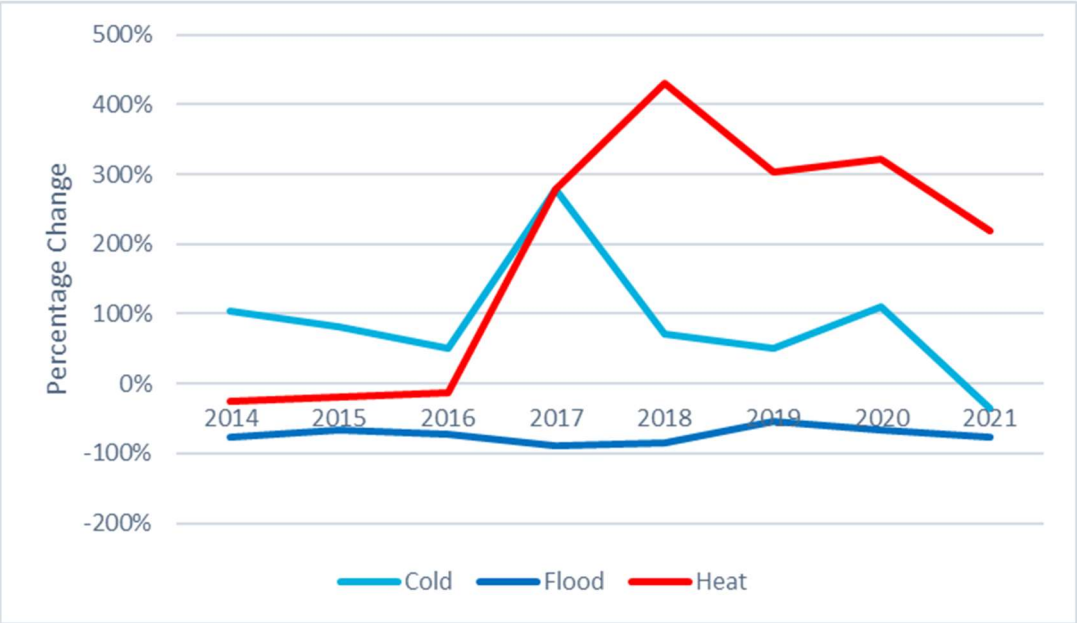
[32] UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk) and ONS Percentage of households with 3+ cars by South East regions, 2011

[33] Natural disaster risks: Losses are trending upwards | Munich Re

Extreme weather on the rail network

4.9 Figure 4.5 shows the percentage change in weather events impacting the rail network in the south east since 2013. As can be seen, delays caused by extreme heat have increased by up to 400% when compared to the baseline year.

Figure 4.5: Percentage Change in Delays on the southern rail network caused by Weather Events



Source: Network Rail

Mitigating Actions of Transport

4.10 This section looks at how the impact from transport discussed above can be mitigated. These actions include:

- Shifting to electric vehicles
- Accelerating the use of alternatives to private car travel, including active travel
- Biodiversity net-gain from new infrastructure

