

# **Egrets Way Phase 7 Stage 1 Concept Design - Progress Update**

11/12 February 2026

\_v2



# Introduction/Context

## Egrets Way

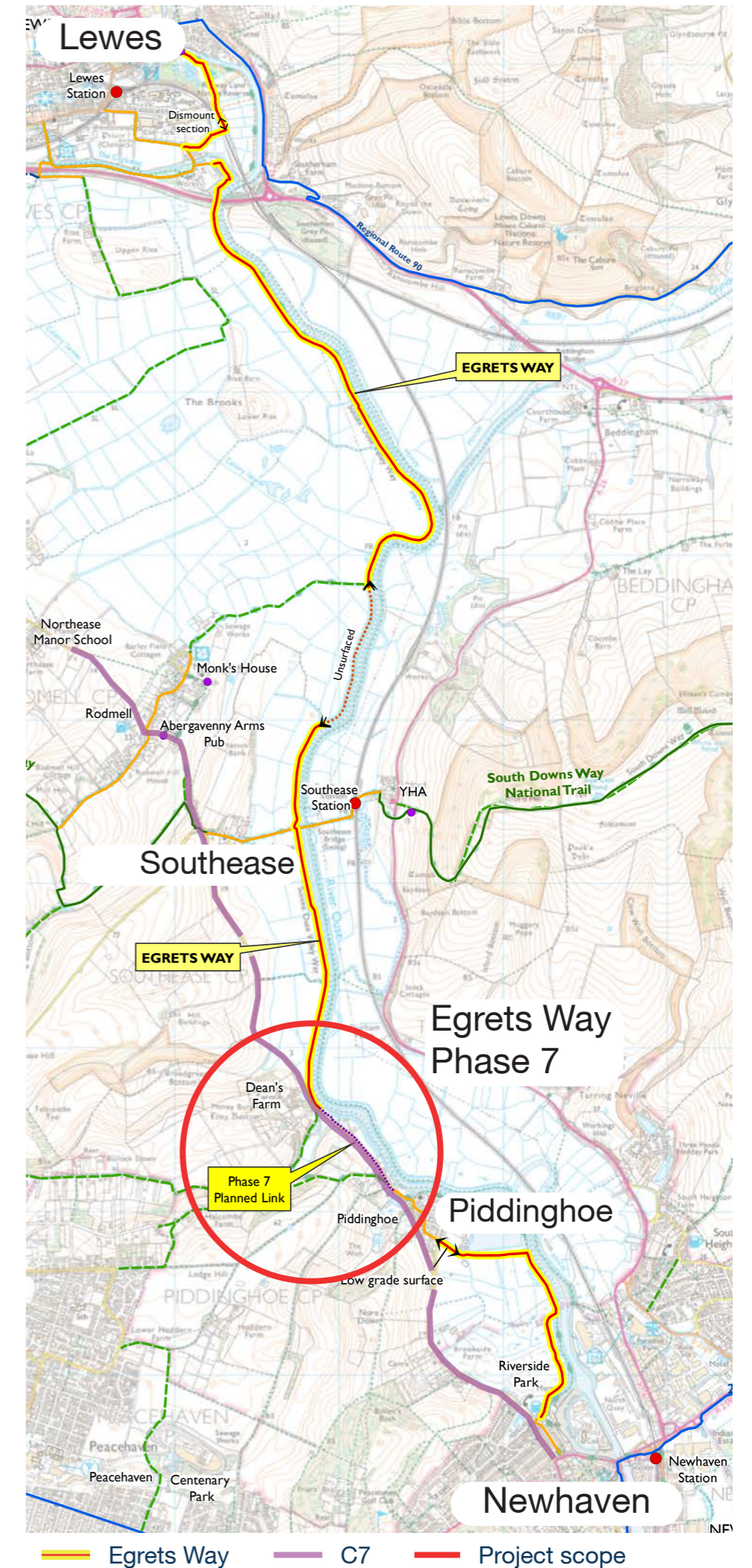
- SDNPA priority project
- ESCC Local Cycling & Walking Infrastructure Plan

## Traffic Speed Reduction

- Piddinghoe Parish commissioned feasibility 2023
- Safer C7 Project

## Egrets Way Phase 7

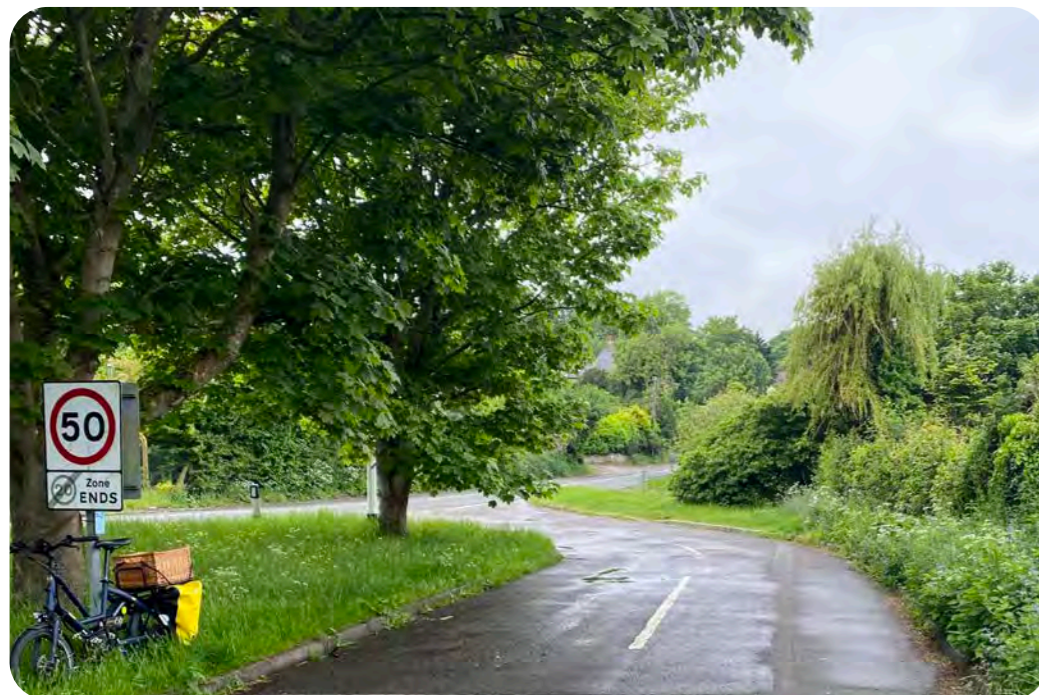
- Stage 1 Concept Design Proposals



# Egrets Way Phase 7 Project Scope



Roadside path opposite Deans Farm



Junction of The Street/C7 at Piddinghoe



# Project Outcomes

- **A safe route** for all users of Egrets Way
- **Reduction of highway speeds** on the C7 at Piddinghoe
- **Improved pedestrian access** to the village bus stops
- **Improved sense of place and arrival** at Piddinghoe on the C7
- **Improved safety for vehicles and non-motorised users** crossing and joining the C7 from Harping Hill and The Street

