

# Egrets Way Phase 7

## Concept Options Consultation Summary of Survey Responses

AS

14/04/2026



Image: Piddinghoe Road, C7/WWCT

# Document control

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# About this report

## Walk Wheel Cycle Trust

Walk Wheel Cycle Trust is the charity making it possible for everyone to walk, wheel and cycle.

We work directly with communities to make change happen. Then we evidence the impact to influence policies to push those changes further.

Because people-powered movement changes everything. Our health. Our wellbeing. Our world. [www.walkwheelcycletrust.org.uk](http://www.walkwheelcycletrust.org.uk)

Walk Wheel Cycle Trust is a registered charity no. 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland)

## Report partner

This report has been prepared for South Downs National Park Authority as part of a commission for the development of concept design options for Phase 7 of the Egrets Way.

Egrets Way is an important strategic multi-user path in the SDNPA Active Travel Network Plan and the East Sussex County Council Local Cycling and Walking Infrastructure Plan (LCWIP). It connects Lewes and Newhaven and provides a link between the coastal National Cycle Network Route 2 (NCN2), the South Downs Way at Southease, and Regional Route (RR90) in Lewes.

The project is aligned with the National Park's goal of creating more opportunities for people to access nature, as well as encouraging sustainable transport as a positive step towards climate action.

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# Introduction

Phase 7 of the Egrets Way project aims to develop a new shared-use path of approximately 800m length, to connect the existing roadside path of Egrets Way opposite Chapel Barn / Deans Farm with The Street in Piddinghoe village, thereby closing the missing link in the Egrets Way. The project sets out to provide:

- A safe route for all users of Egrets Way between The Street, Piddinghoe and Chapel Barn.
- Reduction of highway speeds on the C7 at Piddinghoe (current speed limit is 50mph).
- 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.

The South Downs National Park Authority appointed Walk Wheel Cycle Trust (formerly Sustrans) in September 2024 to deliver Stage 1 concept design and optioneering of Egrets Way Phase 7. This included preliminary ecological, arboricultural, and topographical surveys; traffic data; optioneering and concept design; and stakeholder engagement with statutory organisations and landowners.

This report provides a summary of the consultation feedback on two concept route options.

# Concept Options Consultation

From 13 February to 15 March 2026, consultation was held to gather community feedback and gauge support for two potential route options for Egrets Way Phase 7.

The two options presented were Option A, Riverside route - shared-use path on the riverside of the C7, and Option B, Non-Riverside route - shared-use path on the non-riverside of the C7.

Feedback was collated through an online survey which was hosted by South Downs National Park Authority (SDNPA). The consultation was promoted at two meetings held at Piddinghoe village hall on 11<sup>th</sup> and 12<sup>th</sup> February, and through SDNPA and Piddinghoe Parish Council websites. Hard copies of the consultation questions were made available to residents of Piddinghoe parish.

## Questions

The following questions were asked:

**Q1:** Do you live in the parish of Piddinghoe.

**Q2:** Please provide your postcode.

**Q3:** Are you in favour of traffic calming measures to reduce speeds and improve highway safety on the C7?

**Q4:** Are you in favour of improved connectivity and safety for vulnerable users including pedestrians, cyclists and the less able between the village and Chapel Barn in the north?

**Q5:** The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.

Please indicate your level of support for this proposal from the list provided. Very unsupportive, unsupportive, neutral, supportive, very supportive.

**Q6:** Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'?

**Q7:** The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north.

Please indicate your level of support for this proposal from the list provided. Very unsupportive, unsupportive, neutral, supportive, very supportive.

**Q8:** Please elaborate on your response to Q7, comment or raise a question about proposed option B 'Non-Riverside'?

Please indicate your level of support for this proposal from the list provided. Very unsupportive, unsupportive, neutral, supportive, very supportive.

# Summary of Consultation Survey Responses

The below graphs provide an overview of responses received from Piddinghoe Parish residents and from residents outside the parish for questions 1,3,4,5 and 7. Responses to question 2 (postcode) and free-text responses are excluded from this overview.

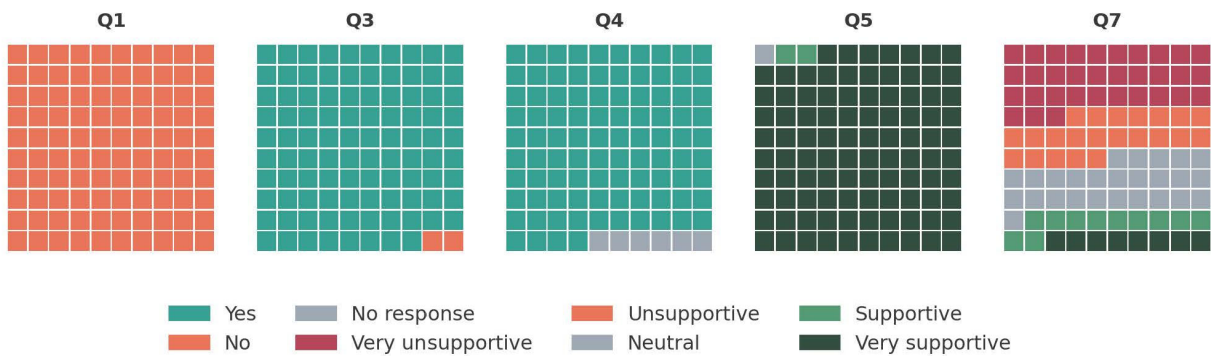


Figure 1: Waffle view of response composition for residents outside of Piddinghoe Parish



