

SDNP Infrastructure Delivery Schedule – ESCC September 2014

	Service & issue	Output Overall plus scheme location/description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status  e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output  Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
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<b>TRANSPORT</b>																
A	<b>Non strategic road network-additional capacity</b>  <b>Lewes/Ringmer</b>  Works necessary to mitigate congestion and achieve acceptable operating conditions.	<b>Improvements to A26 / B2192 junction (Earwig Corner).</b>	<b>Objectives and Policy</b>  Core Strategy Spatial Policies 2, 3 & 5 and Core Policy 13  <b>Evidence</b>  Lewes Town Transport Study 2011  Transport Position Statement 2011  Local Transport Plan 2011 – 2026  Interdependency with Schemes B and F	<b>Lead:</b> Developers  <b>Partners:</b> ESCC, LDC, SDNPA	<b>£200 – 300k</b> (estimate) for traffic signals	<b>Actual:</b> None  <b>Potential:</b> Development contributions  ESCC	All development in Ringmer, the North Street Quarter and adjacent Eastgate area in Lewes, and other development in Lewes town centre.  Development in Uckfield will also be expected to contribute towards the scheme	<b>Options</b>  Developers of sites in Ringmer & Lewes have agreed in principle to develop and fund the junction improvement  Initial design work started 2013/14 to assess traffic signals at junction	<b>Short</b>  Works are required before development commences -  Implementation is critical to allow the development in both Lewes and Ringmer  The timing of delivery will depend on the timing of development coming forward both in terms of need and funding.	✓				✓		Roundabout – was proposed in the 1990s however was not approved at the time and subsequently dropped. Would require considerable landtake, lighting and would have a potentially detrimental impact on this part of the South Downs National Park
B	<b>Non strategic road network-additional capacity</b>  <b>Lewes Town</b>  Necessary to mitigate congestion and increase highway capacity and prevent use of Church Lane / Mayhew Way / Brooks Rd as alternative to Mallig Hill.	<b>Improvements to A26 Mallig Hill / Church Lane junction.</b>	<b>Objectives &amp; Policy</b>  Core Strategy Spatial Policies 2, 3 & 5 and Core Policy 13  <b>Evidence</b>  Lewes Town Transport Study 2011  Transport Position Statement 2011  Local Transport Plan 2011 – 2026  Interdependency with Scheme A and F	<b>Lead:</b> ESCC,  <b>Partners:</b> LDC, SDNPA	<b>£150k</b> (estimate) for signals linked with A	<b>Actual:</b> None  <b>Potential:</b> Development contributions  ESCC	All development in Ringmer, the North Street Quarter and adjacent Eastgate area in Lewes, and other development in Lewes town centre  Development in Uckfield will also be expected to contribute towards the scheme	<b>Options</b>  Design work started in 2013/14 to assess traffic signals at junction	<b>Short</b>  Works are required before development commences -  Implementation is critical to allow the development in both Lewes and Ringmer  The timing of delivery will depend on the timing of development coming forward both in terms of need and funding.	✓				✓		None identified