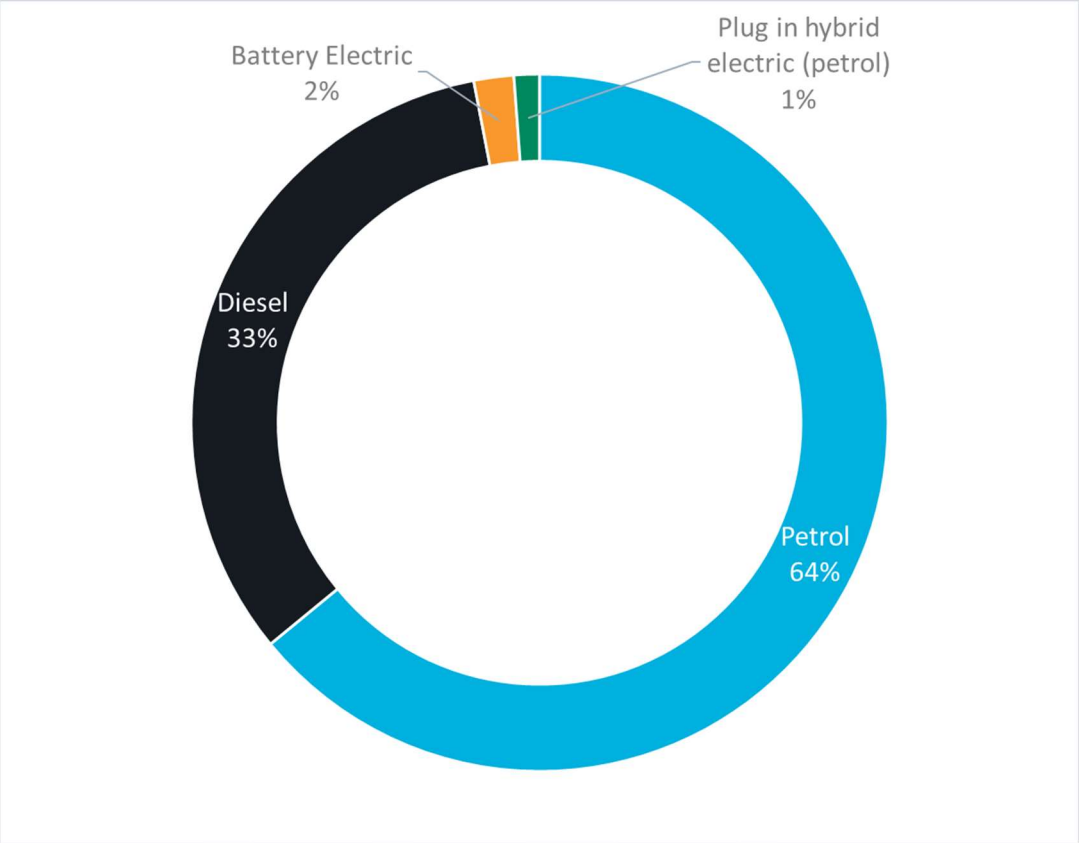
Shifting to Electric Vehicles

Uptake of Electric Vehicles

4.11 Moving from diesel or petrol fuelled cars to electric cars can considerably reduce greenhouse gas emissions and improve air quality and is recognised in the DfT's Transport Decarbonisation Plan (2021) as the single biggest mitigating factor.

4.12 Figure 4.6 below shows the percentage split of licensed vehicles in the region by fuel type in Q1 2022. Internal combustion engine (ICE) cars currently still dominate the overall fleet make-up. However, Figure 4.7 demonstrates how the number of licensed hybrid and battery electric vehicles has been accelerating rapidly over the last few years. In the last four years the numbers have gone from 20,000 non-ICE's to over 120,000 hybrid and battery electric cars operating as of Q1 2022.

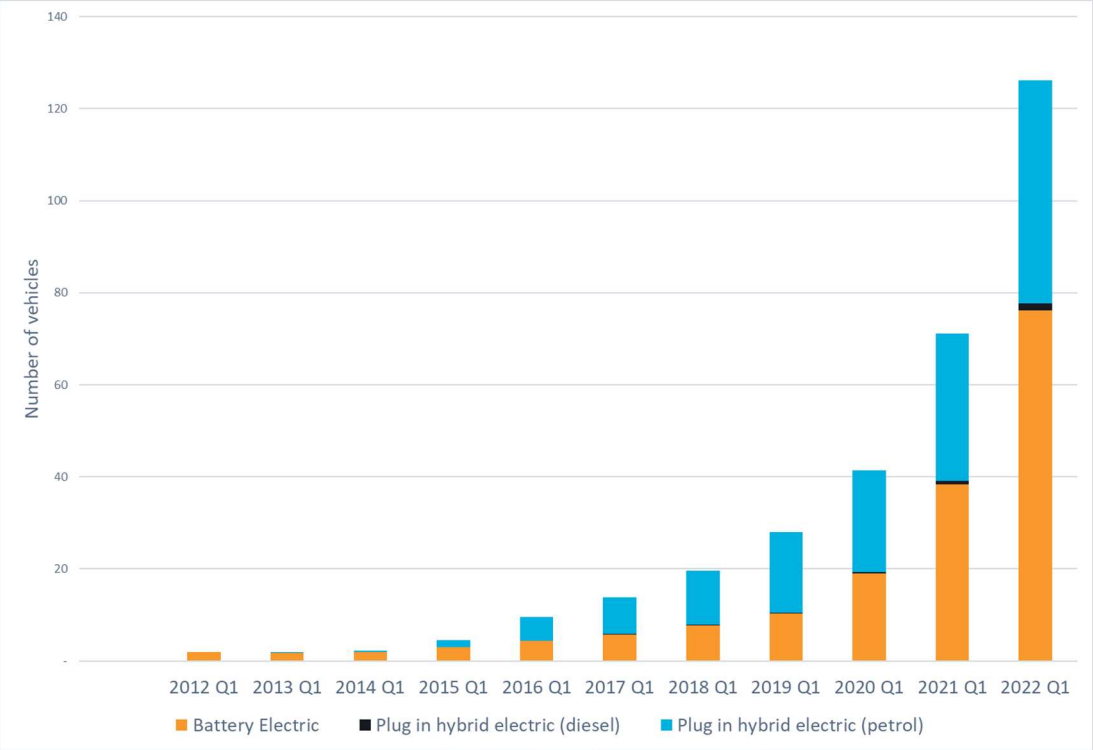
Figure 4.6: Percentage Split of Licensed Vehicles in TfSE Region by Fuel Type (2022)



Source: UKGOV[34]