# Progress & Engagement to date

1. Meeting with Piddinghoe Parish 11/2024

## 2. Site Analysis

- Background materials
- Surveys

- Site visit & engagement with selected landowners

## 3. Optioneering & Early Concept Designs

## 4. Engagement - stakeholders

- ESCC Road Safety
- Active Travel England

## 5. Refined Concept Designs

6. Engagement-selected landowners 05/2025

7. Engagement with Piddinghoe Parish (delayed)

## 8. Further review of Concept Designs

## 9. Engagement - key stakeholders

- Sussex Police
- ESCC Road Safety

10. Meeting with Piddinghoe Parish 12/2025

11. Meeting with Piddinghoe Parish (today)

# Key findings from analysis

## Property & Highway boundaries

## Traffic Data

## Topographical and Utilities Surveys

- Highway corridor 8-9m at pinch point
- Below ground services
- Drainage
- Overhead electrics

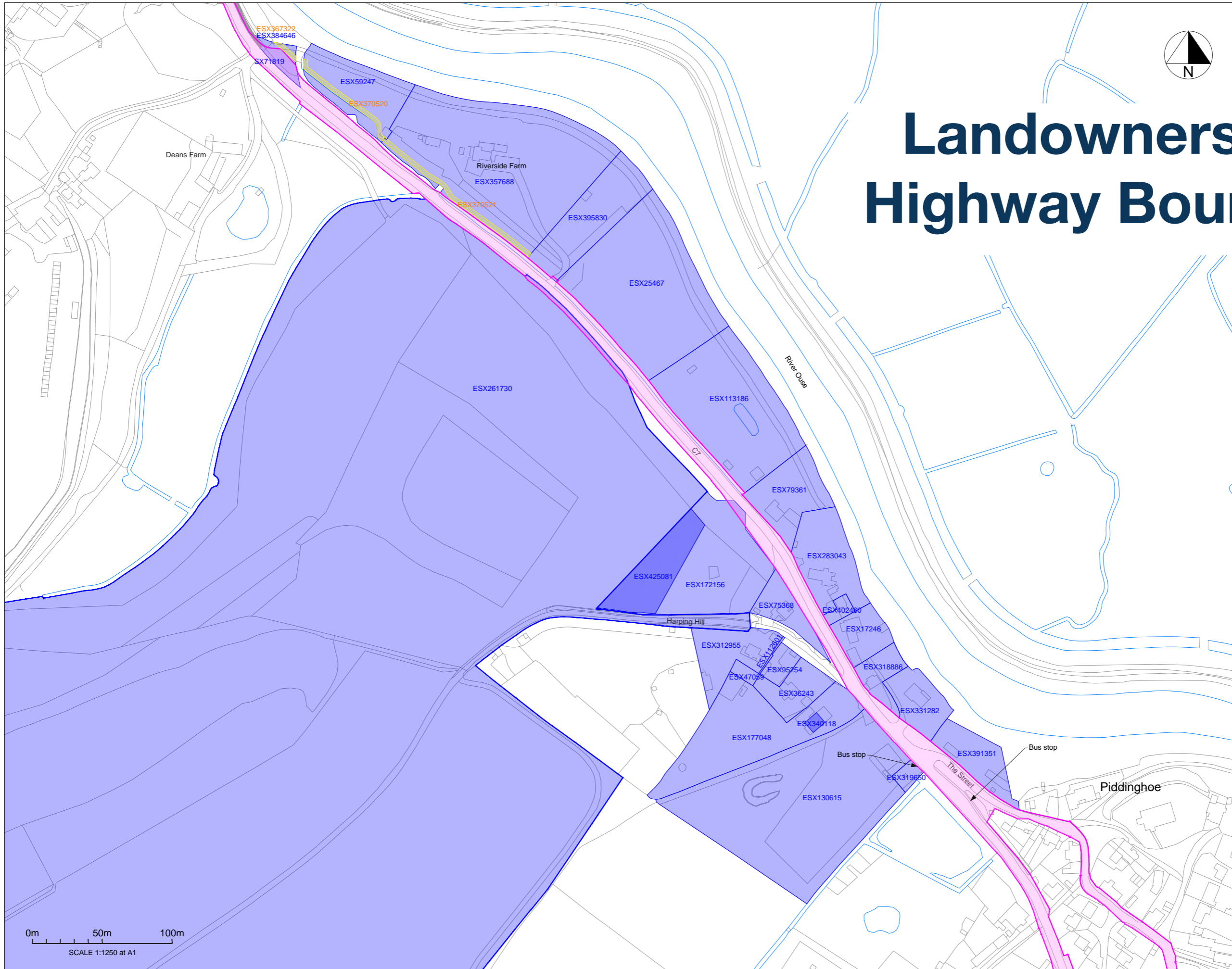
## Context

- Key crossings and Public Right of Way

## Preliminary Ecological Appraisal & Tree Survey

- Further surveys
- Trees
- Lighting

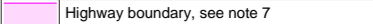
## ESCC Policies and Guidance



# Landownership & Highway Boundary

- Notes:**
1. Do not scale off plan. All dimensions in metres, unless otherwise noted.
  2. Drawing based on OS base plan. Co-ordinates based on OS grid. Levels based on OS datum (Newlyn).
  3. These drawings have been produced under the CDM 2015 Regulations. The Client is directed to their duties under Regulation 4 of CDM 2015.
  4. The Equalities Act 2010 has been considered in the development of this design. The client is directed to their responsibilities under this Act.
  5. This drawing has been produced only for the Project, Status, and Date shown.
  6. This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.
  7. The adopted public highway is shown hatched pink with the considered extent of the highway shown edged with a solid red line<sup>1</sup>. The public has a right to pass and re-pass over the areas hatched pink and they are maintainable at public expense.  
<sup>1</sup> The determination made is in good faith on the evidence currently available to the County Council, but the Council reserves the right to review its determination if other evidence is submitted to it.  
<sup>2</sup> The County Council uses data provided by Ordnance Survey as a base for our records. The plan shows the general position, not the exact line of the boundary. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