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C	<p><b>Non strategic road network-additional capacity</b></p> <p><b>Lewes Town</b></p> <p>To address capacity constraints</p>	<p><b>Improvements to A277/A275 junction (Prison Crossroads).</b></p>	<p><b>Objectives and Policy</b></p> <p>Core Strategy Spatial Policy 2 and Core Policy 13</p> <p><b>Evidence</b></p> <p>Lewes Town Transport Study 2011</p> <p>Transport Position Statement 2011</p> <p>Local Transport Plan 2011 – 2026</p>	<p><b>Lead:</b> ESCC</p> <p><b>Partners:</b> LDC, SDNPA</p>	Not known at this stage	<p><b>Actual:</b> None</p> <p><b>Potential:</b> Development contributions</p> <p>ESCC</p>	<p>All development in Lewes would be supported but not dependent. To be considered as part of the overall assessment of the sites when planning applications are submitted</p>	<p><b>Concept</b></p> <p>Forecast background traffic growth will result in traffic volume exceeding junction capacity at both the AM and PM peak</p>	<p><b>Short/Medium</b></p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>Some improvements have been made to improve right turning onto A275 and Winterbourne Hill from the A277 in order to improve junction capacity and traffic flow through the junction</p>	<p>Limited options due to constraints on highway boundary and adjacent land</p>	None identified	
D	<p><b>Non strategic road network - additional capacity</b></p> <p><b>Lewes Town</b></p> <p>Necessary to mitigate traffic congestion and increase highway capacity</p> <p>Improve conditions for non-motorised users.</p>	<p><b>Town Centre traffic management</b></p> <p>- Improvements to the traffic management and one-way system in the town centre, including the junction of Phoenix Causeway and Eastgate Street.</p>	<p><b>Objectives and Policy</b></p> <p>Core Strategy Spatial Policy 3 and Core Policies 9 &amp; 13</p> <p><b>Evidence</b></p> <p>Lewes Town Transport Study 2011</p> <p>Transport Position Statement 2011</p> <p>Local Transport Plan 2011 - 2026</p> <p>North Street Quarter Transport Modelling, 2013</p>	<p><b>Lead:</b> Developer</p> <p><b>Partners:</b> ESCC, LDC, SDNPA</p>	£2-3m (estimate)	<p><b>Actual:</b> None</p> <p><b>Potential:</b> Development contributions</p> <p>ESCC</p>	<p>Development at the North Street Quarter and adjacent Eastgate area, Lewes.</p>	<p><b>Concept</b></p> <p>Developer required to develop proposals as part of planning application</p> <p>Initial consultation on masterplan undertaken by developer during 2013. This included preliminary ideas for a shared space approach on Phoenix Causeway near development entrance. Further consideration needs to be given to the overall extent of the scheme in Lewes town centre <u>which is being discussed with SDNPA</u></p>	<p><b>Short</b></p> <p>Identified from modelling outputs and in Lewes Town Transport Study</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>Should be implemented as part of development at North Street Quarter and adjacent sites</p>	<p><u>Clarity required on the scope of the scheme and the wider impacts on the transport network in Lewes</u></p>	None identified	

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E	<p><b>Pedestrian and cycle infrastructure improvements</b></p> <p><b>Lewes Town</b> Strategic pedestrian and cycle links in Lewes to ensure connectivity and accessibility of new developments into existing networks, communities and employment locations.</p>	<p><b>Accessibility improvements</b></p>	<p><b>Objectives and Policy</b></p> <p>Core Strategy Spatial Policy 2 and Core Policies 9 &amp; 13</p> <p><b>Evidence</b></p> <p>Local Transport Plan 2011 – 2026</p> <p>Local Sustainable Transport Fund bid, February 2012</p>	<p><b>Lead:</b> ESCC</p> <p><b>Partners:</b> LDC, SDNPA</p>	<p><b>Regional Route 90</b></p> <p>£150,000 (estimate)</p> <p><b>Other routes</b></p> <p>Not known - Further work needed to establish costs</p>	<p><b>Regional Route 90</b></p> <p><b>Actual:</b> Development Contributions £32,000 held</p> <p>Local Sustainable Transport Fund (ESCC)</p> <p><b>Other walking and cycling routes</b></p> <p><b>Actual:</b> Development contributions £39,905 held</p> <p><b>Potential:</b> Development Contributions</p> <p>ESCC</p>	<p>All development in Lewes would be supported but not dependent</p>	<p><b>Regional Route 90</b></p> <p><b>Detailed design</b></p> <p>Preliminary design and consultation completed Sept 2013</p> <p>Detailed design 2013/14 &amp; 14/15</p> <p>Construction 2015</p> <p><b>Other routes</b></p> <p><b>Concept</b></p> <p>Further progress dependent on planning conditions and Section 106 agreements for individual sites</p>	<p><b>Varies</b></p> <p>At the time of construction of each strategic development site.</p>		✓				✓		None identified
F	<p><b>Cycle network Lewes</b></p> <p>Improved connectivity and accessibility</p>	<p><b>Completion of the Ringmer to Lewes cycle route</b></p>	<p><b>Objectives &amp; Policy</b></p> <p>Core Strategy Spatial Policies 2 &amp; 5 Core Policies 9 &amp; 13</p> <p><b>Evidence</b></p> <p>Local Transport Plan 2011 – 2026</p> <p>Linking Communities Bid, 2013</p>	<p><b>Lead:</b> ESCC</p>	<p>Estimate £600,000</p>	<p><b>Actual:</b> Development contributions £40,000 held</p> <p>Linking Communities Fund (via SDNPA) - £420,000</p> <p>ESCC - £140,000</p> <p><b>Potential:</b> Development contributions</p> <p>ESCC</p>	<p>All development in Ringmer</p> <p>All development in Lewes will benefit</p> <p>Interdependency with Scheme A and B</p>	<p><b>Detailed Design</b></p> <p>Preliminary Design completed</p> <p>Consultation held Summer 2013</p> <p>Detailed design 2013/14 &amp; 14/15</p> <p>Construction – 2014/15</p>	<p><b>Short</b></p>	✓					✓	None identified	
										To ensure that sustainable access provided at every site			Still subject to public consultation				