[34] Vehicle licensing statistics data tables - GOV.UK (www.gov.uk) - Number of licensed vehicles by fuel type, 2012 onwards

Figure 4.7: Electric or Hybrid Cars Licensed in the South East Region



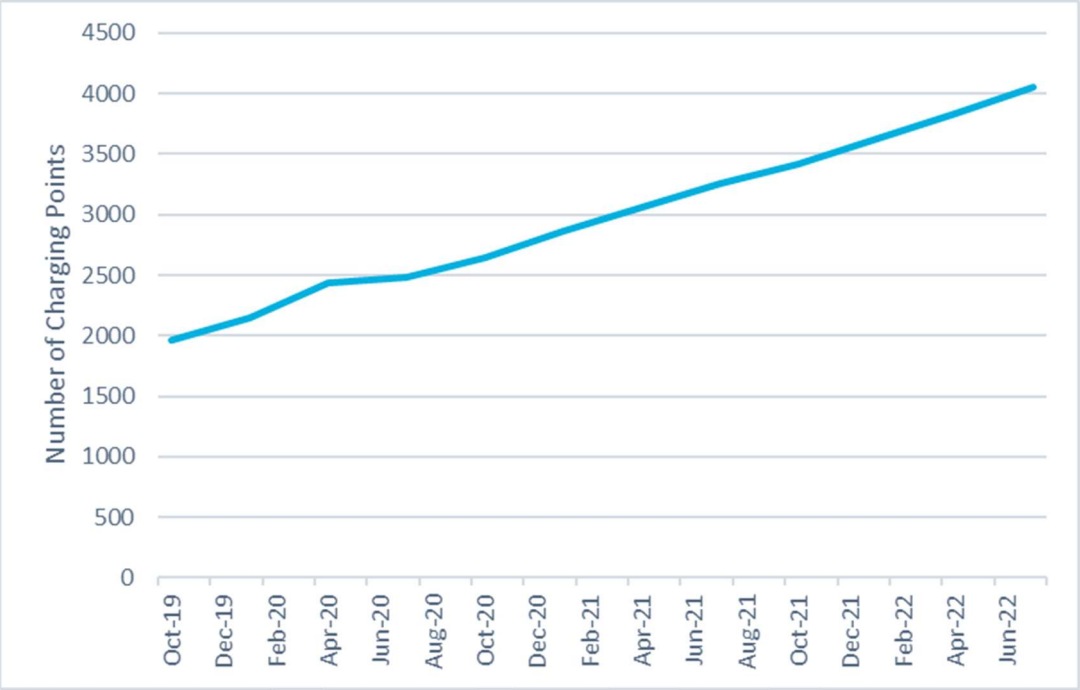
Source: UKGOV[35]

Electric Vehicle Infrastructure

4.13 To support this rapidly accelerating take up of cars with a plug, the charging infrastructure network needs to keep pace. If the roll out of this infrastructure does not also accelerate rapidly then it could put off some people from purchasing an electric vehicle and slow the rate of decarbonisation.

[35] ibid

Figure 4.8: Number of EV charging points in the South East



Source: Electric Vehicle Charging Device Statistics[36]

4.14 Figure 4.8 shows that since October 2019, the number of EV charging points has increased across the south east region with a slight plateau between April 2020 to August 2020, possibly due to the pandemic. As of June 2022, the number of EV charging points in the region is roughly 4,000.

4.15 The number of required charging points in the TfSE geography is shown in Table 4.1.

Table 4.1: Required Charging Points in the TfSE Geography

	On-Street Residential (7kW)	Town Centre (22kW)	Strategic/ Destination (50kW)
Low Estimate	11,575	987	2,061
High Estimate	22,933	1,955	3,607

Source: TfSE

4.16 The UK Government has committed to provide 300,000 public electric charging points by 2030[37], whilst the Society of Motor Manufacturers and Traders believe that 2.3 million charging points will be required by 2030 in order to keep up with demand[38]. It is predicted that there will be approximately 9.5 million hybrid or electric cars in the UK by 2030[39], looking at a

[36] (https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-july-2022)

[37] Tenfold expansion in chargepoints by 2030 as government drives EV revolution - GOV.UK (www.gov.uk)