**Key:**

	Highway boundary, see note 7
	Land ownership boundary
	Cycleway leasehold boundary
	Existing shared use path (indicative)

# Traffic Data

- Existing speed limit 50mph
- Traffic counts in 4 locations
- Traffic speeds - average above 40mph
- Traffic volumes
- Tidal traffic flow



Traffic count locations

## Existing Traffic Speed

Site	Northbound mph, 85%ile	Southbound mph, 85%ile	Total mph, 85%ile
Site 1	48	46.1	47.1
Site 2	42.9	39.5	41.1
Site 3	48.2	43.4	45.6
Site 4	48.2	45.3	46.7

The existing speed limit on C7 is 50mph throughout the scheme extent.

85%ile speeds show that most traffic is travelling below the speed limit, with a drop in speed through the pinch point. Average speeds are above 40mph except at the pinch point.

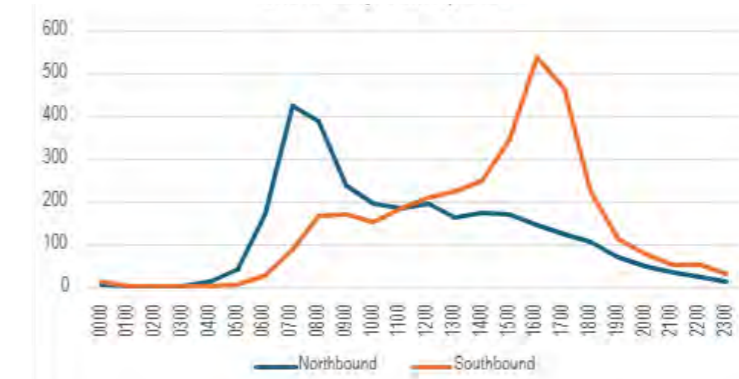
## Existing Traffic Volumes

Site	Northbound	Southbound	Total
Site 1	2984	3442	6426
Site 2	2973	3399	6372
Site 3	2948	3348	6296
Site 4	3047	3468	6515

Traffic volumes are modest, with an AADT around 6400 vehicles.

## Daily Traffic Profile/Traffic Flow

Traffic flow is heavily tidal, with northward flow in the am peak and southward flow in the pm peak.



Site 1

# Design Guidance

## ESCC Standards & Guidance

- Policy on setting speed limits - determined by the appearance and character of the road.
- Carriage width min. 5.5m

## Active Travel England/ DfT LTN 1/20

- Core Design Principles
- Minimum standards for path widths

## Crossings - ESCC & DfT LTN 1/20 Guidance

- Crossings types according to road speeds & approaches
- No precedent for parallel zebra crossings in rural locations - not supported by ESCC
- Lighting required for signalised crossings

# Design Guidance - Principles

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit <sup>1</sup>	Motor Traffic Flow (pcu/24 hour) <sup>2</sup>	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph <sup>3</sup>	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Pink
30 mph	0	Green	Green	Green	Yellow	Yellow
	2000	Green	Green	Green	Yellow	Yellow
	4000	Green	Green	Green	Yellow	Pink
	6000+	Green	Green	Green	Yellow	Pink
40 mph	Any	Green	Yellow	Yellow	Pink	Pink
50+ mph	Any	Green	Pink	Pink	Pink	Pink

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Table 10-2: Crossing design suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any	Pink	Pink	Pink	Pink	Green
40 mph and 50 mph	> 10000	Any	Pink	Pink	Pink	Green	Green
	6000 to 10000	2 or more	Pink	Pink	Pink	Green	Green
	0-6000	2	Pink	Pink	Pink	Green	Green
	0-10000	1	Yellow	Pink	Pink	Green	Green
< 30mph	> 8000	> 2	Pink	Pink	Pink	Green	Green
	> 8000	2	Pink	Pink	Yellow	Green	Green
	4000-8000	2	Yellow	Pink	Green	Green	Green
	0-4000	2	Yellow	Green	Green	Green	Green
	0-4000	1	Green	Green	Green	Green	Green

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the actual 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

85%ile speed ≈ 40mph, Volumes ≈ 6,400 Annual Average Daily Traffic (AADT)

LTN 1/20 (broadly applicable to pedestrian use too)

Figure 4.1 – Separation from motor traffic. Table 10-2 - Crossings

# Design Guidance - Principles

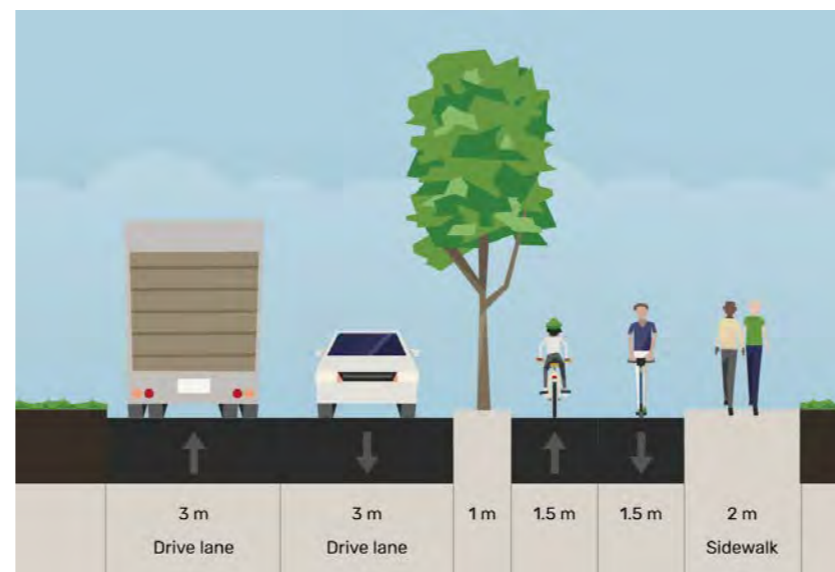
**Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour**