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G	<b>Public transport interchange</b>  <b>Lewes Town</b>  Improved transport interchange facility at the railway station with improved facilities for pedestrians, cyclists and people travelling by bus or taxi.	<b>Lewes railway station transport interchange</b>	<b>Objective and Policy</b>  Core Strategy Spatial Policy 2 and Core Policies 4, 5, 9 & 13  <b>Evidence</b>  Local Transport Plan 2011 – 2026  Local Sustainable Transport Fund bid, February 2012	<b>Lead:</b> ESCC	<b>£400k</b> – estimated for Station Forecourt (£100,000) and Station Road/Fisher Street improvements (£300,000)	<b>Actual:</b> ESCC (Local Sustainable Transport Fund – <a href="#">Station Forecourt &amp; Station Road improvements</a> )  <b>Potential:</b> ESCC, Development contributions  <a href="#">(Fisher Street improvements)</a>	All development in Lewes town and adjacent settlements.	<b>Detailed Design</b>  Preliminary designs developed in 2013/14.  Consultation held Sept 2013  Detailed design 2013/14 & 14/15  Implementation 2014/15 – <a href="#">Station Forecourt &amp; Station Road improvements</a>  2015/16 – <a href="#">Fisher Street improvements</a>	<b>Short</b>  Improving the area around and the effective functioning of the station will make a more efficient and attractive interchange, supporting local economic growth		✓				✓	Station Forecourt is not highway and therefore scheme layout will require Network Rail and Train Operating Company approval
M	<b>Walking and cycling infrastructure</b>  <b>Lewes District wide</b>  Improved connectivity and sustainable accessibility	<b>Accessibility improvements</b>  Provision of footpath and cycle facilities within development sites and suitable links to existing footpaths and cycle routes providing links to the town centres and neighbouring areas and facilities.	<b>Objectives and Policy</b>  Core Strategy Spatial Policy 2 Core Policies 9 & 13  <b>Evidence</b>  Local Transport Plan 2011 – 2026	<b>Lead:</b> ESCC  <b>Partners:</b> LDC, SDNPA Sustrans, local cycle groups	Not known - further work is required to establish costs	<b>Actual:</b> Development Contributions £351,000 held and further £131,100 agreed  <b>Potential:</b> ESCC, LDC, Development contributions	All new development in Lewes district	<b>Concept</b>  Further progress dependent on planning conditions and Section 106 agreements for individual sites	Varies  At the time of construction of each strategic development site.		✓				✓	To ensure that sustainable access is provided at every strategic site