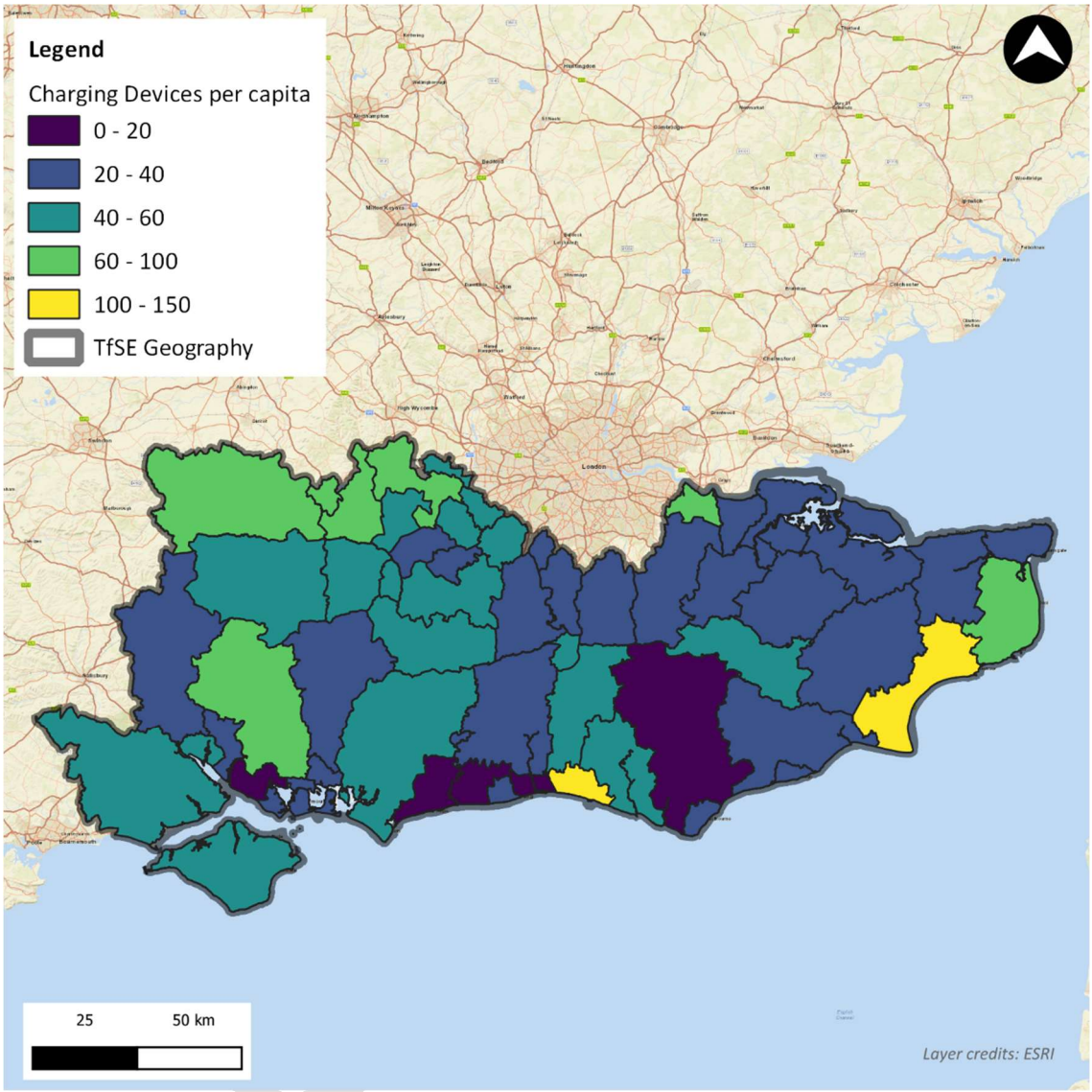
[38] Full throttle needed for UK automotive success - SMMT

[39] Electric vehicles: What's going on out there? | Local Government Association

ratio of cars to charging points, the Government plans for 1 public charging point per 32 vehicles, whereas the SMMT plans for 1 charging point for every 4 vehicles.

4.17 Figure 4.9 below, shows the number of charging points per 100,000 of population, with Brighton and Hove and Folkestone having the highest number per capita.

