

Eastbourne; Lewes; Sussex Weald

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 Eastbourne, Lewes, Sussex Weald and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.



Figure 1: Eastbourne; Lewes; Sussex Weald 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
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Figure 2: Eastbourne; Lewes; Sussex Weald 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)
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)
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)
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)

! 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.

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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)
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)
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Upgrades to rail infrastructure in and around Newhaven Port.	Increase rail freight capacity and support more rail freight movements to/from the port.	Medium term (2030s)
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Electrification of the railway from Uckfield to Hurst Green via Edenbridge.	Support the decarbonisation of the rail network and improve its cohesion.	Long term (2040s)
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)
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Conversion of the Spa Valley Line between Eridge and Tunbridge Wells to modern operations.	Create an alternative rail route between Brighton and London and complement improvements to the Wealden Line.	Medium term (2030s)
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Inter-urban bus enhancements along the A26 between Lewes and Royal Tunbridge Wells, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Lewes, Uckfield, Royal Tunbridge Wells 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 Haywards Heath, Billingshurst, Petersfield and nearby centres.	Short term (2020s)

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L11	A264 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A264, including bus priority measures where appropriate.	Increase bus service frequencies, reduce journey times and improve reliability for residents between Horsham, Crawley, Royal Tunbridge Wells 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)
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)
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)
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. This will encourage cycling and increase tourism and leisure opportunities along the route.	Medium term (2030s)
N3a	A22 Corridor Package	Improvements to the A22 Polegate/Stone Cross/Hailsham junction.	Increase the safety of all road users and safeguard journey time reliability.	Short term(2020s)
N3b	A22 Corridor - Hailsham to Uckfield (MRN Pipeline)	Improvements to the A22 between Hailsham and Uckfield.	Resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.	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)
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)
N18	A22 Uckfield Bypass Dualling	Online dualling of the A22 Uckfield Bypass.	Increase road safety and improve journey time reliability through the area.	Short term (2020s)

*Not shown on map.

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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)
W6	Tonbridge - Maidstone National Cycle Network Enhancements	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.	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*	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)

*Not shown on map.

Delivering interventions for Eastbourne, Lewes and Sussex Weald

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).

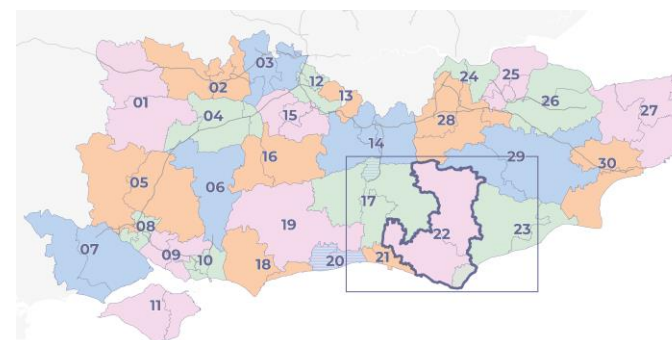


Figure 3: Map of factsheet locations and numbers