Figure 2: Waffle view of response composition for Piddinghoe Parish residents

## Overview of corresponding questions

|   |   |   |  |  |
|---|---|---|--|--|
| <p>Q1: Do you live in the parish of Piddinghoe.</p> | <p>Q3: Are you in favour of traffic calming measures to reduce speeds and improve highway safety on the C7?</p> | <p>Q4: Are you in favour of improved connectivity and safety for vulnerable users including pedestrians, cyclists and the less able between the village and Chapel Barn in the north?</p> | <p>Q5: Level of support for proposed option A 'Riverside' - very unsupportive, unsupportive, neutral, supportive, very supportive.</p> | <p>Q7: Level of support for proposed option B 'Non-Riverside' - very unsupportive, unsupportive, neutral, supportive, very supportive.</p> |
|---|---|---|--|--|

The most striking difference between the two graphs is in relation to question 5 where residents outside Piddinghoe Parish have expressed overwhelming support for Option A (Riverside route), whereas the response from Piddinghoe Parish residents is more nuanced.

Below is a further summary of key findings for each of the consultation questions:

- 97% of all respondents support traffic calming measures on the C7. The feedback is similar for residents within and outside Piddinghoe Parish. (Q3)
- Most respondents are in favour of improved connectivity and safety for vulnerable users between the village and Chapel Barn, 87%. Residents within Piddinghoe Parish support the measures with 72% while residents outside the parish support the measures with 94%. (Q4)
- Out of all respondents 89% are supportive or very supportive of Option A while 10% are unsupportive or very unsupportive. While there is overwhelming support for Option A from those living outside the parish, 97%, the feedback from residents within Piddinghoe Parish is more nuanced with 67% supportive or very supportive and 33% unsupportive or very unsupportive. (Q5)
- Out of all respondents only 24% are supportive or very supportive of Option B and 51% are unsupportive or very unsupportive.


When compared with feedback on Option A, feedback on Option B is spread more evenly across all levels of support between very unsupportive, unsupportive, neutral, supportive, and very supportive.

Feedback from those living outside the parish is 53% unsupportive or very unsupportive, 26% neutral, and 19% supportive or very supportive

Feedback from those living within Piddinghoe Parish is more balanced with 41% unsupportive or very unsupportive, 13% neutral, and 39% supportive or very supportive. (Q7)

- Free-text responses provided to elaborate on the level of support for Option A and Option B have been summarised under several common and re-occurring themes.

The themes of responses to question 6 (Option A Riverside) from Piddinghoe Parish residents and from residents outside the parish were:

|  | <b>Themes from Piddinghoe Parish residents</b>                    | <b>Themes from residents outside the parish</b>                          |
|--|---|--|
| <br>Most common theme | Safety concerns (pedestrians, cyclists, driveways, blind bends)   | Support for Option A (Riverside route) because it avoids crossing the C7 |
|  | Support for Option A (Riverside route)                            | Safety benefits of a segregated path away from the road                  |
|  | Traffic calming (speed limit, enforcement, road behaviour)        | More attractive, pleasant, and consistent with Egret's Way vision        |
|  | Objections relating to land, legal rights, and design compliance  | Connectivity benefits  |
|  | Impact on residents (privacy, access, driveways, property safety) | Traffic calming, speed reduction, and road safety advocacy               |
|  |   |  |

The themes of responses to question 8 (Option B non-riverside) from Piddinghoe Parish residents and from residents outside the parish were:

|                        | <b>Themes from Piddinghoe Parish residents</b>   | <b>Themes from residents outside the parish</b>   |
|------------------------|--|---|
| ↑<br>Most common theme | Objection and safety concerns to crossing the C7   | Strong objection and safety concerns to crossing the C7   |
|                        | Safety and access concerns - interface with driveways, visibility around Harping Hill / Kiln Cottage     | Option B (Non-Riverside route) is less safe and less attractive than Option A (Riverside route)     |
|                        | Road narrowness, inadequate width & non-compliance with standards  | Urbanisation, visual impact & negative impact on the National Park setting                          |
|                        | Visual impact, urbanisation & unsuitability in a National Park   | Option B (Non-Riverside route) is more inconvenient, indirect, or inefficient for users             |
|                        | Option B (Non-Riverside route) is inferior to Option A (Riverside route), but some accept it as a backup | Option B (Non-Riverside route) is acceptable only if Option A (Riverside route) cannot be delivered |

Several responses fall outside of the key themes and were brought together under a separate heading for other/miscellaneous comments

The feedback collated under each theme captures the general sentiment of several responses and is not exhaustive. It should be read in the context of all consultation responses. These can be found in the **Appendix**.