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

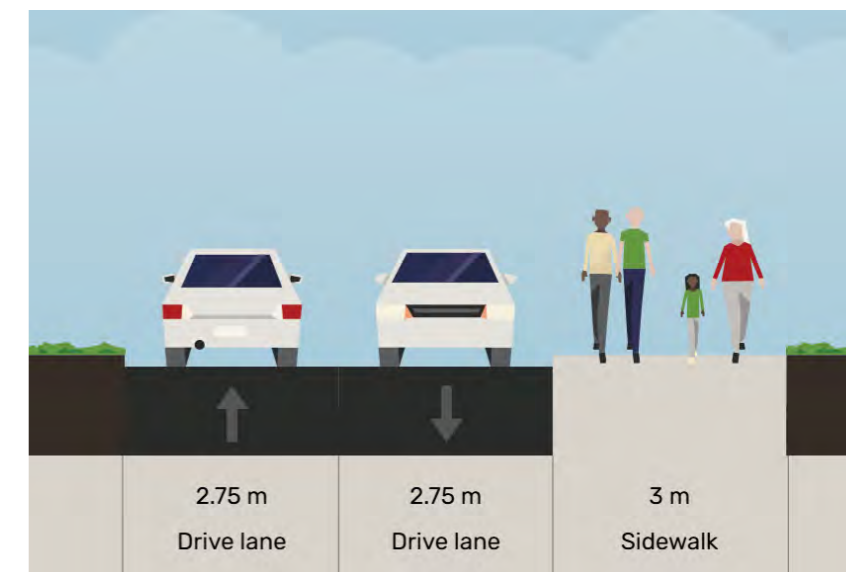
**Table 5-2: Cycle lane and track widths**

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
	>800	2.5	2.0	
	2 way	<300	3.0	2.0
>300-1000		3.0	2.5	
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

\*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.



**Ideal**  
Cycles and Pedestrians with dedicated space, planted verge to carriageway.  
Total width = 12m



**Minimum acceptable**  
Shared use path without buffer to carriageway. 3m width, narrower at pinches.  
Total width = 8m

