

South Downs National Park

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.

Below, we have mapped the prioritised schemes that are in, cross or are adjacent to the South Downs National Park. These schemes are planned for delivery between now and 2050.

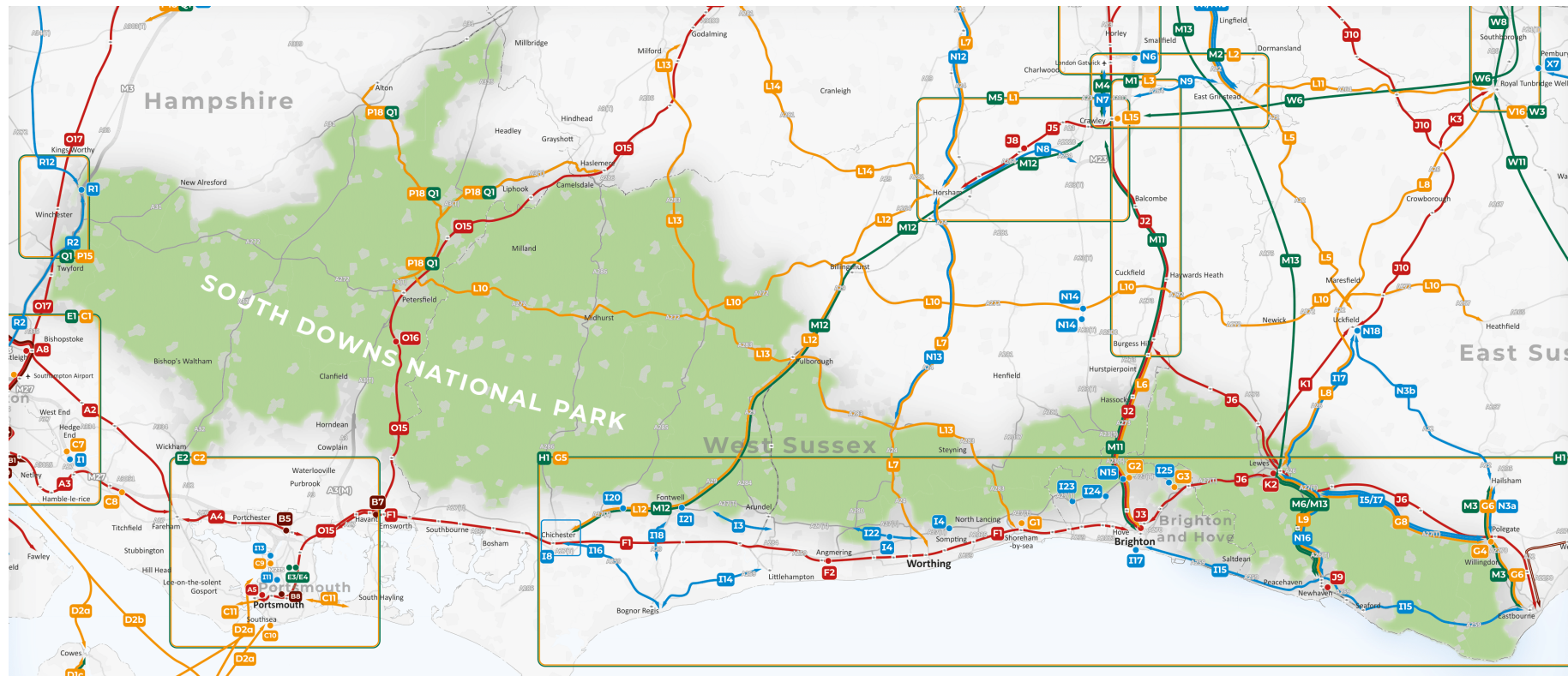


Figure 1:
Schemes from TfSE's Strategic Investment Plan in the vicinity of the South Downs National Park