The appendix also contains a letter received from Cycle Lewes in response to the consultation.

# Analysis of Survey Responses

An analysis of the responses to the consultation questions is provided on the following pages. Percentages have been rounded to the nearest full percent.

For a record of all responses, please see the **Appendix**. Note that postcodes are not listed against individual comments for reasons of privacy.

## Q1: Do you live in the parish of Piddinghoe.

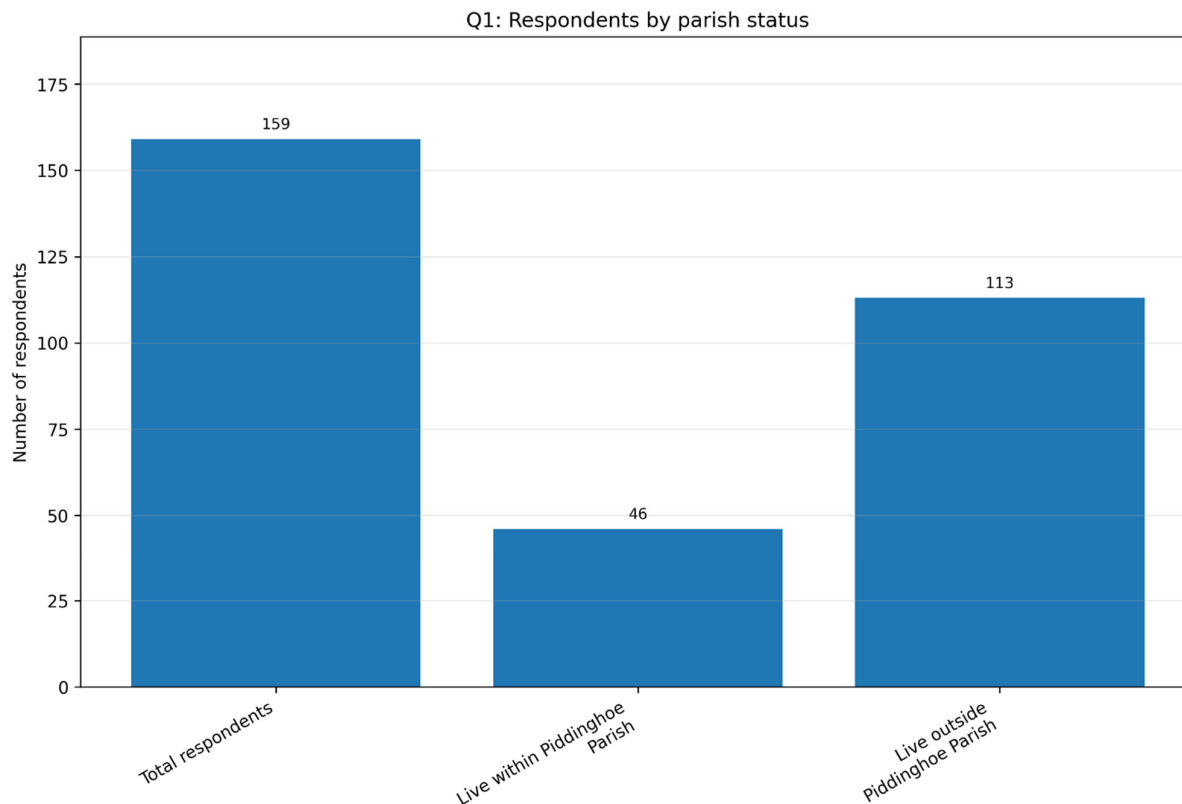


Figure 3: Respondents by Parish status/WWCT

The total number of responses was 159 nr.

- 46 (29%) of all respondents live within Piddinghoe Parish.
- 113 (71%) of all respondents live outside the parish.

## Q2: Please provide your postcode.

The locations of the postcodes provided are shown on Figures 1 and 2 below.

