

Bexhill and Battle; Hastings and Rye

Transport for the South East (TfSE) has just submitted its Strategic Investment Plan to government. This plan determines the investment needed to grow the south east's economy and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

Since 2017, TfSE, the sub-national transport body for the south east, has become a powerful and effective partnership for the region, bringing together local transport authorities, local enterprise partnerships, district and borough councils, transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.

Central to the development of this plan has been engagement and consultation with all stakeholders to ensure what we put forward aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the south east, for the south east.

To the right, we have mapped the prioritised schemes for Bexhill and Battle, Hastings and Rye and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.



Figure 1: Bexhill and Battle; Hastings and Rye schemes from TfSE's Strategic Investment Plan

In addition to place-specific schemes, a number of wider policy interventions have been identified. These include:

- Decarbonisation:** faster delivery on net zero carbon, including through the use and adoption of green technologies
- Public transport fares:** support for public transport, including subsidies for reduced fares
- New mobility:** capturing the benefits for new modes of travel, new ways of paying for our travel, and new technologies
- Road user charging:** support for a national scheme, and one that local areas can integrate with for additional measures (e.g. Clean Air Zones)
- Virtual access:** making best use of technology to reduce the need to travel and help plan better, more sustainable journeys
- Better integration:** at stations, hubs and between modes, but also better integration with spatial planning and service delivery

Strategic Investment Plan Factsheets
No. 23 Bexhill and Battle; Hastings and Rye

Figure 2: Bexhill and Battle; Hastings and Rye scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
G5	Sussex Coast Mass Rapid Transit	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.	Improve journey times and reliability for public transport on the Sussex coast.	Medium term (2030s)
G6	Eastbourne/Wealden Mass Rapid Transit	Inter-urban bus enhancements, including bus priority measures where appropriate.	Provide faster, more frequent and reliable bus services between Eastbourne, Polegate and rural communities in South Wealden.	Short term (2020s)
G7	Hastings/Bexhill Mass Rapid Transit	Intra- and inter-urban bus enhancements along the eastern section of the A259, including bus priority measures where appropriate.	Provide faster, more frequent and reliable bus services between Hastings, Bexhill, Eastbourne and adjacent centres.	Medium term (2030s)
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Inter-urban cycling enhancements along the Sussex coast, including by utilising the National Cycle Network.	Improve access to points of interest via segregated active travel.	Short term (2020s)
J6	East Coastway Line - Faster Services	Increased line speeds on the East Coastway Line.	Reduce journey times between Brighton, Lewes, Eastbourne and Hastings.	Short term (2020s)
L10	A272 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A272, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Haywards Heath, Billingshurst, Petersfield and nearby centres.	Short term (2020s)
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Eastbourne and Hailsham and other centres.	Integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.	Short term (2020s)
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Improvements to the corridors south of the Willingdon Roundabout (A2270/A2101).	Resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.	Short term (2020s)
S2*	London Victoria Capacity Enhancements	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.	Enable more services between London and Kent, Medway and East Sussex, reduce headways and improve journey time reliability.	Medium term (2030s)
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	New high speed services to Hastings, Bexhill and Eastbourne via High Speed 1 / the Marshlink Line.	Markedly reduce journey times between these locations and London.	Medium term (2030s)

Strategic Investment Plan Factsheets
No. 23 Bexhill and Battle; Hastings and Rye

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Faversham and Hastings, utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)
W9	East Sussex Local Active Travel Infrastructure	Intra-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network.	Facilitate local active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)
W10 / M8*	East Sussex Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network.	Facilitate strategic active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Royal Tunbridge Wells and Hastings, utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)
X4	A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)	Safety improvements along the A21.	Overcome known safety issues, reduce conflict between strategic movements and local movements and support active travel.	Medium term (2030s)
X24	A259 Level Crossing Removals - East of Rye	Removal of the level crossings along the A259.	Improve railway line speeds, reduce conflicts between highway and railway flows and increase reliability, resilience and safety for all users.	Medium term (2030s)
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	A new A21 Bypass.	Reduce conflicts between strategic and local movements between Kippings Cross and Lamberhurst and at Flimwell and Hurst Green Bypasses, improving reliability and safety for all road users.	Long term (2040s)
X26	Hastings and Bexhill Distributor Roads	Targeted enhancements on key highway corridors into Bexhill and Hastings from the A21 and A259.	Improve reliability and support the take-up of bus and active travel.	Medium term (2030s)

* Intervention outside of constituency area and/or off-map.

Delivering interventions for Bexhill and Battle and Hastings and Rye

Working with our partners we will now begin delivery of the nearly 300 interventions within the Strategic Investment Plan. Appropriate scheme and business case development will be required for each intervention, along with stakeholder engagement. Delivery will be dependent on each individual intervention and its local context, the complexity of the scheme, the stage of the scheme and business case development, as well as funding.

TfSE's role will be to support the appropriate delivery partners as we progress each scheme and secure funding for scheme development and delivery.

Along with local transport authorities, central government and its agencies, and other delivery partners, we will establish appropriate governance to oversee the development, delivery, and benefits realisation arising from interventions included in this strategy as we work to achieve the vision set out in our Transport Strategy.

By 2050, delivery of the Strategic Investment Plan will achieve for the south east:



21,000 additional new jobs



500,000 more rail trips each weekday



an additional £4 billion in GVA each year by 2050



1.5 million more bus, mass transit and ferry trips each weekday



1.4 mega tonnes less CO₂ equivalent emitted each year and a pathway to net zero identified



4 million fewer car trips each weekday

Help us to secure investment in the region's transport network

Please promote this investment plan in your local communities. We have submitted this plan to government and asked them to consider it when making future investment decisions for the region. Collectively we can deliver this ambitious plan and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improving the quality of life for all residents.

You can find the Strategic Investment Plan, the technical work behind it and our Transport Strategy on the TfSE website - www.tfse.org.uk, along with other factsheets.

For more information contact TfSE at tfse@eastsussex.gov.uk or [0300 3309574](tel:03003309574).

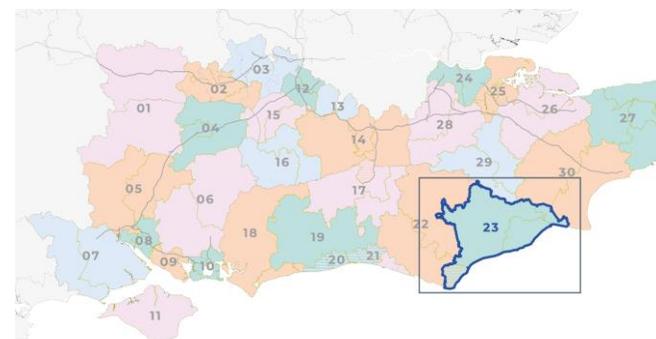


Figure 3: Map of factsheet locations and numbers