

**Ouse Valley Cycle Network (OVCN)  
Egrets Way**

**Update report**

**Piddinghoe Parish Council**

**December 2015**

## EGRETS WAY

An update report prepared by Piddinghoe Parish Council (PPC) at the request of members of the community of Piddinghoe and for attachment to the Parish Council meeting held on 24th November 2015.

Page 3 opposite shows the latest map to date supplied by Sustrans.

It indicates the following:

**Phase 1** Cycle path from Lewes to Kingston crossing the C7 (completed).

**Phase 2** Cycle path from RODMELL to SOUTHEASE (completed).

**Phase 3** Cycle path from SOUTHEASE to DEANS FARM (completed), crossing the C7 at Deans Farm to link up with Peacehaven and the new Centurion Park.

The sections marked in the red dashed line identify the sections of the Egrets Way where landowners have not granted permission to use their land.

### DEANS FARM to PEACEHAVEN.

To date we have not been advised if landowners have been approached as to whether OVCN can use their land for this route.

### PIDDINGHOE SECTION

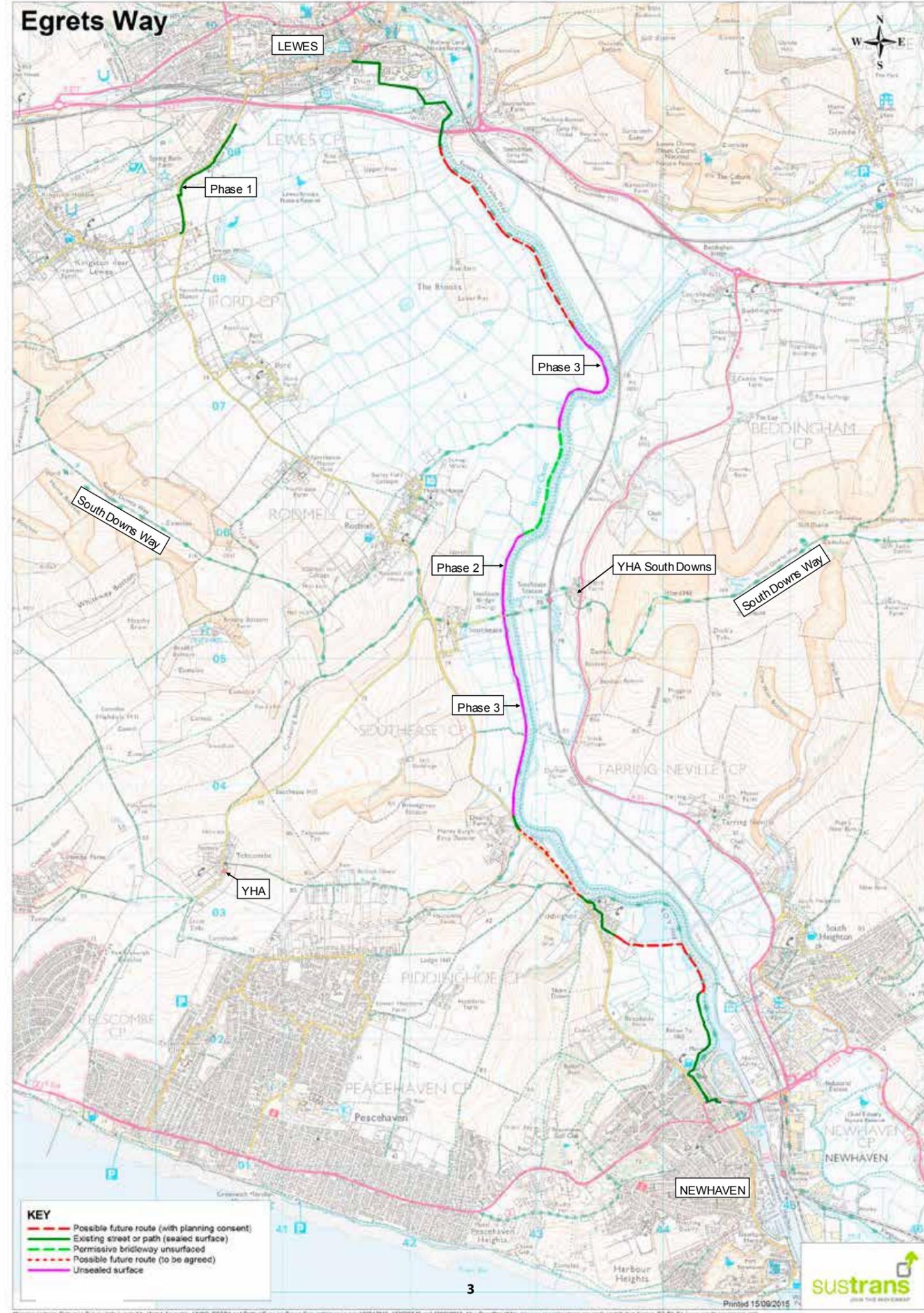
As far as we understand the situation, five landowners have refused or will refuse permission (if asked) to use the river route through the village and up to Newhaven.