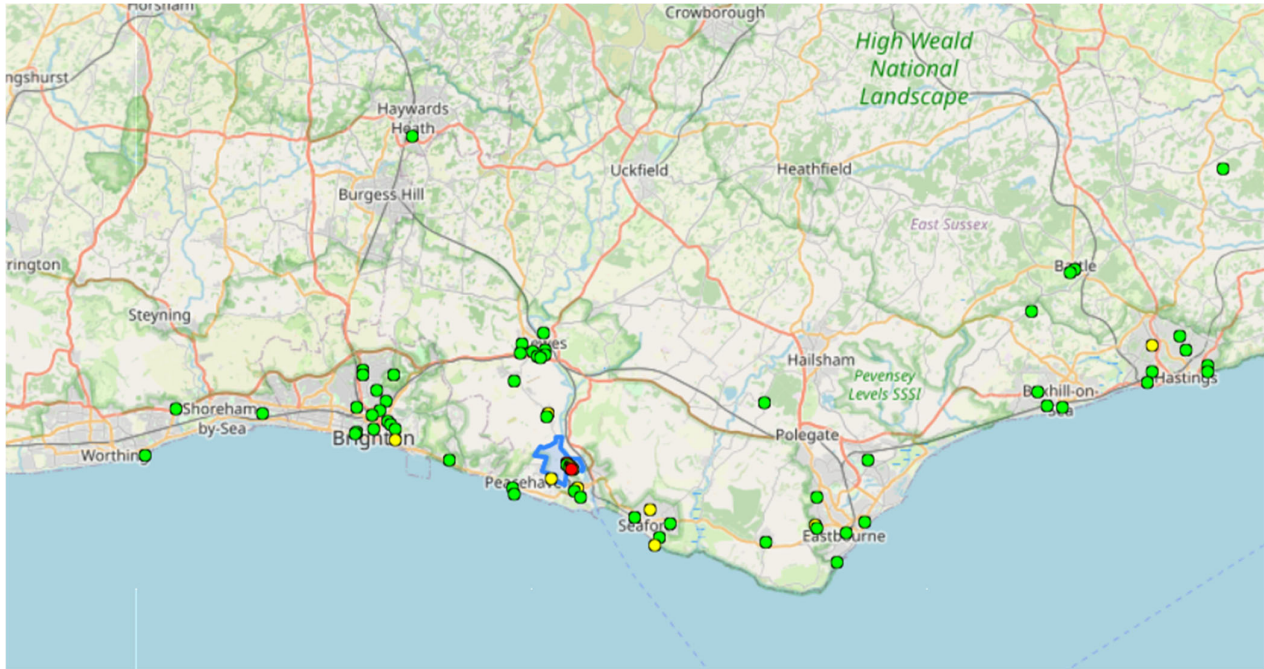


Figure 4: Postcode locations of all respondents

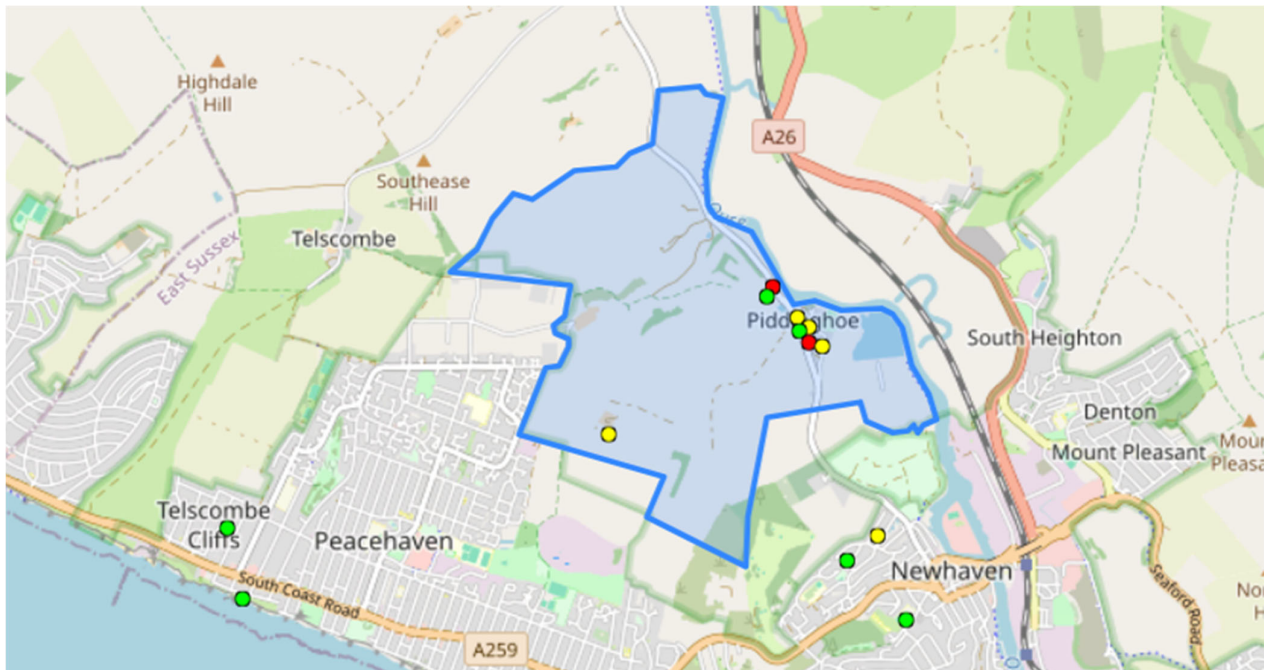


Figure 5: Postcode locations of respondents within proximity to the study area  
Key: Green = 1 response, Yellow = more than 1 response, Red = more than 4 responses.

