

Arundel and South Downs; East Worthing and Shoreham; Worthing West

Transport for the South East (TfSE) submitted its second Strategic Investment Plan (SIP) to government in 2026. This plan determines the investment needed to transform the quality of door-to-door journeys for residents, businesses, and visitors across the South East. This will boost productivity and competitiveness, enhance the quality of life for residents, and protect the region's natural and built environment.

This factsheet highlights the prioritised schemes from these constituencies to help communicate the outputs of the SIP.

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.

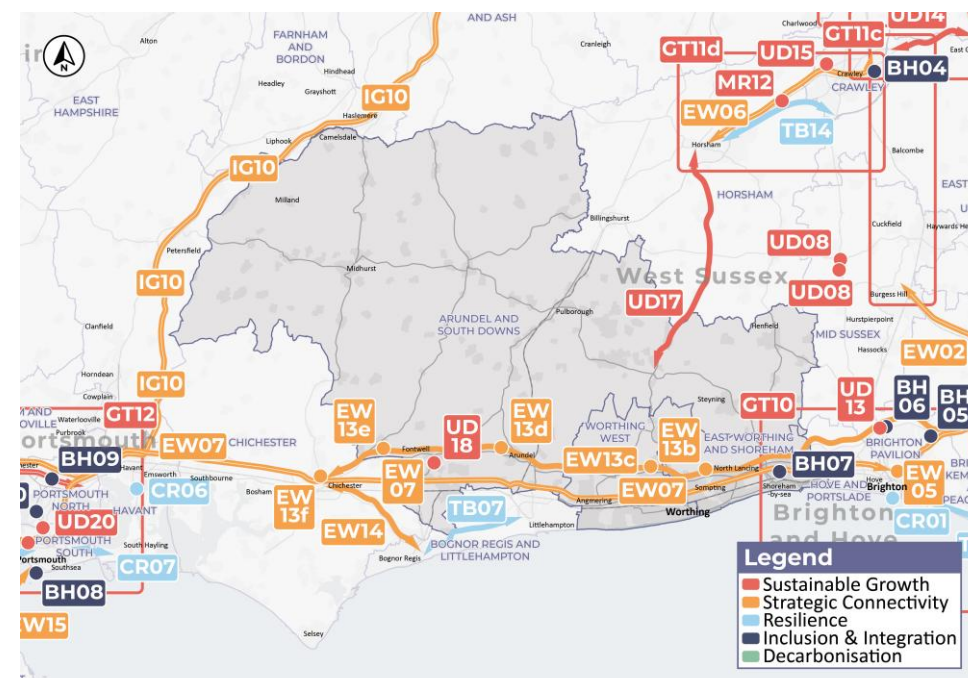


Figure 1: Arundel and South Downs; East Worthing and Shoreham; Worthing West schemes from TfSE's Strategic Investment Plan

The SIP is structured around TfSE's five transport strategy missions of Strategic Connectivity, Sustainable Growth, Resilience, Inclusion & Integration and Decarbonisation, each addressing a major regional challenge.