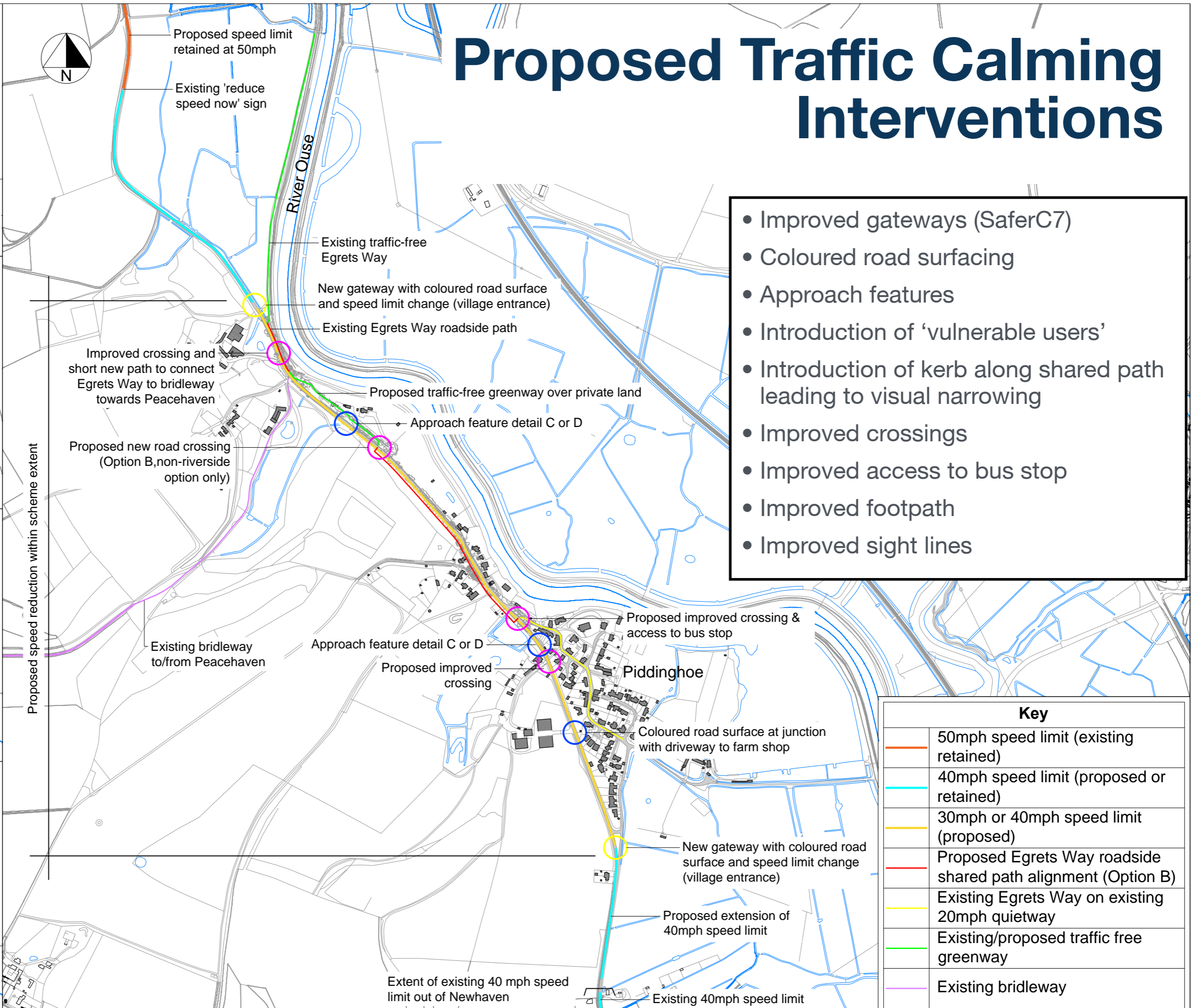
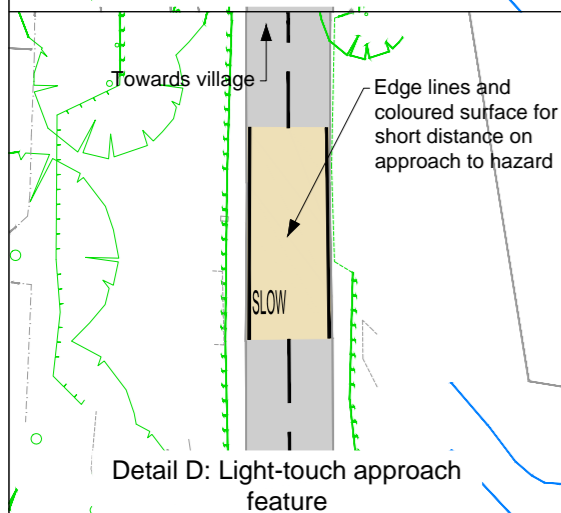
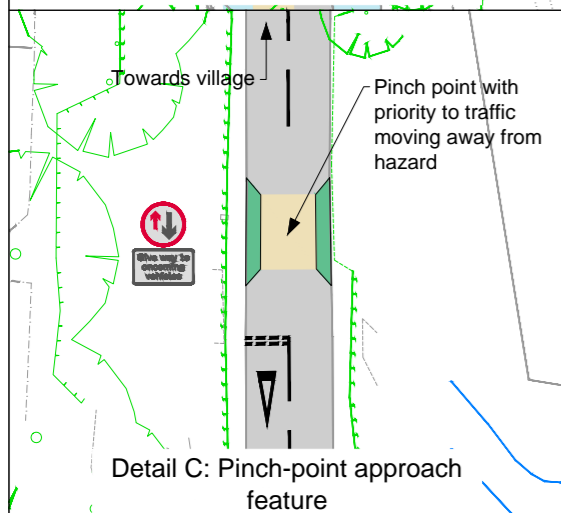
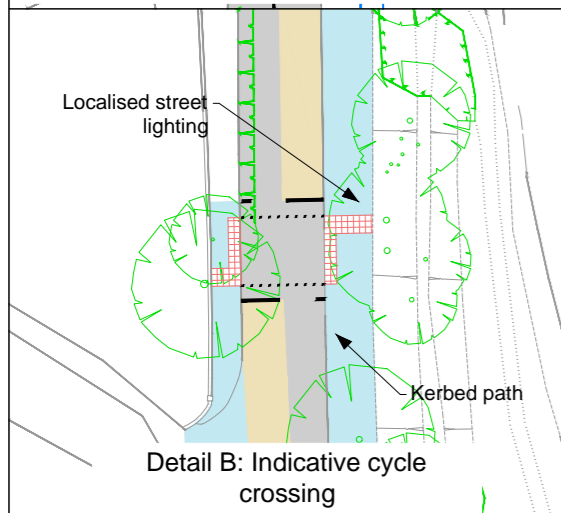
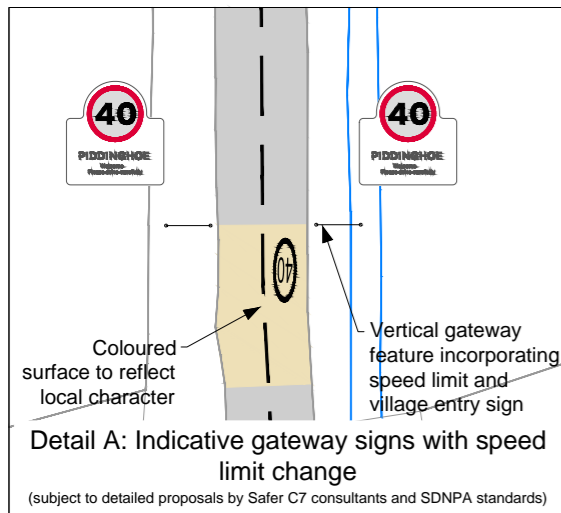
**Total available width ≈10m to <8m**

# Stakeholder Feedback

## ESCC Road Safety

- *'We would not support a reduction to 30mph for either design, but we would support a potential reduction to 40mph as long as speed reducing features are installed and they significantly change the character and environment of the road.'*
- **No support for speed limit reduction to 40mpn without the installation of the other measures.** *'The current road character and environment do not meet the requirements of our speed limit policy.'*
- No objection in principle to either crossing option, subject to Road Safety Audit

# Proposed Traffic Calming Interventions



- Improved gateways (SaferC7)
- Coloured road surfacing
- Approach features
- Introduction of 'vulnerable users'
- Introduction of kerb along shared path leading to visual narrowing
- Improved crossings
- Improved access to bus stop
- Improved footpath
- Improved sight lines

Key	
	50mph speed limit (existing retained)
	40mph speed limit (proposed or retained)
	30mph or 40mph speed limit (proposed)
	Proposed Egrets Way roadside shared path alignment (Option B)
	Existing Egrets Way on existing 20mph quietway
	Existing/proposed traffic free greenway
	Existing brideway

# Concept Design Options - Key Distinguishing Features

## Option A - Riverside

- Shared-use path on riverside of C7 - no crossings for Egrets Way
- 1 improved crossing to bus stop & Harping Hill (uncontrolled)
- Lighting at crossing if required
- Length of carriageway re-alignment - ca. 400 metres
- Length of shared path less than 2.5m wide - 15m