### Q3: Are you in favour of traffic calming measures to reduce speeds and improve highway safety on the C7?

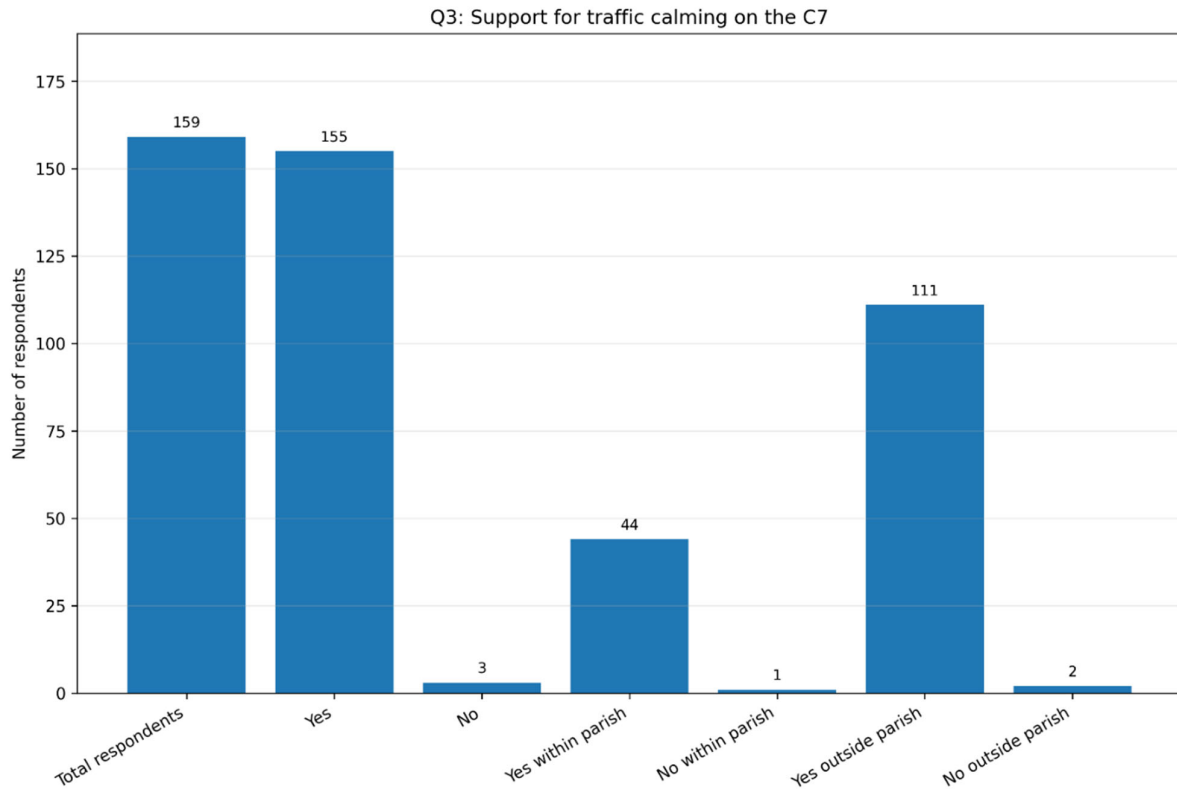


Figure 6: Support for traffic calming on the C7

#### All respondents (159)

- 155 (97%) of all respondents answered with yes.
- 3 (2%) of all respondents answered with no.
- 1 (1%) provided no response

#### Piddinghoe parish residents (46)

- 44 (96%) of Piddinghoe parish residents answered with yes
- 1 (2%) of Piddinghoe parish residents answered with no
- 1 (2%) of Piddinghoe parish residents provided no response

#### Residents outside the parish (113)

- 111 (98%) of residents outside the parish answered with yes
- 2 (2%) of Piddinghoe parish residents answered with no

## Q4: Are you in favour of improved connectivity and safety for vulnerable users including pedestrians, cyclists and the less able between the village and Chapel Barn in the north?