Figure 4.9: Public charging devices per 100,000 of population

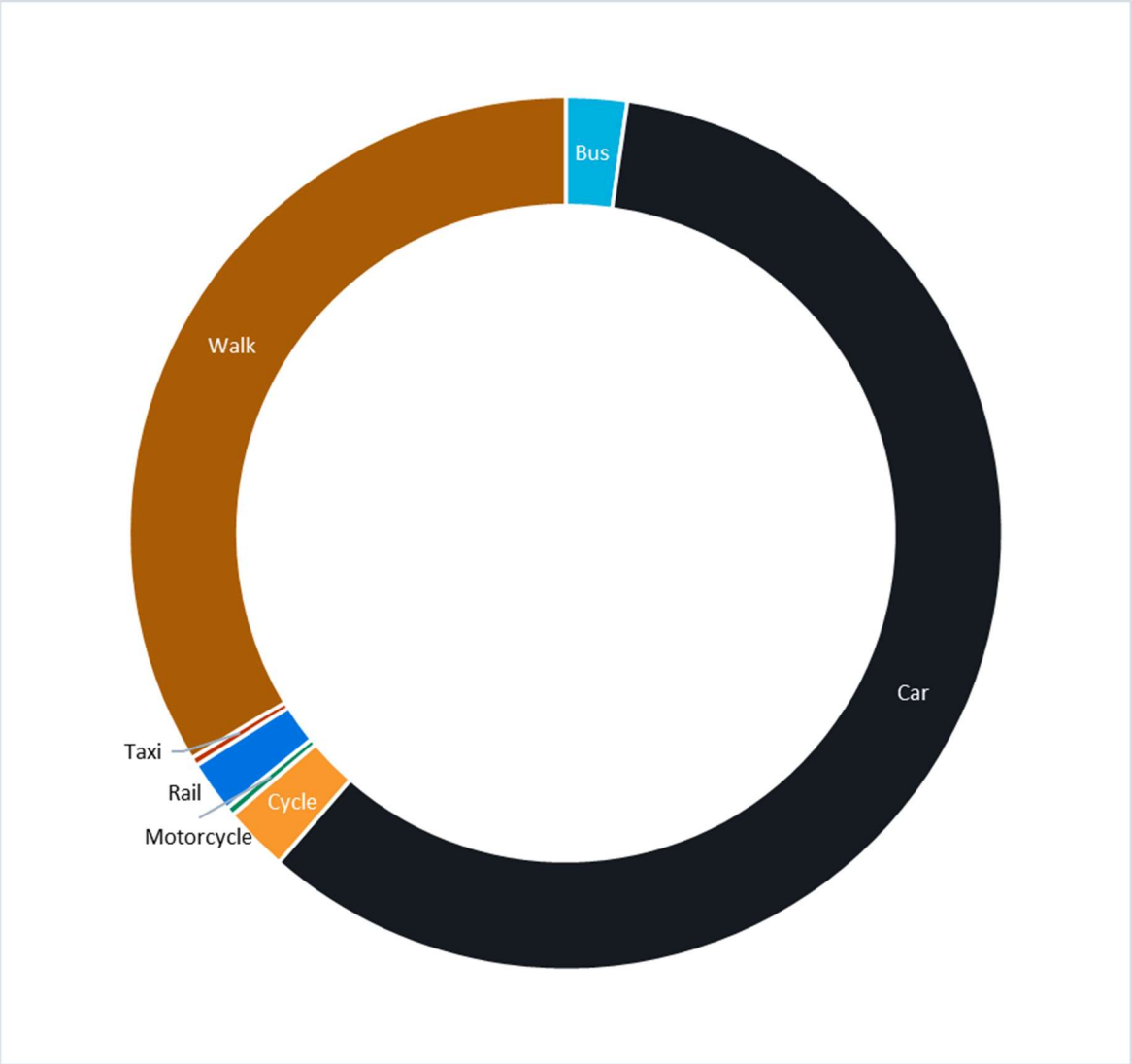


Source: ZapMap & DfT Table ECVD_01a

Use of Alternatives to Private Car Travel

4.18 It is important to provide viable alternatives to private car travel. Figure 4.10 shows the average split of trips per person per year by different transport modes.