## Option B - Non-Riverside

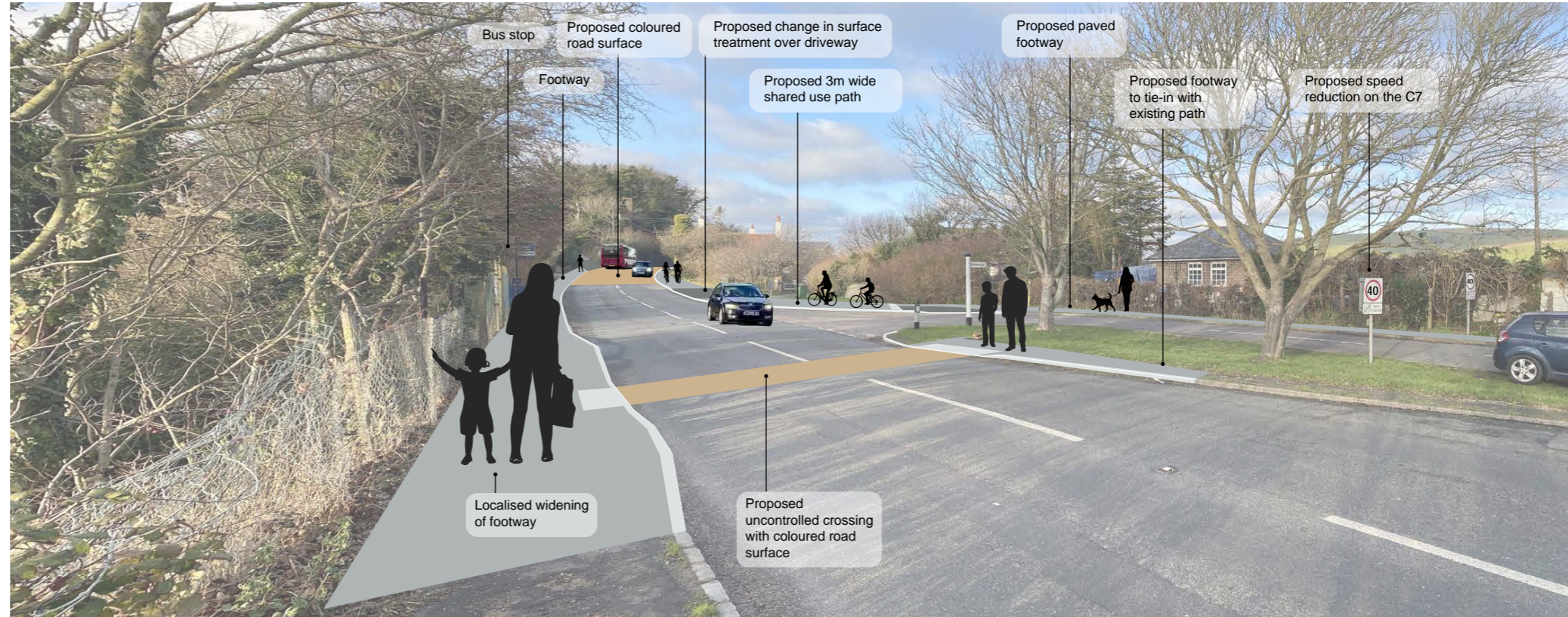
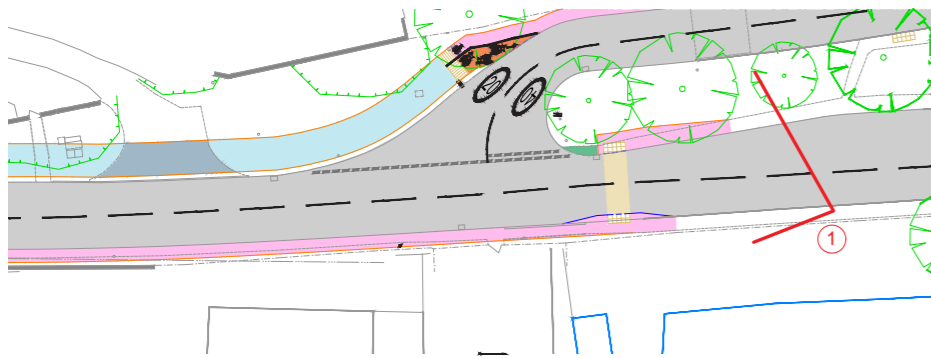
- Shared use path on non-riverside of the C7 - 2 crossings for Egrets Way
- 2 signalled crossings (toucan)
- Lighting at 2 crossings expected
- Length of carriageway re-alignment - ca. 100 metres
- Length of shared path with less than 2.5m wide - 55m