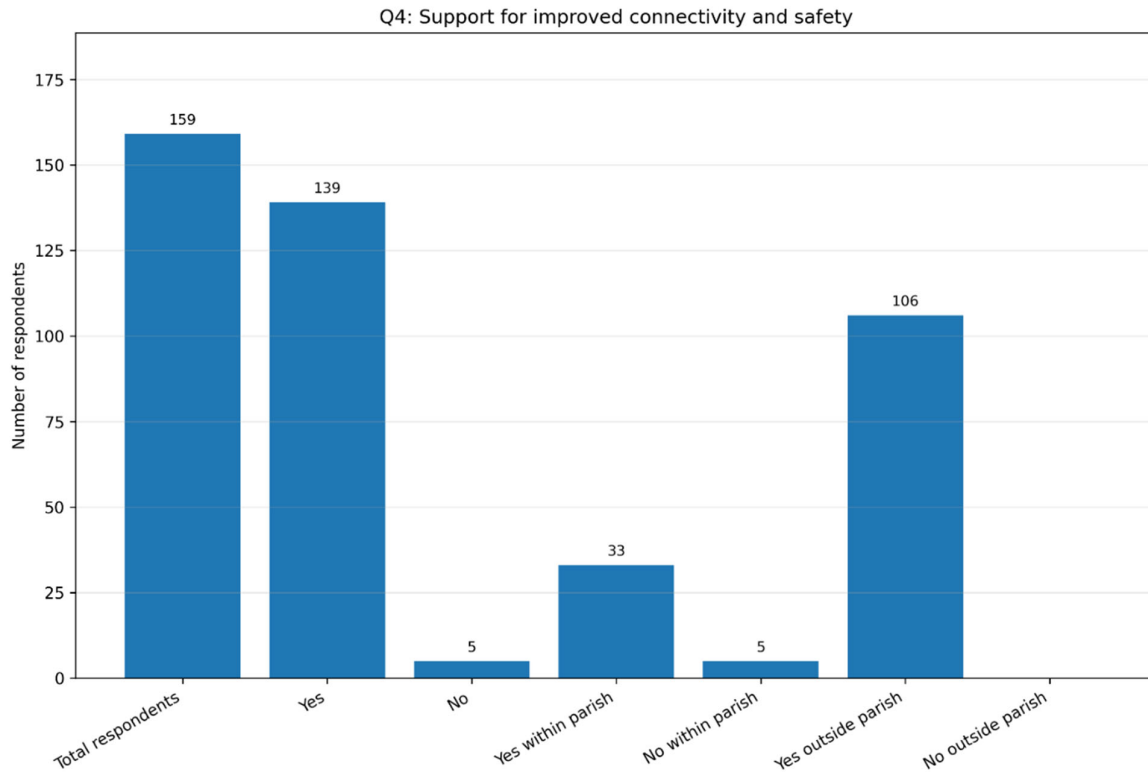


Figure 7: Support for improved connectivity and safety

### All respondents (159)

- 139 (87%) of all respondents answered with yes.
- 5 (3%) of all respondents answered with no.
- 15 (10%) provided no response.

### Piddinghoe parish residents (46)

- 33 (72%) of Piddinghoe parish residents answered with yes.
- 5 (11%) of Piddinghoe parish residents answered with no.
- 8 (17%) of Piddinghoe parish residents provided no response.

### Residents outside the parish (113)

- 106 (94%) of residents outside the parish answered with yes.
- 0 (0%) of residents outside the parish answered with no.
- 7 (6%) of residents outside the parish provided no answer.

**Q5: The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.**

**Please indicate your level of support for this proposal from the list provided: very unsupportive, unsupportive, neutral, supportive, very supportive.**