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N	<p><b>Bus services and facilities</b></p> <p><b>Lewes District wide</b></p>	<p><b>Bus services - New and improved provision</b></p> <p>Provision or support of new or improved bus services serving new development</p> <p><b>Bus facilities - Accessibility improvements</b></p> <p>Provision of new or improved, DDA compliant bus infrastructure and waiting facilities on current or new routes serving new development, including Real Time Passenger Information (RTPI) at key stops</p>	<p><b>Objectives and Policy</b></p> <p>Core Strategy Spatial Policy 2 Core Policies 9 &amp; 13</p> <p><b>Evidence</b></p> <p>Local Transport Plan 2011 – 2026</p> <p>Linked, in part, to increased frequency in bus services on A259 identified at Scheme I</p>	<p><b>Lead: ESCC</b></p> <p><b>Accessibility improvements</b> Bus operators, LDC, SDNPA</p>	<p><b>Bus services:</b></p> <p>Approx £120,000 p/a per bus</p> <p><b>Bus facilities – RTPI</b></p> <p>Approx £310,000 in Lewes town</p> <p>Approx £250,000-£300,000 along the A259</p>	<p><b>RTPI</b></p> <p><u>Actual</u></p> <p>Local Sustainable Transport Fund monies available to upgrade and expand RTPI in the District</p> <p>Development contributions £12,500 held and further £36,300 agreed</p> <p><u>Potential</u></p> <p><u>Development contributions</u></p> <p><b>Other bus services and facilities</b></p> <p><b>Actual:</b> Development contributions £50,000 (bus facilities); £215,000 (bus services) agreed</p> <p><b>Potential:</b> Development contributions</p> <p>ESCC</p>	<p>Bus services - All development at significant development locations</p> <p>Bus facilities - All development in Lewes district</p>	<p><b>Concept</b></p> <p><b>Real Time Passenger Information</b></p> <p><b>Design</b></p> <p>Trapeze appointed to Autumn 2013 install upgrade/extension to RTPI in County inc Brighton – Lewes – Uckfield – Tunbridge Wells corridor and A259 corridor</p> <p>Implementation 2014 and 2015</p> <p><b>Other bus services and facilities</b></p> <p>Further progress dependent on planning conditions and Section 106 agreements for individual sites</p>	<p>Varies</p> <p>At the time of first occupation for each development</p>	<p>✓</p> <p>To ensure sustainable travel options are available at all development sites</p>	<p>✓</p>	<p>Encourage sustainable travel and improve management of the current network.</p>				

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0	<b>Community Transport</b>  <b>Lewes District wide</b>  To provide additional capacity, improved accessibility	<b>Accessibility improvements</b>  More bus services serving groups with access difficulties where commercial services are not appropriate or available.	<b>Objectives and Policy</b>  Core Strategy Spatial Policy 2 Core Policy 13  <b>Evidence</b>  Local Transport Plan 2011 - 2026	<b>Lead:</b> Community Transport operators  <b>Partners:</b> ESCC & community groups	Not known - further work is required to establish costs	<b>Actual:</b> None <b>Potential:</b> Development contributions  <u>ESCC (£171,000 across the county in 2012/13)</u>	Development would be supported but is not dependent.	<b>Concept</b>  Further progress dependent on planning conditions and Section 106 agreements for individual sites	Ongoing	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">           Critical            Important            Desirable         </div> <div style="width: 30%; text-align: center;">           ✓         </div> <div style="width: 30%;"></div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"></div> <div style="width: 30%; text-align: center;">           ✓         </div> <div style="width: 30%;"></div> </div>	To ensure access to essential services for all	<u>Availability of revenue funding to enable services to be set up and become financially viable in the medium and long term</u>	None identified		