# Comparison Option A& B

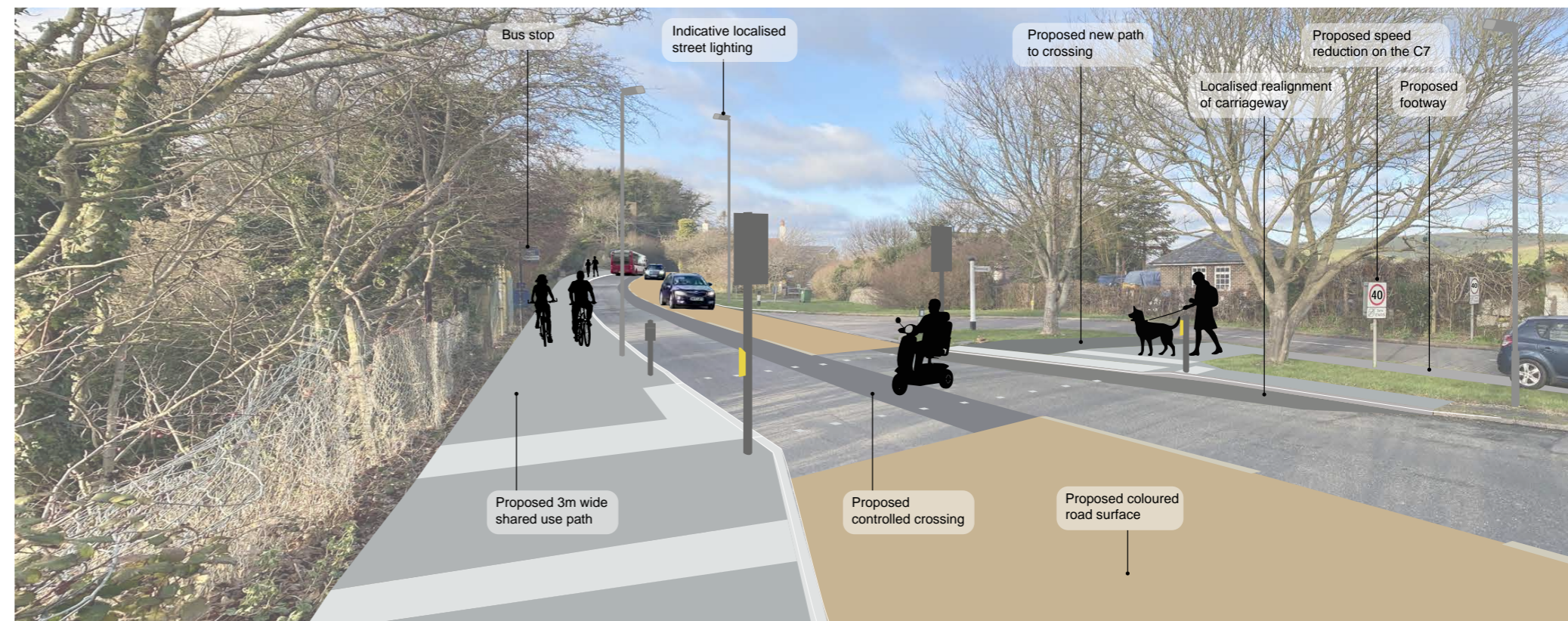
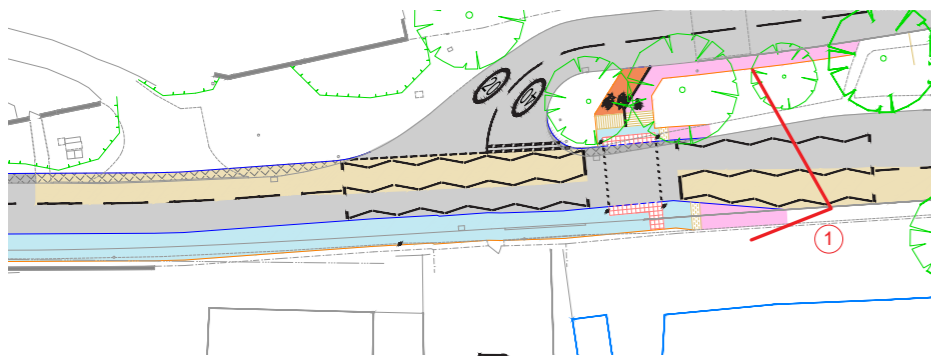
## Location 1 South of The Street, looking north



Existing view



Location 1 - Option A - Riverside



Location 1 - Option B - Non-Riverside

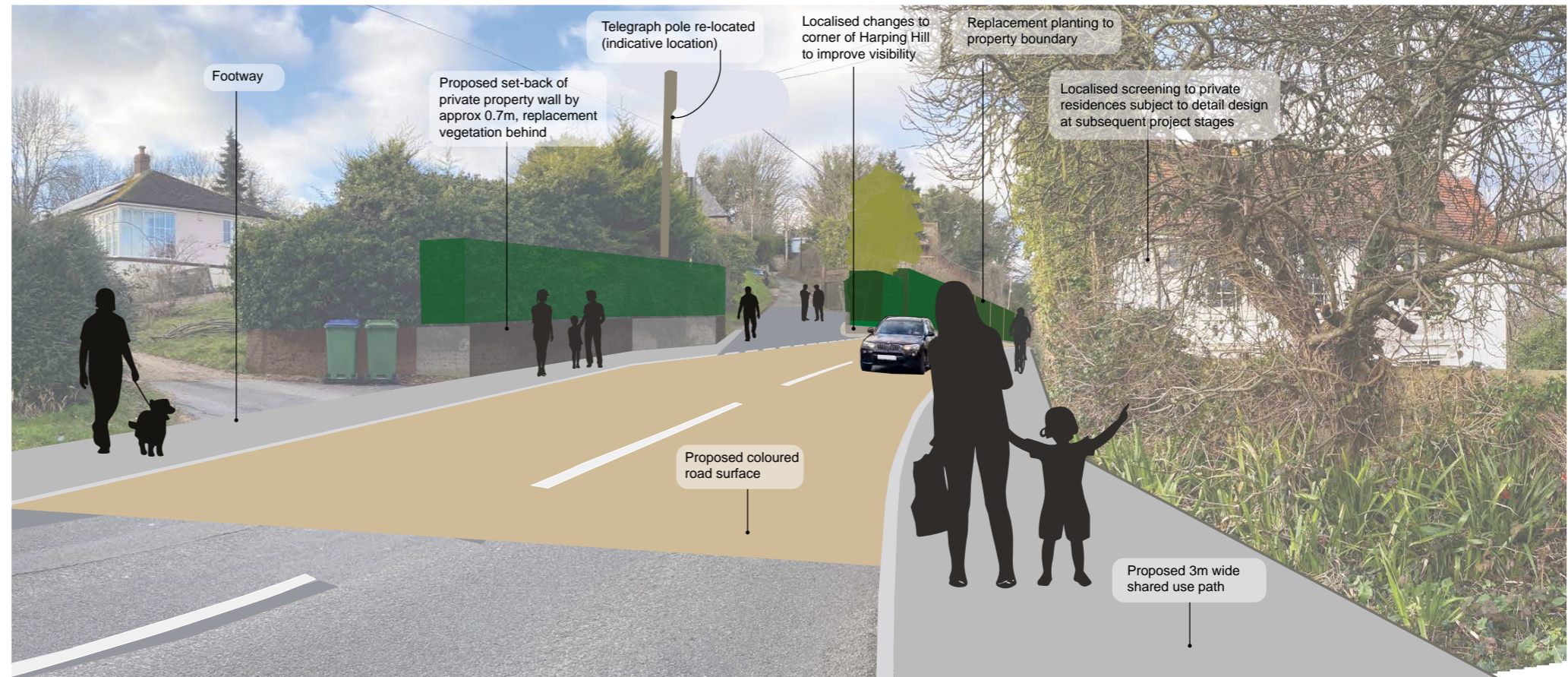
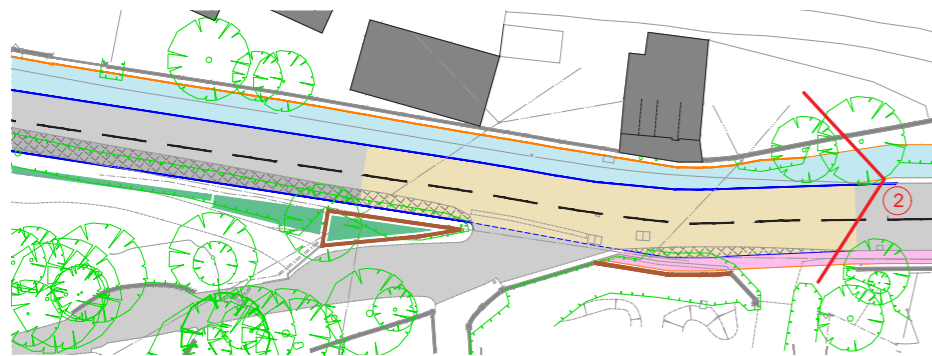
# Comparison Option A& B