The landowners have also refused permission to use their land where the road approaches Piddinghoe from the North (the C7 pinch point).

It is impossible to incorporate a cycle track on the existing road.

At the working party meeting held on 18th September 2015 at County Hall we were advised that this section is "parked" for the foreseeable future.

We have advised the working group that designating The Street through the heart of Piddinghoe as part of this cycle path is unsuitable, unsafe and unwanted.



Currently and for the foreseeable future the only available route without opposition from LEWES to NEWHAVEN is Route A as indicated on the map on page 5.

Namely:

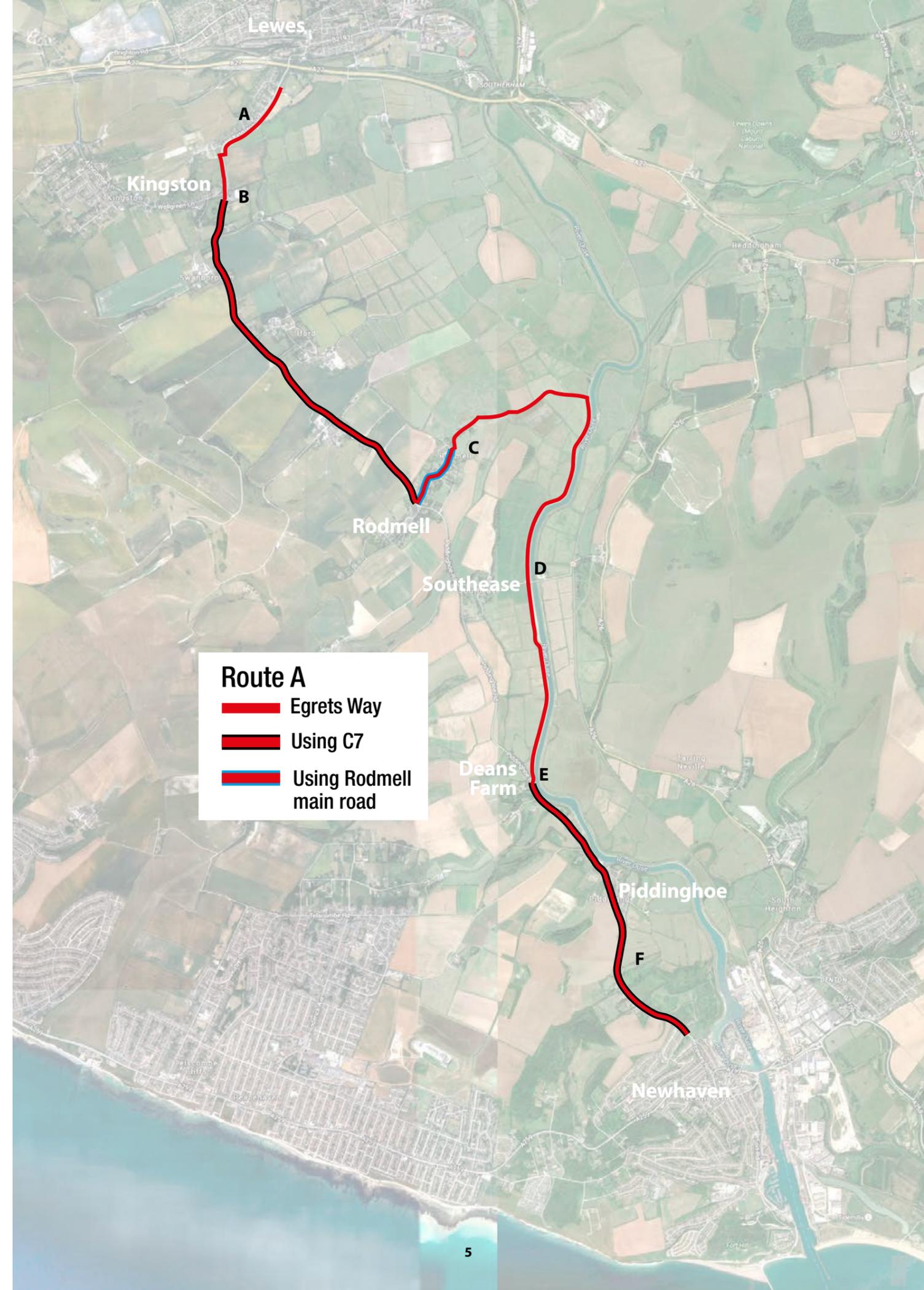
- A.** From Lewes to Kingston along cycle path crossing the C7 or use C7
- B.** From Kingston, at T junction with C7 (crossing the C7) along the C7 to Rodmell.
- C.** From C7 through Rodmell utilising the village road to the lane connecting to the Egrets Way cycle path.
- D.** Cycle path from Rodmell to Southease alongside river bank (part unsurfaced).
- E.** Cycle path from Southease to Deans Farm alongside the river bank.
- F.** Deans Farm to Newhaven along the C7.