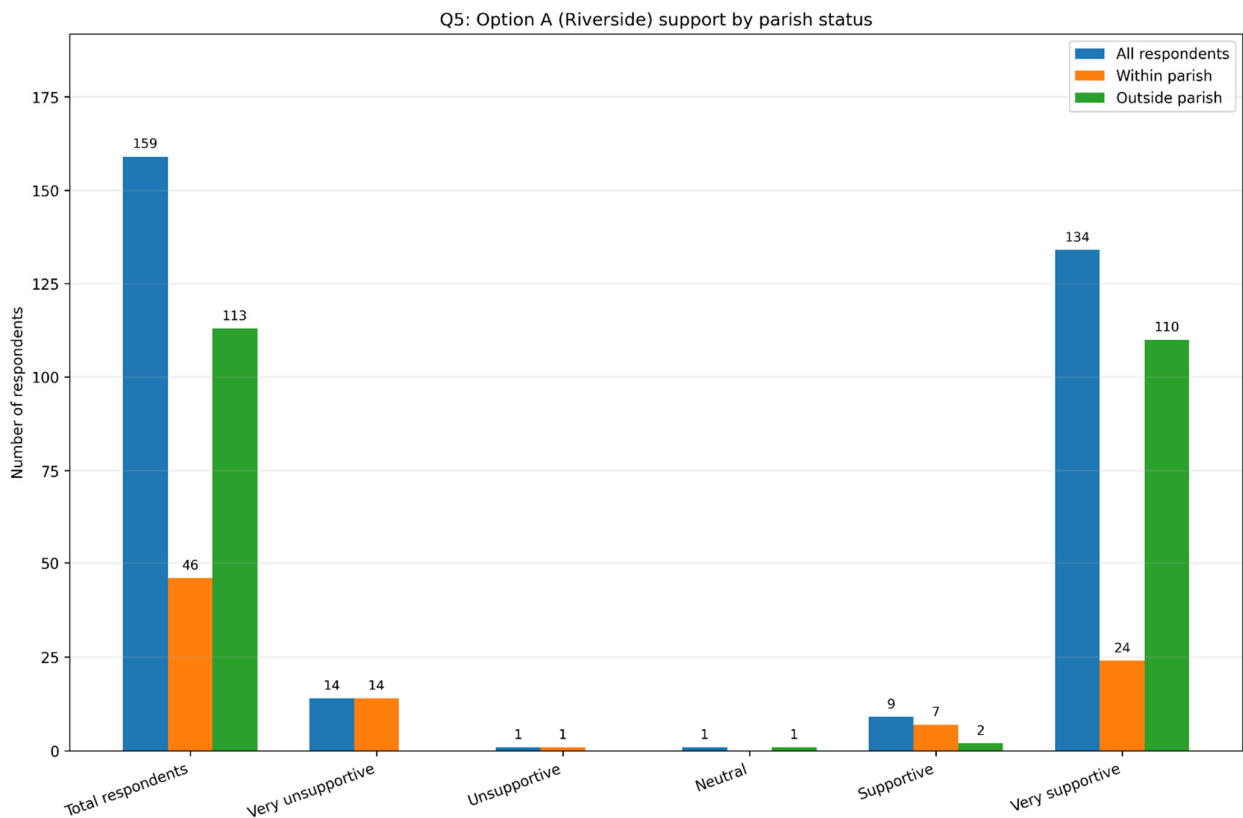


Figure 8: Option A (Riverside route) support by parish status

All respondents (159)

- 14 (9%) of all respondents answered with very unsupportive.
- 1 (1%) of all respondents answered with unsupportive.
- 1 (1%) of all respondents answered with neutral.
- 9 (5%) of all respondents answered with supportive.
- 134 (84%) of all respondents answered with very supportive.

#### Piddinghoe parish residents (46)

- 14 (31%) of Piddinghoe parish residents answered with very unsupportive.
- 1 (2%) of Piddinghoe parish residents answered with unsupportive.
- 0 (0%) of Piddinghoe parish residents answered with neutral.
- 7 (15%) of Piddinghoe parish residents answered with supportive.
- 24 (52%) of Piddinghoe parish residents answered with very supportive

#### Residents outside the parish (113)

- 0 (0%) of residents outside the parish answered with very unsupportive.
- 0 (0%) of residents outside the parish answered with unsupportive.
- 1 (1%) of residents outside the parish answered with neutral.
- 2 (2%) of residents outside the parish answered with supportive
- 110 (97%) of residents outside the parish answered with very supportive.

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**89% of all respondents are supportive or very supportive and 10% are unsupportive or very unsupportive of Option A**

While there is overwhelming support for Option A from those living outside the parish, 97%, the feedback from residents within Piddinghoe Parish is more nuanced with 67% supportive or very supportive and 33% either unsupportive or very unsupportive.

## **Q6: Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'?**

Responses from all respondents have been separated into two groups – one for those living within Piddinghoe Parish and another for those living outside the parish.

Feedback from each group has been summarised under 5 headings for common and re-occurring themes, and 1 additional heading for other comments. The themes appear in the order of the frequency that they appear in the comments. Responses below each theme have been summarised to capture the general sentiment for several responses.

For an unabridged, verbatim record of all responses, refer to the appendix.

### **Q6A: Free-text responses from Piddinghoe Parish residents summarised in the following themes**

#### **Theme 1 – Safety concerns (pedestrians, cyclists, driveways, blind bends)**

This is by far the strongest and most common theme.

- The C7 is dangerous, with fast traffic, blind bends and poor sightlines.
- Existing walking routes (grass verge, Harping Hill area) are considered terrifying or “impossible.”
- Concerns that Option A:
  - crosses private driveways, creating hazards.
  - runs through the pinch point, where there is not enough width for safe passage.
  - places vulnerable users into 80mph closing-speed conflicts even with a 40mph limit.
- Several note previous accidents, including vehicles hitting the Kiln Cottage wall.
- Many fear cyclists going fast will not give way at driveways → risk of collisions.

Overall tone:

*"The route is extremely dangerous today, and Option A may increase risk unless speeds are reduced or design changed."*

## Theme 2 – **Support for Option A (Riverside route)**

Many respondents strongly support Option A, often because:

- It allows a continuous riverside route.
- Users would not need to cross the C7 at all.
- It is:
  - Safer, more attractive, more direct, and better connected to existing Egret's Way sections
- Provides much-needed safe access between Piddinghoe and Chapel Barn.

Typical remarks:

*"The path is desperately needed."*

*"Avoiding two road crossings is key."*

*"Option A is better for families and children."*

Even those who support Option B often state Option A is clearly safer or more desirable.

## Theme 3 – **Traffic calming (speed limit, enforcement, road behaviour)**

Another major recurring theme that residents want:

- Speed limit reductions:
  - from 50mph → 40mph
  - ideally → 30mph through the whole area
- Physical traffic-calming such as:
  - speed bumps, chicanes, and improved crossings
- Better enforcement because drivers currently:
  - ignore limits, overtake dangerously, use the verge to avoid collision

Some also argue:

- EW7 will not reduce speeds unless a formal Highways-led speed reduction scheme (Safer C7) is implemented.
- A shared path is not a substitute for proper enforcement.

