



A27 EAST OF LEWES

IMPROVEMENTS

DETAILED MODIFICATION MOD-1

Amendments required to the

Made Side Roads Order

Shared Use Path Side Roads Order

This document includes digitally altered documents and plans for the below Made Order, only including the final versions of those documents and plans requiring alteration, should implementation of Detailed Modification MOD-1 be approved to be included in the Confirmed Order.

THE HIGHWAYS ENGLAND (A27 TRUNK ROAD EAST OF LEWES IMPROVEMENT SCHEME) (SHARED USE PATH) (SIDE ROADS) ORDER 2019

DETAILED MODIFICATION No.1

Introduction

The Side Roads Order made under Section 14 of the Highways Act 1980, together with a related Compulsory Purchase Order, was published on Friday 13 December 2019. The objection period closed on Monday 13 January 2020.

Modifications for the A27 East of Lewes Improvements Shared Use Path are now being promoted by Highways England as a modification to the Published Orders.

Details of the proposed changes are contained in two documents, 'Detailed Modification MOD-1' and 'Detailed Modification MOD-2'.

Published scheme

A new shared use path would be constructed for walkers, cyclists and horse riders along the A27 East of Lewes between Beddingham and Polegate ("the scheme") where it will connect with existing footpaths and cycleways at either end.

The scheme is required to support sustainable modes of travel, reduce severance for local communities, provide opportunities for improved accessibility for all users into the South Downs National Park.

The scheme extends approximately 12km, predominantly through open rural areas and several smaller settlements, integrating with proposed junction improvements at Berwick roundabout and joining the junction of the A27 with the A2270 at Polegate.

Proposed modification

The change proposed within this document, 'Detailed Modification MOD-1', would be to re-designate 8.14km of the proposed shared use path west of Milton Street and to the east of Wilmington Green from "Bridleway" to "Restricted Byway" (without a right to drive animals). For sections it is proposed to designate as "Restricted Byway", a Traffic Regulation Order (TRO) will also be published with the intention of preventing use by horse riders. Horses may however be led by persons on foot over these sections.

0.7km of the shared use path would remain as Bridleway where walking, cycling and riding a horse, or leading it on foot, are permitted.

The proposed modification does not require the re-routing of the shared use path and therefore this does not involve the need for any additional land.

Reasons for modification

The re-designation from "Bridleway" in the published scheme to "Restricted Byway (without a right to drive animals).", together with a proposed TRO, has been undertaken in order to avoid compromising the safety of equestrian users of the path during operation.

During the detailed design stage, it was apparent that expected standards for the construction of a bridleway to the south of the A27 from Beddingham to Polegate were not able to be met in full. As a result, the modification to a Restricted Byway (without a right to drive animals) (with a subsequent additional TRO restriction), for sections to the west of Milton Street and east of Wilmington Green, has been proposed.

Impact on published Orders

The modification does not impact on the scheme boundary. Modifications to the Made Side Roads Order would be required if the modification to the classification of the shared use path is taken forward.

No modifications would be required to the Compulsory Purchase Order.

Further details of the impact on the published Side Roads Order are included in Appendix A.

Revised documents and plans

The revised documents and plans, as amended by the proposed modifications, are attached.

ORDER:

There are no amendments required to the published Order text as it is not defined or referred to in it.

SCHEDULE:

Amendments are required to the Schedule to reflect those parts of the shared use path which have been impacted by the revised designation, as follows:

1. New Highways to be provided – Remove the “(Bridleway)” description for the reference letters “A”, “B”, “C”, “D”, “E”, “N”, “O”, “F”, “J”, “K” and replace with “(Restricted Byway) (without a right to drive animals)”.

(the above amendments are shown in Appendix A (Revised Schedule))

PLANS:

There are no amendments required to the Side Roads Order plans to reflect the proposed conversion from “Bridleway” to “Restricted Byway”

Cover and Key Plan:

There are no amendments required to the Cover or Key Plans.

Site Plans 1 to 17:

There are no amendments required to the Site Plans 1 to 17 for ‘Detailed Modification MOD-1’.

Environmental review

The modification of the Side Roads Order has been reviewed against the assessment findings for each environmental topic presented in the Environmental Assessment Report (EAR).

The environmental disciplines have assessed the modification to the design and consider there are neutral impacts compared to the results presented in the EAR. The mitigation measures already proposed in the EAR will not require amendments to accommodate this modification and the assumptions made in the EAR for mitigation measures are still applicable.

Conclusion

The modification proposes keeping a similar operational performance as the published Orders and results in a neutral impact on the environmental assessments presented in the EAR, published alongside the Orders.