Strategic Investment Plan Factsheets
South Downs National Park

Figure 2: South Downs National Park Authority scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
Global	Decarbonisation	Local authorities are given increased support to deliver EV charging infrastructure and other green technologies.	Support a more rapid national adoption of zero emission vehicles and the decarbonisation of strategic passenger and freight highway movements.	Ongoing
Global	Public transport fares	Local authorities are given increased support for public transport, including subsidies for reduced fares.	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.	Ongoing
Global	New mobility	Local authorities are encouraged and supported to design approaches to new mobility and deliver associated interventions.	Capture the benefits for new modes of travel, new ways of paying for our travel, and new technologies.	Ongoing
Global	Road user charging	Supporting and delivering emerging national road user charging schemes and considering their integration with local road user charging schemes (e.g. Clean Air Zones).	Further encourage and promote the use of sustainable modes to reduce congestion, noise and emissions in local centres across the TfSE area.	Ongoing
Global	Virtual access	Encouraging faster adoption of digital technology, including remote working and virtual access to services.	Reduce the need to travel and help plan better, more sustainable journeys.	Ongoing
Global	Better integration	Local authorities are encouraged and supported to implement comprehensive, integrated spatial and transport plans.	Make switching between modes easier and more available at stations and hubs and improve integration between spatial planning and service delivery.	Ongoing
F1	West Coastway Strategic Study	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.	Reduce wait times and the effective journey times of rail users.	Medium term (2030s)
F2	West Worthing Level Crossing Removal	Removal of the West Worthing level crossing.	Improve safety and reliability for new and existing rail users along the West Coastway Line.	Medium term (2030s)
G1	Shoreham Strategic Mobility Hub	The development of a Strategic Mobility Hub at Shoreham, including rail, park and ride, bus services and active travel options.	Provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Shoreham and Worthing.	Short term (2020s)
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	The development of a Strategic Mobility Hub at Patcham, including park and ride, bus services and active travel options.	Provide opportunities for efficient multi-modal journeys between the A27, the A23 and Brighton & Hove.	Short term (2020s)
G3	Falmer Strategic Mobility Hub	The development of a Strategic Mobility Hub at Falmer, including rail, park and ride, bus services and active travel options.	Provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Lewes and Eastbourne.	Short term (2020s)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
G4	Eastbourne/Polegate Strategic Mobility Hub	The development of a Strategic Mobility Hub at Polegate, including rail, park and ride, bus services and active travel options.	Provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove and Eastbourne.	Medium term (2030s)
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)
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Inter-urban bus enhancements along the A27, including bus priority measures.	Provide faster, more frequent and reliable bus services between Falmer, Polegate and other rural communities along the corridor without hindering other traffic movements.	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)
I3	A27 Arundel Bypass (RIS2)	Replacement of the existing single carriageway road with a dual carriageway A27 Arundel Bypass.	Link together the two existing dual carriageway sections of the road, improving the flow of traffic.	Short term (2020s)
I4	A27 Worthing and Lancing Improvement (RIS2)	Improvements to the A27 between Worthing and Lancing.	Increase capacity and improve the flow of traffic.	Short term (2020s)
I5	A27 East of Lewes Package (RIS2)	Improvements to the A27 between Lewes and Eastbourne, focusing on Lewes to Polegate.	Increase capacity and improve the flow of traffic.	Short term (2020s)
I7	A27 Lewes - Polegate (RIS3 Pipeline)	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.	Reduce congestion through the area and encourage increased active travel.	Medium term (2030s)
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	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.	Encourage modal shift whilst resolving issues facing all road users.	Short term (2020s)
I18	A29 Realignment including combined Cycleway and Footway	Improvements to the A29, including realignment options to accommodate active travel corridors.	Increase the safety and attractiveness of cycling, encouraging take-up and facilitating a reduction in short-distance car trips.	Short term (2020s)
I20	A27 Tangmere Junction Enhancements	Improvements to the A27 Tangmere Junction.	Increase the safety of all road users and safeguard journey time reliability.	Medium term (2030s)
I21	A27 Fontwell Junction Enhancements	Improvements to the A27 Fontwell Junction.	Increase the safety of all road users and safeguard journey time reliability.	Medium term (2030s)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
I22	A27 Worthing (Long Term Solution)	Improvements to the A27 Worthing Junction. A number of tunnel options have been considered to deconflict strategic and local traffic.	Increase the safety of all road users and safeguard journey time reliability.	Long term (2040s)
I23	A27 Hangleton Junction Enhancements	Improvements to the A27 Hangleton Junction.	Increase the safety of all road users and safeguard journey time reliability.	Medium term (2030s)
I24	A27 Devils Dyke Junction Enhancements	Improvements to the A27 Devils Dyke Junction.	Increase the safety of all road users and safeguard journey time reliability.	Medium term (2030s)
I25	A27 Falmer Junction Enhancements	Improvements to the A27 Falmer Junction.	Increase the safety of all road users and safeguard journey time reliability.	Medium term (2030s)
J1*	Croydon Area Remodelling Scheme	Improvements in the Croydon area, constituting the largest and most complex part of the Brighton Main Line upgrade proposals.	Increase the capacity of the railway through this area and improve its wider reliability.	Medium term (2030s)