Figure 4.10: Mode Share of Trips per Person per Year in the South East

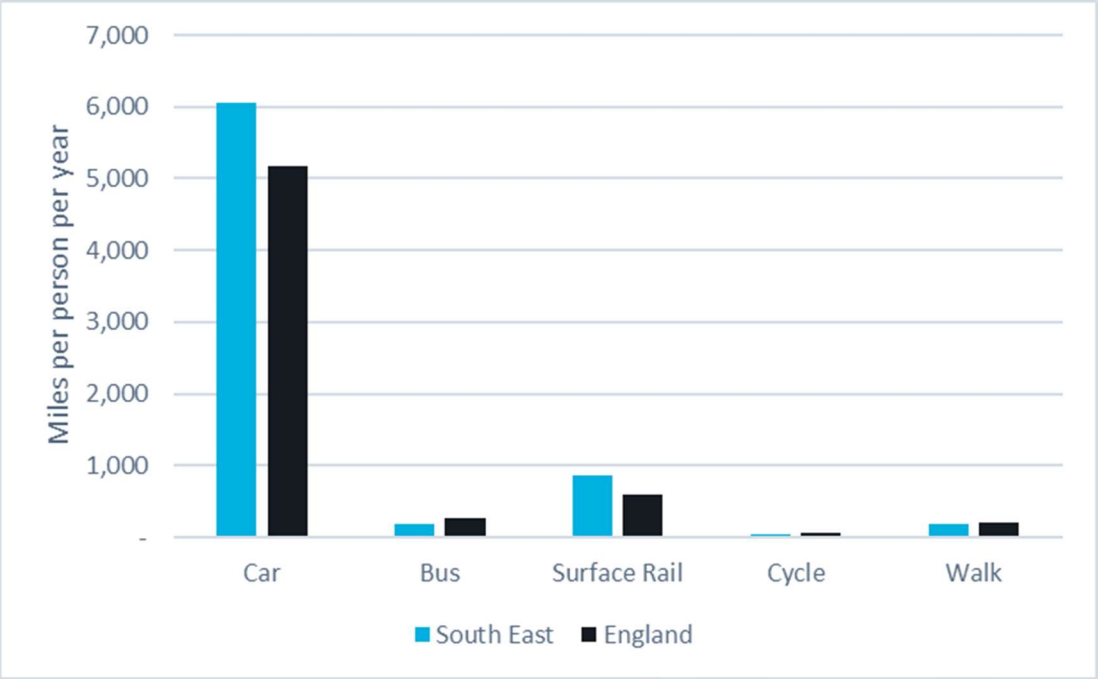


Source: GOV.UK – NTS0221

4.19 As shown in the above figure, car journeys dominate how people move around the region with around 60% of all journeys. People walk for around a third of journeys; with all other modes of transport only totalling just 7% of journeys.

4.20 Figure 4.11 shows the average distance of travel by mode, as miles travelled per person per year. When compared to the England average, journeys by car and rail were longer and shorter by bus, cycling and walking. According to this data, the average person in the south east walked 10 fewer miles per year when compared to the England average.

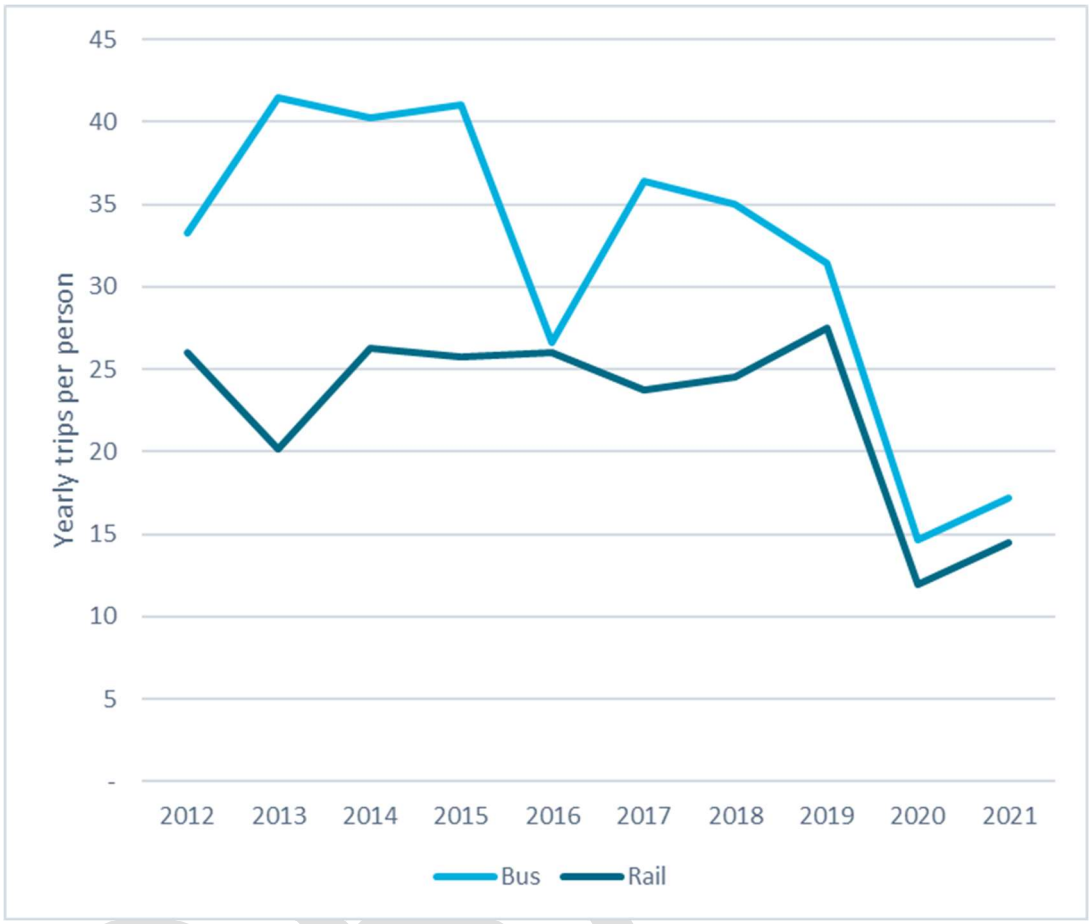
Figure 4.11: Average Distance of Travel by Mode



Source: GOV.UK – NTS0221

4.21 The below Figure 4.12 shows the number of public transport trips taken per person per year in the region. Whilst the number of rail trips remains fairly static until the onset of the pandemic, the number of bus trips indicates an overall downward trend, in line with industry projections.

