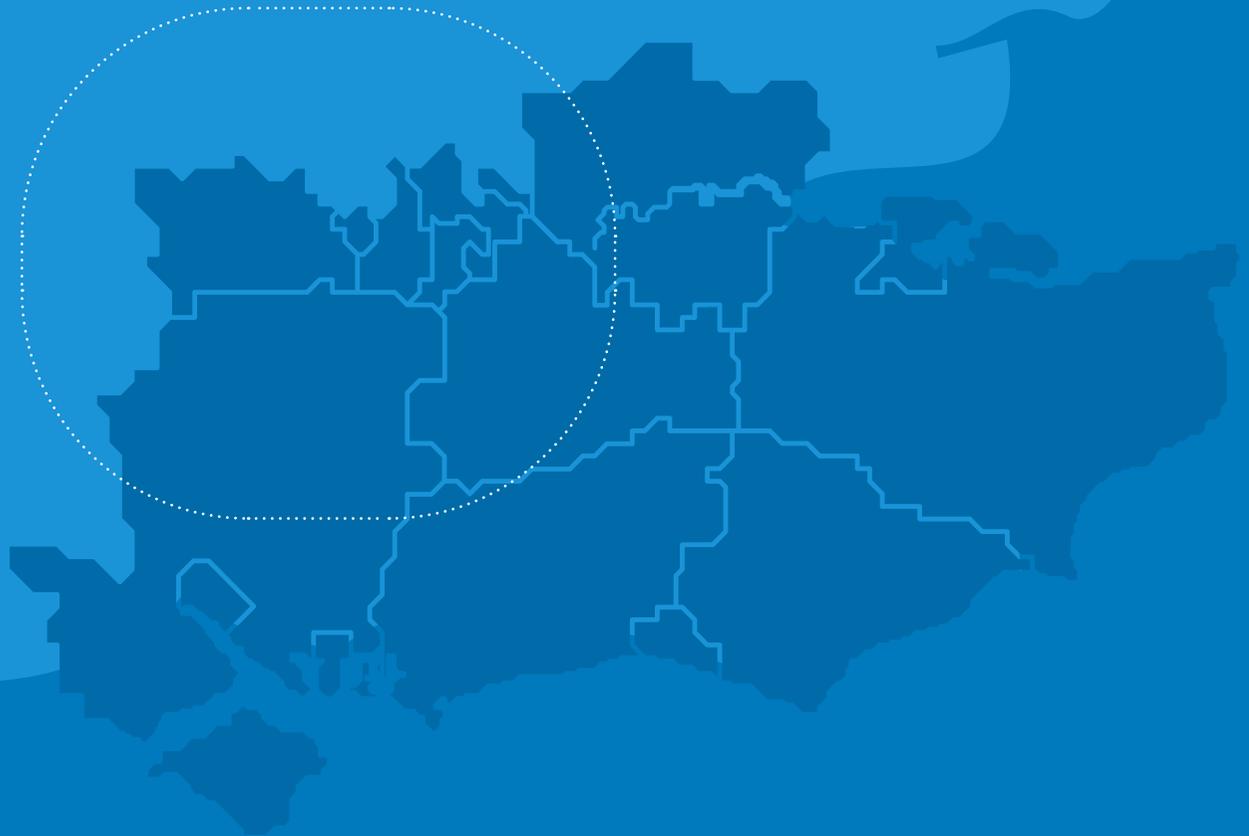


4. Wessex Thames

The area TfSE refers to as Wessex Thames includes the whole of Berkshire, North Hampshire, and West Surrey.

TfSE has developed three packages of interventions for this area with a total expected capital investment of **£10.4 billion** and **£1.2 billion** in additional economic value each year.

Figure 7 shows the packages of interventions for the Wessex Thames area.



Rail Package

- O1** Western Rail Link to Heathrow
- O2** Southern Access to Heathrow
- O3** Reading to Basingstoke Enhancements
- O4** North Downs Line - Decarbonisation
- O5** North Downs Line - Level Crossing Removals
- O6** North Downs Line - Service Level and Capacity Enhancements
- O7** Guildford Station Redevelopment
- O8** New Station Guildford West (Park Barn)
- O9** New Station Guildford East (Merrow)
- O10** Redhill Station Track Capacity Improvement
- O11** Dorking Deepdene Station Upgrade
- O12** South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement
- O13** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme
- O14** Cross Country Service Enhancements
- O15** Portsmouth Direct Line - Line Speed Enhancements
- O16** Portsmouth Direct Line - Buri-ton Tunnel Upgrade
- O17** South West Main Line - Digital Signalling
- O18** Theale Strategic Rail Freight Terminal
- O19** West of England Main Line - Electrification from Basingstoke to Salisbury
- O20** Reading to Waterloo Service Enhancements