## Location 2

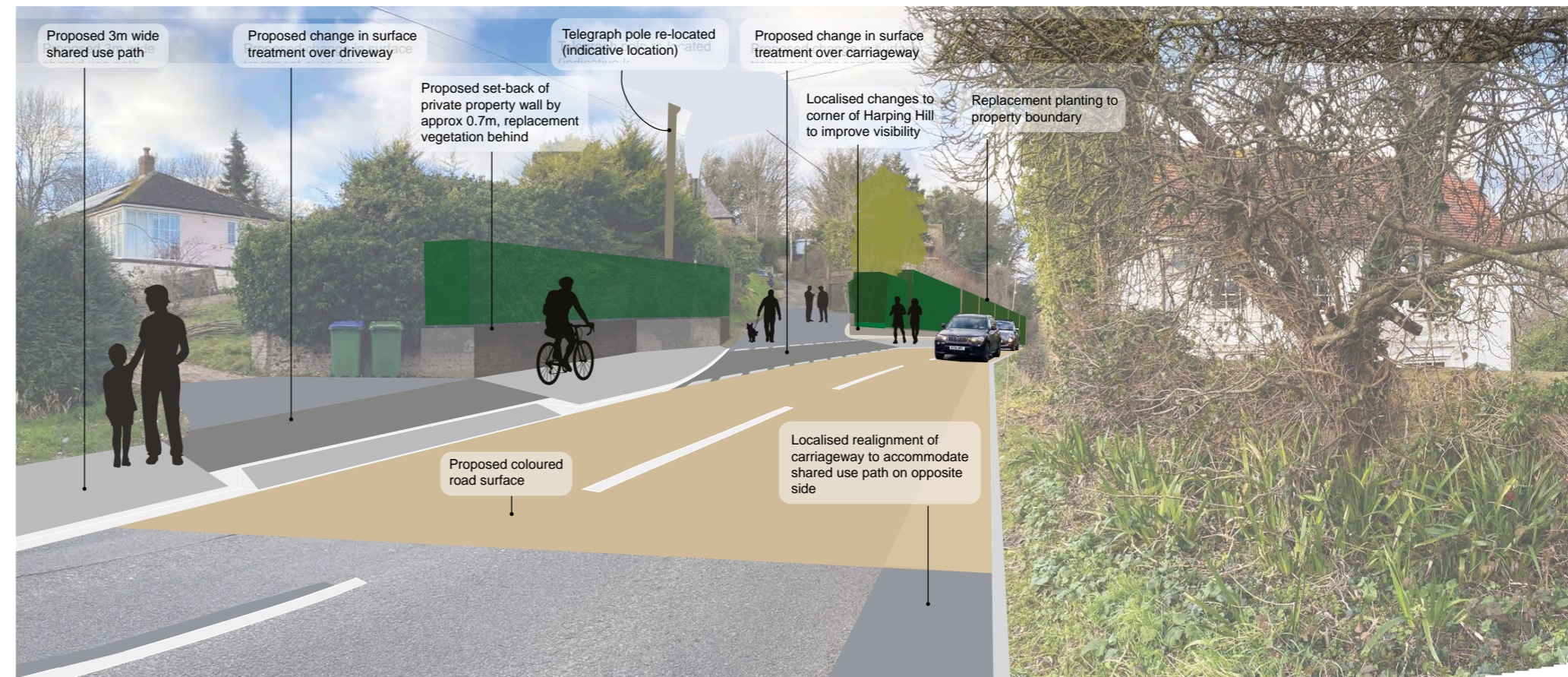
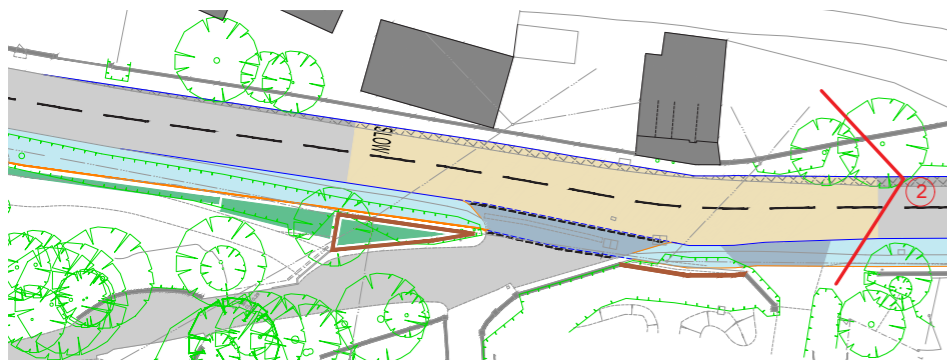
### North of The Street, looking north



Existing view



Location 2 - Option A - Riverside



Location 2 - Option B - Non-Riverside

# Egrets Way Phase 7 - Timeline

## Next Steps

- Road Safety Audit (RSA1)
- Planning Strategy
- Landowner Agreement in principle
- Surveys and design development
- Specialist designers, i.e. lighting, structural
- Engagement
- Approvals and agreements
- Technical design & procurement for construction

## Under separate scope

- Safer C7 interventions, i.e. new gateways, improved crossing points
- Possible works to improve sight lines



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