J2	Brighton Main Line - 100mph Operation	Infrastructure and signalling enhancements to enable 100mph operation on the Brighton Main Line.	Reduce journey times between Brighton and London.	Medium term (2030s)
J3	Brighton Station Additional Platform	Construction of an additional platform at Brighton station.	Increase capacity and improve the reliability of services to/from the station.	Medium term (2030s)
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)
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Infrastructure improvements to enable the re-opening of the Wealden Line between Uckfield and Lewes.	Provide rail connectivity to residents between Uckfield and Lewes, reducing local car-based emissions by introducing a sustainable alternative.	Medium term (2030s)
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Reconfiguration of Lewes station to allow services on the Wealden Line to continue on the East Coastway Line to/from Brighton.	Improve rail connectivity for residents along the Wealden Line, increasing access to employment, leisure and other opportunities in Brighton.	Medium term (2030s)
L6	A23 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A23, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Crawley, Gatwick and nearby centres.	Short term (2020s)
L7	A24 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A24, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Dorking, Horsham and nearby centres.	Short term (2020s)
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Inter-urban bus enhancements along the A26 through the Newhaven area, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Newhaven, Lewes and nearby centres.	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	Short term (2020s)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
L12	A29 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A29, including bus priority measures where appropriate.	Haywards Heath, Billingshurst, Petersfield and nearby centres. Increase bus service frequencies, reduce journey times and improve reliability for residents between Arundel, Billingshurst, Horsham and nearby centres.	Short term (2020s)
L13	A283 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A283, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Pulborough, Petworth and nearby centres.	Short term (2020s)
M6	Lewes/Newhaven Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Lewes, Newhaven and their environs.	Integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.	Short term (2020s)
M10*	West Sussex Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across West Sussex, utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage active travel and help to diversify residents' travel options.	Short term (2020s)
M11	New London - Brighton National Cycle Network Corridor	A new inter-urban cycling corridor between Brighton and London, utilising parts of the "Avenue Verte" and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage cycling and help to diversify residents' travel options.	Medium term (2030s)
M12	New Crawley - Chichester National Cycle Network Corridor	A new inter-urban cycling corridor between Crawley and Chichester, enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage cycling and help to diversify residents' travel options.	Medium term (2030s)
M13	London - Paris New "Avenue Verte"	A new inter-urban cycling corridor between London and Paris, utilising and enhancing the existing "Avenue Verte" and the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage cycling and increase tourism and leisure opportunities along the route.	Medium term (2030s)
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Improvements to the A24 Capel Bypass between Dorking and Horsham.	Reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Long term (2040s)
N15	A23/A27 Patcham Interchange Junction Enhancements	Enhancements to interchange between the A23/A27 at Patcham.	Reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Short term (2020s)
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Realignment and junction enhancements on the A26 between Lewes and Newhaven.	Reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Short term (2020s)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
O15	Portsmouth Direct Line - Line Speed Enhancements	Increased line speeds on the Portsmouth Direct Line.	Reduce journey times between Portsmouth and London.	Short term (2020s)
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Increased line speeds between Havant and Petersfield by upgrading the Buriton Tunnel.	Reduce journey times between Portsmouth and London.	Long term (2040s)
O17	South West Main Line - Digital Signalling	Introduction of digital signalling on the South West Main Line.	Increase the capacity for (and safety of) rail passenger and freight movements.	Medium term (2030s)
P14	Winchester Bus Enhancements	Urban bus enhancements connecting centres within Winchester and adjacent economic hubs, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Inter-urban bus enhancements, including bus priority measures.	Enable frequent, reliable, express services to run along roads connecting major economic hubs, e.g. Guildford to the Blackwater Valley via the A31.	Short term (2020s)
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements, utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure to encourage cycling and help to diversify residents' travel options.	Short term (2020s)
R1	M3 Junction 9 (RIS2)	Upgrades to the M3 Junction 9.	Facilitate better movement from the A34 to the M3, including key strategic freight movements, and help to accommodate future growth.	Short term (2020s)
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Smart motorway extension from M3 Junction 9 to M3 Junction 14.	Increase capacity and road safety and improve reliability along this section.	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)
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)

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

Delivering interventions for South Downs National Park

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).

Note: this Factsheet has been produced specifically for the South Downs National Park due to its large geography. Schemes in the vicinity of the New Forest National Park can be seen on Factsheet 7.

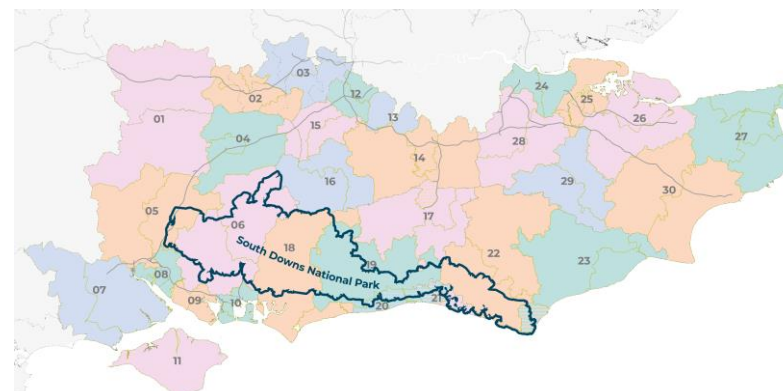


Figure 3: Map of factsheet locations and numbers