Mass Transit

- P1** Basingstoke Mass Rapid Transit
- P2** Blackwater Valley Mass Rapid Transit
- P3** Bracknell / Wokingham Bus Enhancements
- P4** Elmbridge Bus Enhancements
- P5** Epsom / Ewell Bus Enhancements
- P6** Guildford Sustainable Movement Corridor
- P7** Slough / Windsor / Maidenhead Area Bus Enhancements
- P8** Newbury / Thatcham Bus Enhancements
- P9** Reading Mass Rapid Transit
- P10** Spelthorne Bus Enhancements
- P11** Woking Bus Enhancements
- P12** A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit
- P13** A329 / B3408 Reading - Bracknell / Wokingham Mass Rapid Transit
- P14** Winchester Bus Enhancements
- P15** Andover Bus Enhancements
- P16** Runnymede Bus Enhancements
- P17** London Heathrow Airport Bus Access Enhancements
- P18** Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements

Active Travel

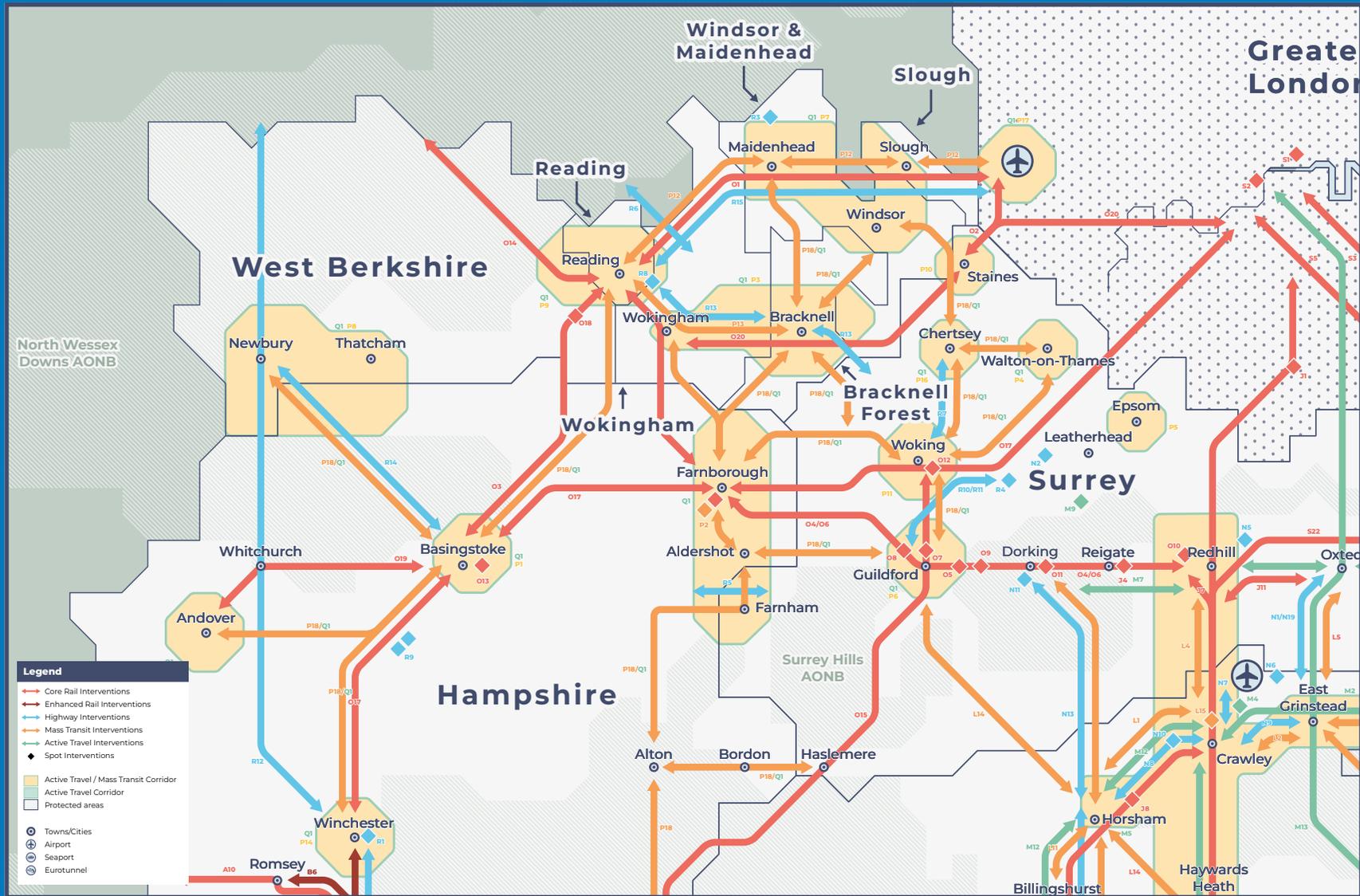
- Q1** Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure

Highways

- R1** M3 Junction 9 (RIS2)
- R2** M3 Junction 9 - Junction 14 Smart Motorway (SMP)
- R3** A404 Bisham Junction (RIS3 Pipeline)
- R4** A3 / A247 Ripley South (RIS3 Pipeline)
- R5** A31 Farnham Corridor (LLM)
- R6** New Thames Crossing East of Reading (LLM)
- R7** A320 North Corridor (HIF)
- R8** M4 Junction 10 Safety Enhancements
- R9** M3 Junction 7 and Junction 8 Safety and Capacity Enhancements
- R10** A3 Guildford Local Traffic Segregation
- R11** A3 Guildford Long Term Solution
- R12** A34 Junction and Safety Enhancements
- R13** A322 and A329(M) Smart Corridor
- R14** A339 Newbury to Basingstoke Safety Enhancements
- R15** M4 Junction 3 to Junction 12 Smart Motorway (SMP)



Figure 7: Wessex Thames packages of interventions



Note: List of interventions refers to the Wessex Thames area only (Packages O – R).



4.1. Wessex Thames Rail

A transformational change in orbital and east-west rail connectivity. The package includes new infrastructure interventions with significant regional, national and international benefit, with the largest being to establish new rail links between the region and Heathrow Airport, and enhancing onward connectivity through the wider south east.

Targeted infrastructure enhancements will also translate to more capacity, improved resilience and reliability, and more frequent passenger and freight services, including to the Solent ports.

This package boosts the number of rail trips enabling residents, employees and visitors to sustainably engage with the regional economy by rail from all directions.

The packages combine to increase the number of local and strategic orbital rail trips by 13,500 each weekday. They also deliver a boost to the economy, generating more employment opportunities and growing GVA by £850 million each year by 2050.



At least 90,000 additional rail trips each weekday



More than 3,700 new jobs created



More than 3,000 new residents accommodated



15,000 tonnes less of CO₂ equivalent emitted a year

4.2. Wessex Thames Mass Transit

Better interchange and service quality will be provided at Strategic Mobility Hubs, integrating bus services with the national rail networks and local active travel, as well as opportunities for shared mobility services such as e-bike hire, local “click and collect” facilities, and co-location with convenience stores and cafe.

This package aims to increase frequency, operating hours, reliability, and catchment of bus services, supported with bus priority infrastructure where appropriate, to improve interurban bus services between the major economic hubs in Berkshire, North Hampshire and West Surrey.

Interventions in this package will help the region achieve a significant mode shift from car to bus and active travel that will reduce congestion on the existing road network.



Almost 450,000 more bus and mass transit trips expected each weekday



At least 250,000 fewer car journeys each weekday



1,300 more jobs supported



At least 50,000 fewer tonnes CO₂ equivalent emitted a year

4.3. Wessex Thames Active Travel

Better infrastructure for walking and cycling will improve the interchange experience and community value. These will improve access while helping to reduce vehicle traffic in urban areas.

This package aims to support the Wessex Thames rail and mass transit interventions by improving the quality of cycling and walking infrastructure to further reduce car dependency in the region, give people greater transport choice, and improve public health outcomes.

The provision of quality active travel infrastructure will improve the efficiency of the existing road and highways network by creating more capacity for those who live further away from rail or mass transit services or for whom walking or cycling may not be a suitable option for all or even part of a given journey. Reducing unnecessary trips in this way also helps reduce or even remove the need for some more expensive highways capacity improvements.



270,000 more active travel trips each weekday



240,000 fewer car journeys each weekday



30,000 tonnes less CO₂ equivalent emitted a year

4.4. Wessex Thames Highways

This package delivers targeted improvements which support strategic passenger and freight movements through de-conflicting local and longer-distance traffic, and supports safety and air quality objectives.

This package includes interventions that support better access to the Solent Freeport area, a significant contributor to economic growth in the region, as well as interventions which support the sustainable regeneration of areas and local placemaking, such as A3 Guildford, the A320 North Corridor and a new crossing of the River Thames to the east of Reading.

These schemes are designed to unlock opportunities to reallocate road space to active travel and buses to deliver complementary public transport improvements.

Some highway interventions can present a trade-off between economic growth and carbon emissions. The economic benefit of accommodating more freight and unlocking growth in this area is a key objective for TfSE, and this package helps towards that.



Improved air quality in
urban areas



An additional £90 million
of GVA a year by 2050