Above, we have mapped the prioritised schemes for Arundel and South Downs; East Worthing and Shoreham; Worthing West and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Arundel and South Downs; East Worthing and Shoreham; Worthing West scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
BH07	Shoreham Strategic Mobility Hub	The development of a Strategic Mobility Hub at Shoreham, including rail, park and ride, bus services and active travel options.	This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Shoreham and Worthing.	Short (2020s)
EW13b	A27 Worthing and Lancing Improvement	Improvements to the A27 between Worthing and Lancing.	This will increase capacity and improve the flow of traffic.	Short (2020s)
EW13d	A27 Arundel Enhancements	Replacement of the existing single carriageway road with a dual carriageway A27 Arundel Bypass.	This will link together the two existing dual carriageway sections of the road, improving the flow of traffic.	Short (2020s)
EW06	Arun Valley Line - Faster Services	Increased line speeds on the Arun Valley Line.	This will reduce journey times between Littlehampton, Arundel, Horsham, Crawley and Gatwick.	Short (2020s)
IG10	Portsmouth Direct Line - Line Speed Enhancements	Increased line speeds on the Portsmouth Direct Line.	This will reduce journey times between Portsmouth and London.	Short (2020s)
UD17	A24 Horsham - Dorking Improvements	A new roundabout on the A24 Capel Bypass between Horsham and Washington.	This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Short (2020s)
UD18	A29 Realignment including combined Cycleway and Footway	Improvements to the A29, including realignment options to accommodate active travel corridors.	This will increase the safety and attractiveness of cycling, encouraging take-up and facilitating a reduction in short-distance car trips.	Short (2020s)
EW13e	A27 Tangmere Enhancements	Improvements to the A27 Tangmere Junction.	This will increase the safety of all road users and safeguard journey time reliability.	Medium (2030s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
GT10	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.	This will improve journey times and reliability for public transport on the Sussex coast.	Medium (2030s)
EW07	West Coastway Faster Services	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.	This will reduce wait times and the effective journey times of rail users.	Medium (2030s)
EW13c	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.	This will increase the safety of all road users and safeguard journey time reliability.	Long (2040s)

In addition to place-specific schemes, a number of wider policy interventions have been identified. Policy interventions are applicable across the whole of the South East (and the wider UK) and complement the key infrastructure and service interventions of the SIP to help achieve the vision and missions of our transport strategy. These also recognise the importance of transport-related sectors across the South East, such as freight and logistics, automotive and maritime technologies, and energy generation, as well as the potential innovation test beds across the region.

These include:



Active Travel: Delivery of local and regional cycling and walking infrastructure plans across the region



Energy Decarbonisation: Supporting the greening of the grid to ensure vehicles are powered by clean energy



Ferry Decarbonisation: Supporting the transition of ferry operations from fossil fuels to low carbon fuels



Fuel Decarbonisation: Supporting alternative fuels for sectors harder to electrify, such as aviation and freight



Integrated Ticketing: Multi-operator, multi-modal, capped daily rates, enabling seamless trips



Local Bus Enhancements: Delivery of bus service improvement plans and other local bus initiatives across the region



Public Transport Fares: Reversing the real terms increase in the cost of public transport compared to motoring



Road User Charging: Supporting the development of a national road user charging framework



Shared Micromobility: Shared micromobility schemes supporting public health, social inclusion, and placemaking



South East Lorry Parks: Increased lorry holding capacity to handle incidents and evolving EU customs controls



Sustainable Maintenance and Renewal: Working towards long-term, sustainable funding for asset maintenance and renewal



Transport and Land Use Planning Integration: Ensuring that developments' location and form support sustainable travel outcomes.



Transport Integration: Accessible facilities for seamless interchange between rail, bus and shared mobility



Virtual Access: Optimising the benefits of virtual working helping to reduce demand for transport

Delivering interventions for Arundel and South Downs, East Worthing and Shoreham and Worthing West

Working with our partners we will now focus on delivery of the nearly 200 interventions within the SIP. 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 SIP will achieve for the South East:



35,000 additional new jobs



250,000 more rail trips each weekday



An additional £6 billion in GVA each year by 2050



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



1.1 mega tonnes less CO₂ equivalent emitted each year



1.4 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 SIP, 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

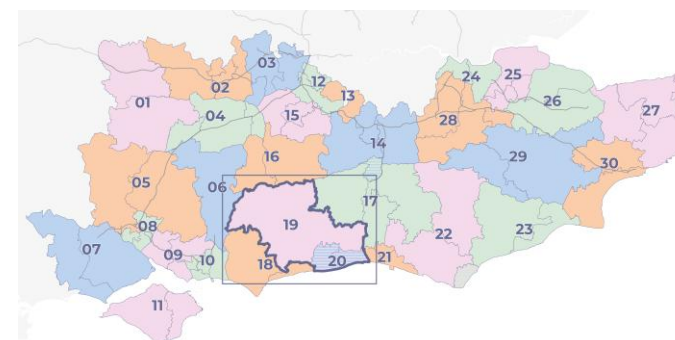


Figure 3: Map of factsheet locations and numbers