

Bexhill and Battle; Hastings and Rye; Eastbourne

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.

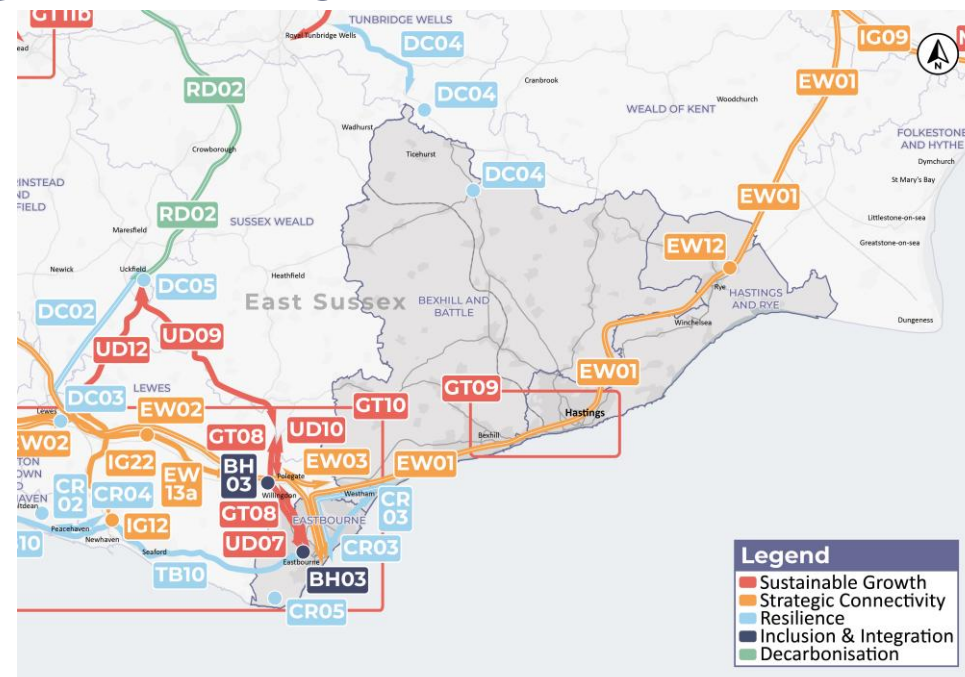


Figure 1: Bexhill and Battle; Hastings and Rye; Eastbourne schemes from TfSE's Strategic Investment Plan

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 Bexhill and Battle; Hastings and Rye; Eastbourne and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

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

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
GT08	Eastbourne/Wealden Mass Rapid Transit	Inter-urban bus enhancements, including bus priority measures where appropriate.	This will provide faster, more frequent and reliable bus services between Eastbourne, Polegate and rural communities in South Wealden.	Short (2020s)
TB10	A259 South Coast Road Corridor Eastbourne - Brighton	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.	This will encourage modal shift whilst resolving issues facing all road users.	Short (2020s)
UD07	A2270/A2101 Corridor Movement and Access Package	Improvements to the corridors south of the Willingdon Roundabout (A2270/A2101).	This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.	Short (2020s)
BH03	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.	This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove and Eastbourne.	Medium (2030s)
CR05	Beachy Head (Birling Gap)	Highway infrastructure improvements.	To reduce coastal flood and erosion risk across the area and strengthen resilience, support local communities and protect important infrastructure.	Medium (2030s)
EW12	A259 Level Crossing Removals	Removal of the level crossings along the A259.	This will improve railway line speeds, reduce conflicts between highway and railway flows and increase reliability, resilience and safety for all users.	Medium (2030s)
GT09	Hastings/Bexhill Mass Rapid Transit	Intra- and inter-urban bus enhancements along the eastern section of the A259, including bus priority measures where appropriate.	This will provide faster, more frequent and reliable bus services between Hastings, Bexhill, Eastbourne and adjacent centres.	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)
CR03	Eastbourne - Pevensey Bay A259 Resilience Scheme (Road & Rail)	Highway/rail infrastructure improvements in conjunction with coastal protection. (As identified in the Pevensey Bay – Eastbourne Coastal Management Strategy.)	To reduce coastal flood and erosion risk across the area and strengthen resilience, support local communities and protect important infrastructure.	Medium (2030s)
EW01	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.	This will markedly reduce journey times between these locations and London.	Medium (2030s)
DC04	A21 Kippings Cross - Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	A new A21 Bypass and dualling of the road between Kippings Cross and Lamberhurst.	This will reduce conflicts between strategic and local movements and improve reliability and safety for all road users.	Long (2040s)
EW03	Willingdon Rail Chord	Reintroduction of the Willingdon Chord, replicating the line which used to form the top third of a triangle, linking Polegate directly to Pevensey & Westham.	This will enable additional services to be run on the East Coastway Line and reduce journey times between Hastings and Brighton.	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 Bexhill and Battle, Hastings and Rye and Eastbourne

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

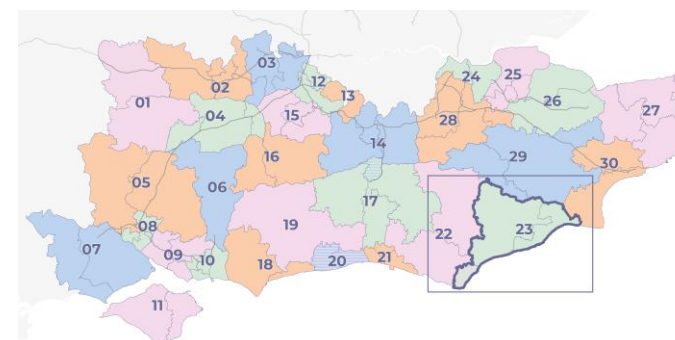


Figure 3: Map of factsheet locations and numbers