The detailed modification will result in a change with regards to accessibility on the shared use path for equestrian users with a reduction in the length of the shared use path that can be used as a bridleway. However, the scheme will still provide 0.7km of bridleway, together with proposed Pegasus crossings at Berwick and Wilmington enabling the safe crossing of the A27.

**APPENDIX A
REVISED SCHEDULE**

THE SCHEDULE

All proposed modifications to the schedule are shown in **bold** text below

New Highways to be provided

(1) Locality	(2) Plan reference	(3) <i>New Highways to be provided (Reference letters and description)</i>
Parish of Firle and District of Lewes	Site Plan 2 of 17 and Site Plan 3 of 17	<p>A (Restricted Byway) (without a right to drive animals)</p> <p>A length of new restricted byway from a point 39 metres east of the junction of the A27 and Wick Street, in an easterly direction to a point 73 metres west of the junction of the A27 and Hepton Street a distance of 725 metres.</p>
Parish of Firle and District of Lewes	Site Plan 4 of 17 and Site Plan 5 of 17	<p>B (Restricted Byway) (without a right to drive animals)</p> <p>A length of new restricted byway from a point opposite the exit from Middle Farm, in a generally easterly direction, to a point 163 metres west of the junction of the A27 and the private access to Charleston, a distance of 678 metres.</p>
Parish of Firle and District of Lewes and Parish of Selmeston and District of Wealden and Parish of Alciston and District of Wealden	Site Plan 5 of 17 and Site Plan 6 of 17	<p>C (Restricted Byway) (without a right to drive animals)</p> <p>A length of new restricted byway from a point 9 metres east of the junction of the A27 and the private access to Charleston, in a generally south-easterly direction, to a point 323 metres north of the junction of the A27 and The Street, a distance of 1,173 metres.</p>
Parish of Alciston and District of Wealden	Site Plan 6 of 17 and Site Plan 7 of 17	<p>D (Restricted Byway) (without a right to drive animals)</p> <p>A length of new restricted byway from a point 41 metres south of the junction of the A27 and Bopeep Lane, in a generally southerly direction, to a point 10 metres west of the junction of the A27 and The Village (Alciston), a distance of 369 metres.</p>

Parish of Alciston and District of Wealden and Parish of Berwick and District of Wealden	Site Plan 7 of 17 and Site Plan 8 of 17	E (Restricted Byway) (without a right to drive animals) A length of new restricted byway from a point 61 metres south-east of the junction of the A27 and The Village (Alciston), in a generally south-easterly direction to a point 137 metres north-west of the junction of the A27 and The Village (Berwick), a distance of 1,267 metres.
Parish of Berwick and District of Wealden	Site Plan 9 of 17 and Site Plan 10 of 17	N (Restricted Byway) (without a right to drive animals) A length of new restricted byway from a point 73 metres north of the centre of Berwick roundabout, in a generally northerly direction, to a point 106 metres south of the junction of Station Road C39 and Pound Lane, a distance of 97 metres.
Parish of Berwick and District of Wealden	Site Plan 10 of 17	O (Restricted Byway) (without a right to drive animals) A length of new restricted byway from a point 138 metres north of the junction of Station Road C39 and Pound Lane, in a generally northerly direction, to a point 249 metres north of the junction of Station Road and Pound Lane, a distance of 115 metres.
Parish of Berwick and District of Wealden and Parish of Long Man and District of Wealden	Site Plan 11 of 17 and Site Plan 12 of 17	F (Restricted Byway) (without a right to drive animals) A length of new restricted byway from a point 905 metres south-east of the centre of Berwick roundabout, in a generally south-easterly direction, to a point 73 metres south-west of the junction of the A27 and Milton Street, a distance of 496 metres.
Parish of Long Man, and District of Wealden	Site Plan 13 of 17, Site Plan 14 of 17, Site Plan 15 of 17 and Site Plan 16 of 17	J (Restricted Byway) (without a right to drive animals) A length of new restricted byway from a point 118 metres east of the junction of the A27 and the Street C210, in a generally easterly direction, to a point 10 metres west of the junction of the A27 and Folkington Lane, a distance of 2,031 metres.

Parish of Polegate and District of Wealden	Site Plan 16 of 17	<p>K</p> <p>(Restricted Byway) (without a right to drive animals)</p> <p>A length of new restricted byway from a point 35 metres east of the junction of the A27 and Folkington Lane, in a generally easterly direction, to a point 229 metres east of the junction of the junction of the A27 and Folkington Lane, a distance of 195 metres.</p>
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