PPC have proposed an alternative route from Southease to Newhaven on the East side of the river which is the only safe, traffic free, riverside route available.

**IN SUMMARY**

A safe, traffic free, multi user, river route from Lewes to Newhaven using the West Side of the river is not possible at this point. See Route A on the map on page 5 opposite. The unsurfaced section from Rodmell to Southease may well be impassable for up to six months of the year.

As a Parish Council, we are still actively pursuing within the Egrets Way working group a more suitable route for the cycle path which will hopefully fulfill the goal of a safe, traffic free, multi user, river route from Lewes to Newhaven.



### **SPEED REDUCTION ON THE C7**

At the working group meeting on 18th September 2015, a representative from ESCC Highways stated that a speed reduction along the C7 may be possible but to a minimum of 40mph. This would have to be evaluated measured and analysed and gain Police approval (which could take up to 3 years if funds permitted). They also advised the working group that the speed reduction can only take place if there is a change in nature to the C7.

Egrets Way crossing at Deans Farm may not be enough to change the nature of the C7 (it did not at Kingston). However planning changes taking place in the Village may contribute to a change in the nature along the Piddinghoe section of the C7 as two more properties may exit onto it. This, combined with the Egrets Way, may be the changes needed for a reduction to 40mph at the Piddinghoe section.

Judged by the safety standards on all roads in the county, the C7 has a very low priority with Highways. Therefore their limited and shrinking finances are being directed towards roads that do have serious safety problems, thereby, hopefully, reducing injury and saving lives in other communities.

### **Accidents on Local Roads - January 2014 to January 2015\***

	Slight	Serious	Fatal
A26 From Newhaven to Beddingham roundabout	16	2	1
A259 Through Newhaven	14	2	0
A277-A26 From A27 roundabout through Lewes	12	2	0
C7 From Newhaven to Lewes boundaries	8	0	0

*\*Source: Sussex Safer Roads Partnership*

The safety of the C7 at the north end junction has been a concern to the village for many years, the safety of this section could be improved by re-alignment and design changes to the Harping Hill junction. This would help increase visibility thereby helping to reduce risk. The other means of possibly reducing the risk is by a reduction in the speed limit. However, it is unlikely that this would prevent a very small minority of drivers from exceeding any new limit.

Any structural changes to the C7 at the North entrance\* would be extremely costly and could not proceed without various landowners consent. Therefore we do not expect this to change for many years, if ever.

We are still actively involved in pursuing a speed reduction within the Egrets Way working group and POLO working group. We also attend regular highways liaison meetings to keep abreast of highways rules, regulations and ongoing programmes of work, where we have been able to request changes and improvements.

\*Note: We have been advised that any changes to the Piddinghoe north section of the C7 have been "parked".