Figure 4.12: Rail and Bus Trips per Person per Year



Source: UKGOV[40]

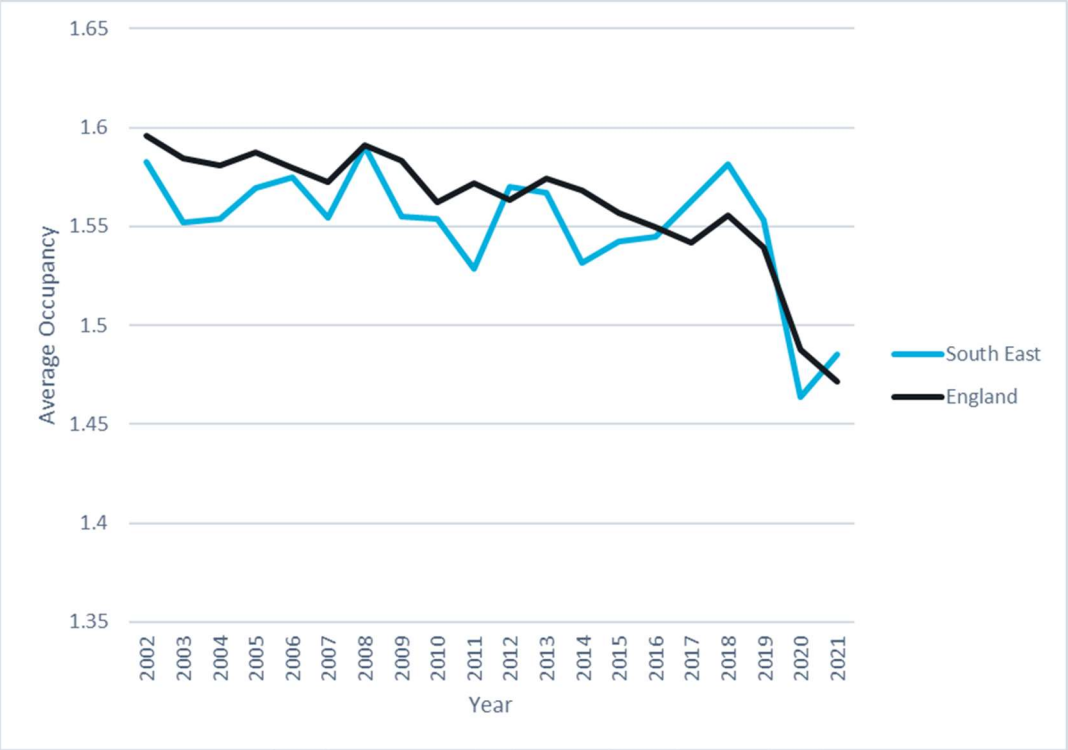
Vehicle Occupancy

4.22 Research suggests that cars emit more GHGs per passenger mile than trains and coaches that carry more people, and so maximising the number of people per vehicle can reduce emissions per person[41]. As shown in Figure 4.13, the vehicle occupancy rate was negatively affected by the COVID-19 pandemic.

[40] Mode of travel - GOV.UK (www.gov.uk) EN13 - Yearly trips per person by mode South East, 2012 onwards

[41] UK Gov (2022) **Transport and environment statistics 2022 - GOV.UK (www.gov.uk)**

Figure 4.13: Vehicle Occupancy Rate



Source: UKGOV[42]

Micromobility

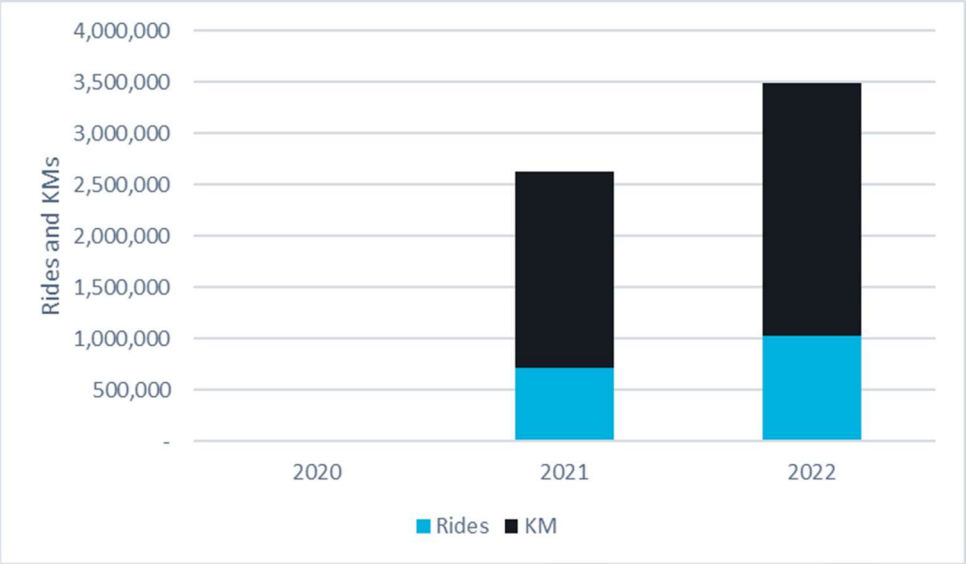
4.23 New and emerging micromobility solutions such as e-bikes or e-scooters are important to provide an alternate form of transport to private cars. In a 2021 survey of micromobility users, it was found that by using micromobility schemes provided a reduction of about 3.7 car miles per week resulting in a saving of 1kg of CO_2 per person per week[43].

