

Brighton Kemptown and Peacehaven; Brighton Pavilion; Hove and Portslade

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.

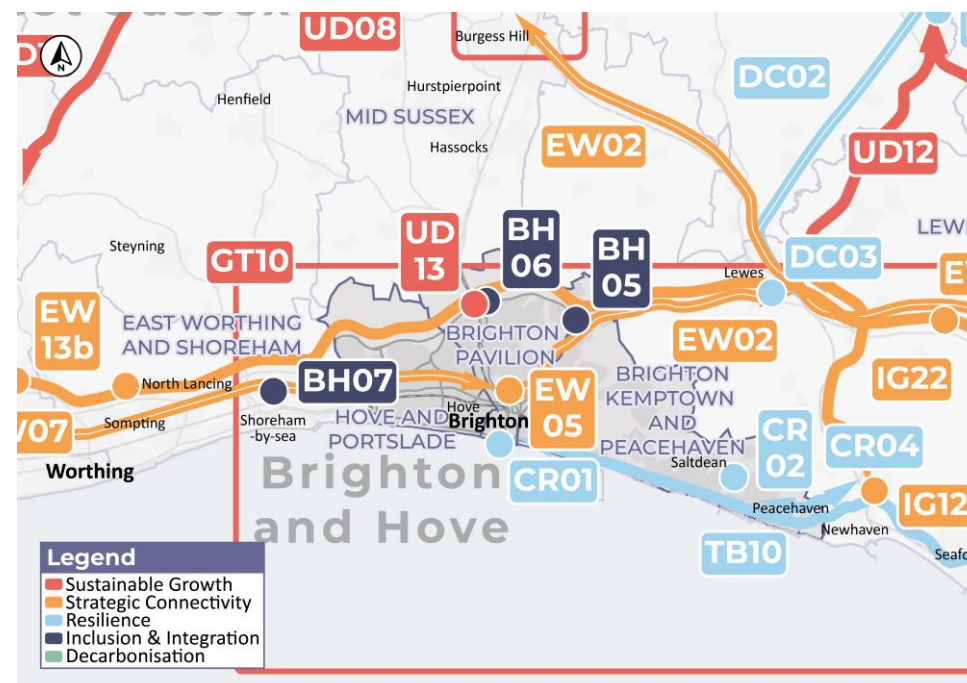


Figure 1: Brighton Kemptown and Peacehaven; Brighton Pavilion; Hove and Portslade schemes from TfSE's Strategic Investment Plan

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 Brighton Kemptown and Peacehaven; Brighton Pavilion; Hove and Portslade and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

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
BH05	Falmer Strategic Mobility Hub	The development of a Strategic Mobility Hub at Falmer, 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, Lewes and Eastbourne.	Short (2020s)
BH06	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.	This will provide opportunities for efficient multi-modal journeys between the A27, the A23 and Brighton & Hove.	Short (2020s)
UD13	Brighton & Hove A27 Junction Improvements	Enhancements to interchange between the A23/A27 at Patcham.	This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Short (2020s)
CR01	A259 (King's Road) Seafront Highway Structures Renewal Programme	Essential reconstruction of key highway structures, including arches and retaining walls supporting the upper seafront promenade along the A259 in Brighton.	This will support network resilience and safety for road users.	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)
TB01*	Croydon Area Remodelling Scheme	Improvements in the Croydon area, constituting the largest and most complex part of the Brighton Main Line upgrade proposals.	This will increase the capacity of the railway through this area and improve its wider reliability.	Medium (2030s)

*Not shown on map.

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
EW05	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 (2030s)
CR02	A259 (East Saltdean) Resilience Scheme	Highway infrastructure improvements in conjunction with coastal protection.	To reduce coastal flood and erosion risk across the area and strengthen resilience, support local communities and protect important infrastructure.	Medium (2030s)
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)
CR04	Rushey Hill (between Peacehaven/Newhaven) Resilience Scheme	Underpinning of land beside A259 between Peacehaven and Newhaven.	To stop land slippage and potential failure of the highway.	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)

*Not shown on map.

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 Brighton Kemptown and Peacehaven, Brighton Pavilion, and Hove and Portslade

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

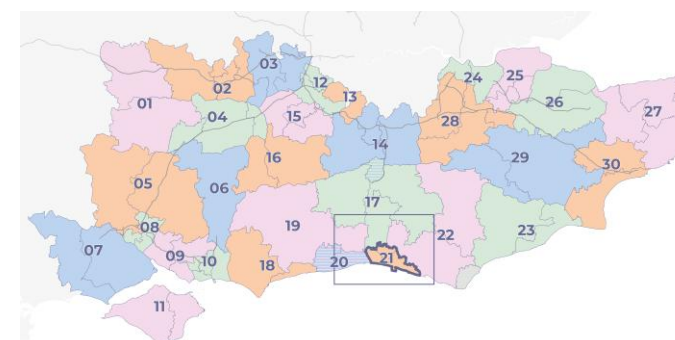


Figure 3: Map of factsheet locations and numbers