

Crawley; East Grinstead and Uckfield; Horsham; Mid Sussex

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.

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.

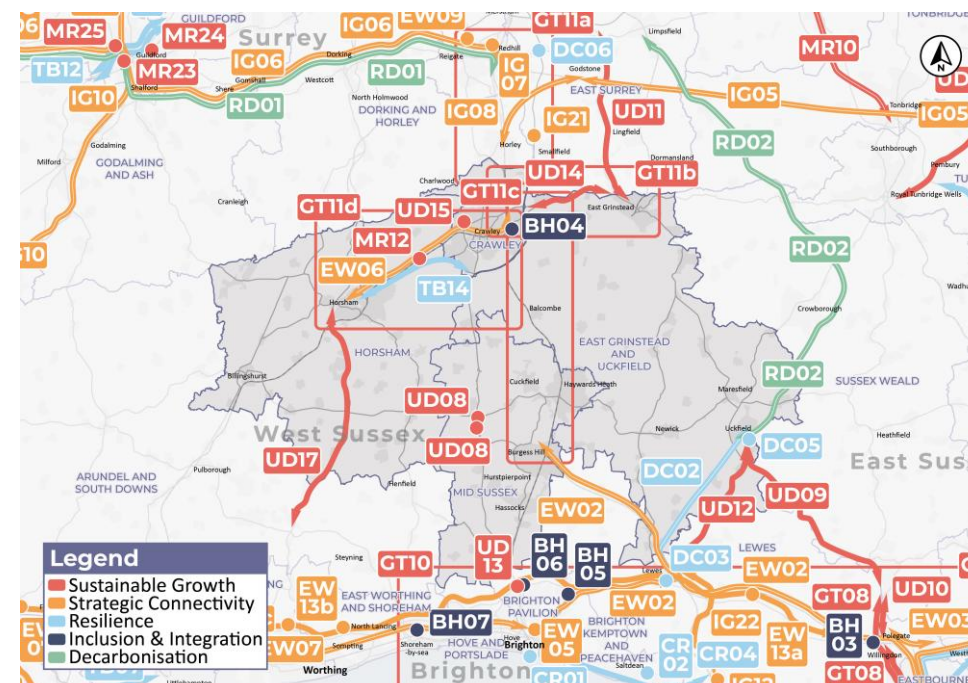


Figure 1: Crawley; East Grinstead and Uckfield; Horsham; Mid Sussex schemes from TfSE's Strategic Investment Plan

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 Crawley; East Grinstead and Uckfield; Horsham; Mid Sussex and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Crawley; East Grinstead and Uckfield; Horsham; Mid Sussex scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
GT11d	Fastway Extension (Crawley - Horsham)	Extension of the Fastway bus network to the west from Crawley to Horsham, including bus priority infrastructure where appropriate.	This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short (2020s)
GT11c	Fastway Extension (Haywards Heath - Burgess Hill)	Extension of the Fastway bus network to the south from Crawley to Haywards Heath and Burgess Hill, including bus priority infrastructure where appropriate.	This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short (2020s)
GT11b	Fastway Extension (Crawley - East Grinstead)	Extension of the Fastway bus network to the east from Crawley to East Grinstead, including bus priority infrastructure where appropriate.	This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short (2020s)
GT11a	Fastway Extension (Crawley - Redhill)	Extension of the Fastway bus network to the north from Crawley to Redhill, including bus priority infrastructure where appropriate.	This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	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)
EW02	East Coastway Line - Faster Services	Increased line speeds on the East Coastway Line.	This will reduce journey times between Brighton, Lewes, Eastbourne and Hastings.	Short (2020s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
DC05	A22 Uckfield Bypass Enhancements	Online dualling of the A22 Uckfield Bypass.	This will increase road safety and improve journey time reliability through the area.	Short (2020s)
UD09	A22 Corridor Package	Improvements to the A22 between Hailsham and Uckfield.	This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.	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)
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)
BH04	Three Bridges Strategic Mobility Hub	Development of a Strategic Mobility Hub at Three Bridges, including rail, Fastway bus services, rural bus services and active travel options.	This will provide opportunities for efficient multi-modal journeys between Three Bridges and the surrounding area.	Medium (2030s)
DC02	Uckfield - Lewes Wealden Line Reopening (Traction and Capacity Enhancements)	Infrastructure improvements to enable the re-opening of the Wealden Line between Uckfield and Lewes.	This will provide rail connectivity to residents between Uckfield and Lewes, reducing local car-based emissions by introducing a sustainable alternative.	Medium (2030s)
UD12	A26 Lewes - Uckfield Enhancements	Online improvements to the A26 between Lewes and Uckfield.	This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.	Medium (2030s)
TB14	A264 Horsham - Pease Pottage Carriageway Enhancements	Online improvements to the A264 between Horsham and Pease Pottage.	This will increase road safety and improve journey time reliability through the area.	Medium (2030s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
UD08	A23 Hickstead and Bolney Junction Enhancements	Improvements to the A23 Junction at Hickstead and Bolney.	This will increase connectivity and accommodate planned growth around Burgess Hill.	Medium (2030s)
UD11	A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements	Improvements to the A22 north corridor (Tandridge) between South Godstone and East Grinstead.	This will resolve existing congestion issues, support access to new developments and provide new active travel infrastructure.	Medium (2030s)
UD14	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Online dualling of the A264 between Crawley and East Grinstead, including new segregated walking and cycling infrastructure.	This will accommodate growth in the area and help to encourage the take-up of active modes.	Medium (2030s)
UD15	Crawley Western Link Road and Active Travel Infrastructure	A new western link road in Crawley, including new bus, walking and cycling infrastructure.	This will accommodate growth to the north and west of Crawley, improve local connectivity to Gatwick Airport and help to encourage the take-up of active and sustainable modes.	Long (2040s)
RD02	Uckfield Branch Line (Hurst Green - Uckfield) Electrification	Electrification of the railway from Uckfield to Hurst Green via Edenbridge.	This will support the decarbonisation of the rail network and improve its cohesion.	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 Crawley, East Grinstead and Uckfield, Horsham and Mid Sussex

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

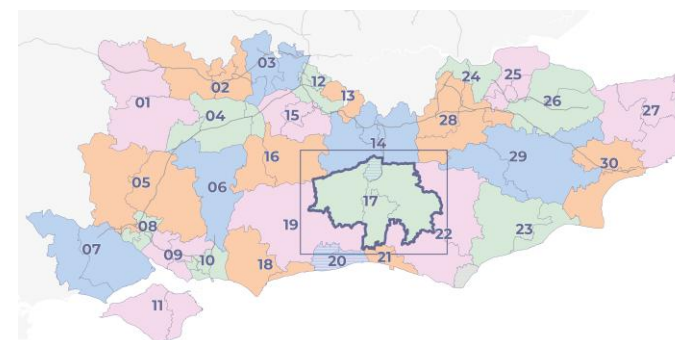


Figure 3: Map of factsheet locations and numbers