

Brighton Kemptown and Peacehaven; Brighton Pavilion; Hove and Portslade

Transport for the South East (TfSE) submitted its Strategic Investment Plan to government in 2023. 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, business organisations, district and borough councils, transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.

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

To the right, we have mapped the prioritised schemes for Brighton Kemptown and Peacehaven, Brighton Pavilion, Hove and Portslade and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.



Figure 1: Brighton Kemptown and Peacehaven; Brighton Pavilion; Hove and Portslade 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. 21 Brighton Kemptown and Peacehaven; Brighton Pavilion; Hove and Portslade

Figure 2: Brighton Kemptown and Peacehaven; Brighton Pavilion; Hove and Portslade scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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)
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)
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)
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)
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)
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Essential reconstruction of key highway structures (c.1880), including 'arches' and retaining walls supporting the upper seafront promenade along the A259 in Brighton.	Support network resilience and safety for road users.	Short term (2020s)

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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)
I26	A27 Hollingbury Junction Enhancements	Improvements to the A27 Hollingbury 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.	This will 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)
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)
M8*	East Sussex Inter-urban Active Travel Infrastructure	Inter-urban walking and cycling enhancements across East Sussex, utilising and enhancing the National Cycle Network.	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.	Short term (2020s)

! We acknowledge the recent announcement by the Chancellor regarding the A27 schemes. Our evidence-driven Strategic Investment Plan highlights that east-west connectivity, journey times and reliability remains a significant challenge across our region, particularly along the south coast corridor; the main east-west route through our region outside of the M25/M4 corridor. TfSE will continue working with the government and National Highways to explore multi-modal solutions that will address issues around congestion and route inconsistency and deliver agglomeration benefits along the whole south coast corridor, including at Chichester, Arundel, Worthing and east of Lewes.

*Not shown on map.

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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. This will encourage cycling and help to diversify residents' travel options.	Medium term (2030s)
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)
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*	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)

*Not shown on map.

Delivering interventions for Brighton Kemptown and Peacehaven, Brighton Pavilion, and Hove and Portslade

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).

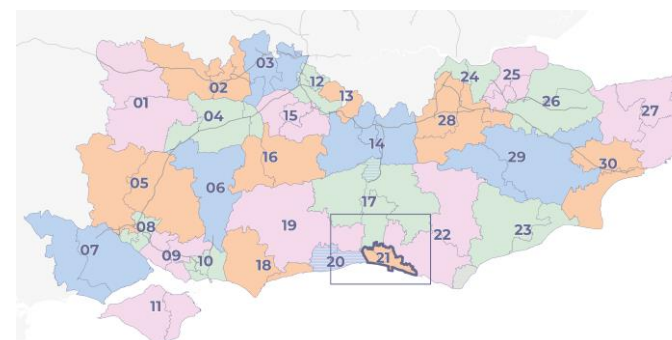


Figure 3: Map of factsheet locations and numbers