4.24 Figure 4.14 shows the total rides and distance per year for a rental e-scooter and rental e-bike trial taking place in the Solent across Southampton, Portsmouth and the Isle of Wight

[42] Vehicle mileage and occupancy - GOV.UK (www.gov.uk) - Vehicle occupancy rates South East and England, 2002 onwards

[43] CoMoUK (2021) CoMoUK Annual Bike Share Report

Figure 4.14: Rides and KM per annum

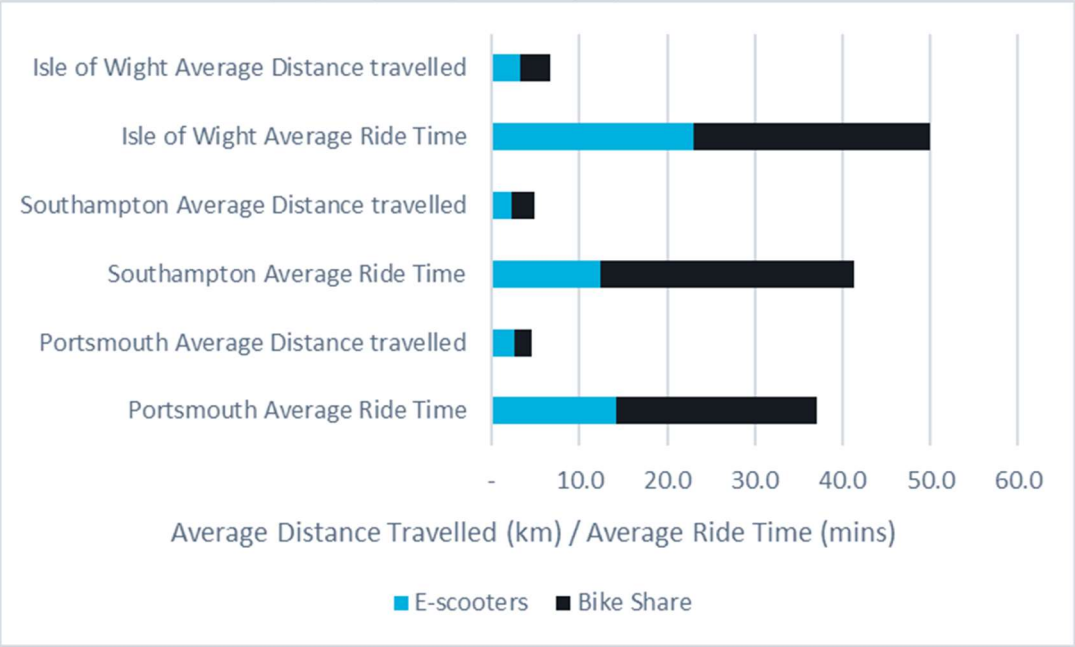


Source: Local Authority Supplied Data

4.25 As shown in the Figure, the number of KM and rides is increasing year on year. This increase should be caveated by the expansion of the scheme, providing additional vehicles and coverage.

4.26 Figure 4.15 demonstrates average ride times and distances travelled, of note is the higher average ride time and distance travelled in the Isle of Wight when compared with Portsmouth and Southampton. This could be indicative of the relatively lower urban density of the Isle of Wight when compared with the cities of Southampton or Portsmouth.

Figure 4.15: Average Ride Time and Distance Travelled



Source: Local Authority Supplied Data

5 Next Steps

5.1 This report has provided a snapshot of the region in terms of economic, social and environmental indicators and will provide a baseline for measuring changes to these indicators. It provides a 'baseline' for future monitoring of how well the region is tracking against the indicators used in this report, which were identified as important to demonstrate whether the region is moving in the direction desired by the TfSE Strategy.

5.2 The TfSE Transport Strategy and Strategic Investment Plan are in the process of being delivered. This report will be re-produced every two years to provide a monitoring tool for understanding associated changes in the identified indicators across the region.

5.3 It is acknowledged that not every indicator in this report can be attributed to the delivery of the Transport Strategy and Strategic Investment Plan, but will still provide valuable context and an understanding of wider trends in the region which may impact the prioritisation or delivery methods for interventions listed in the Transport Strategy and Strategic Investment Plan.

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