Typical:

*"Speed is the main problem – it must be reduced regardless of the path option."*

#### Theme 4 – **Objections relating to land, legal rights, and design compliance**

This includes people who oppose Option A (and often B) on procedural or legal grounds.

Concerns include:

- Private land ownership – some landowners have not granted consent.
- Boundary records are disputed.
- The scheme requires acquiring private land.
- Path widths fall below LTN 1/20 standards in places.
- Fear of a more 'urbanised' appearance in a National Park.
- Loss of:
  - Trees, vegetation, verges, and drainage buffer

Some respondents say the consultation is:

- biased, presents no "Option C" (traffic-calming only), and is "outcome-driven."

#### Theme 5 – **Impact on residents (privacy, access, driveways, property safety)**

Several comments raise concern about the negative impacts on people living along the C7:

- Loss of privacy with pedestrians/cyclists next to homes.
- Increased difficulty entering/exiting driveways.

- Safety risk during manoeuvres near the blind bend.
- Residents' verges used today as a safety buffer would be removed.
- Fear of:
  - more traffic congestion
  - construction disturbance
  - increased cycle traffic through the village

Some believe the path will worsen safety at their homes, not improve it.

### Other – **Other / Miscellaneous Comments**

These are comments that don't fit the five major themes and are infrequent:

- Aesthetic preferences (e.g., river views, "nicer to walk by the water").
- Questions about fibre-optic cabling or underground services.
- Comments that Option A is "better value" or Option B is "more expensive."
- General complaints about Highways or Egrets Way project governance.
- A small number of comments praising the project without detailed reasoning.
- People expressing no strong preference as long as something is built.
- Suggestion that both sides should ultimately receive paths.

## **Q6B: Free-text responses from residents outside Piddinghoe Parish summarised in the following themes**

### **Theme 1 – Support for Option A (Riverside route) because it avoids crossing the C7**

A very large number of respondents express strong support for Option A because it:

- Eliminates the need to cross the C7, which they describe as dangerous.
- Is simpler, safer, more continuous.
- Prevents “two unnecessary crossings” required under Option B.
- Is safer for families, children, less confident cyclists, commuting cyclists and mobility-impaired users.
- Avoids high-speed vehicle conflict (40-50mph).

Typical comments:

- “Option A avoids crossing the C7 twice – much safer.”
- “A continuous route is essential to keep vulnerable users away from traffic.”
- “Crossing the C7 is dangerous; Option A removes this hazard.”

### **Theme 2 – Safety benefits of a segregated path away from the road**

Many respondents praise Option A because it:

- Runs separately to the fast, narrow C7 traffic.
- Keeps cyclists and walkers away from close passes, overtaking vehicles, blind bends, and speeding.
- Provides a properly segregated and more predictable user environment.
- Prevents conflicts between cyclists, pedestrians, and road vehicles.

Representative comments:

- “Much safer for cyclists – no mixing with traffic.”
- “Suitable for children/families; safer than cycling beside the C7.”
- “A riverside route is calmer and less hostile.”

### Theme 3 – **More attractive, pleasant, and consistent with Egret’s Way vision**

A recurring theme is that Option A is more attractive and aligns better with what Egret’s Way is intended to be:

- More likely to encourage active travel, leisure use, and tourism.
- Better aligned with the aesthetic and environmental character of the South Downs National Park.

Typical comments:

- “The riverside route is more appealing and matches the existing Egret’s Way.”

### Theme 4 – **Connectivity benefits**

Many comments relate to how Option A:

- Completes the missing link in a coherent, continuous riverside corridor.
- Encourages commuting, travel between Lewes and Newhaven, and village connections.
- Supports safer access for pedestrians, leisure cyclists, commuters, and visitors.

Common points:

- “It continues the riverside alignment already in place.”
- “This will complete the Egret’s Way in the way it was originally designed.”

### Theme 5 – **Traffic calming, speed reduction, and road safety advocacy**

Some respondents state support for Option A is conditional on traffic-calming or speed-limit reduction along the C7.

These views include:

- C7 speeds (40-50mph) make roadside cycling/walking dangerous.
- Option A is safer only if C7 speeds are reduced (to 30mph ideally).
- Path alone will not solve the dangers without proper speed enforcement.

- Support for Safer C7 project integration.

Typical wording:

- “The path is good, but speed must be reduced to 30mph.”
- “Traffic calming is essential to make the whole scheme safe.”

### Other – **Other / Miscellaneous Comments**

These are comments that occur only once or do not belong to a major recurring pattern:

- Comments about wider C7 improvements not directly tied to Option A.
- Remarks that only Option A meets aesthetic expectations of a rural path.
- Comments expressing openness to either option, or neutrality (“no strong preference”).
- Minor concerns about:
  - environmental impact,
  - access during construction,
  - path width standards (LTN 1/20),
  - bridleway conditions,
  - mud/seasonal use issues.

**Q7: The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north.**

**Please indicate your level of support for this proposal from the list provided. Very unsupportive, unsupportive, neutral, supportive, very supportive.**

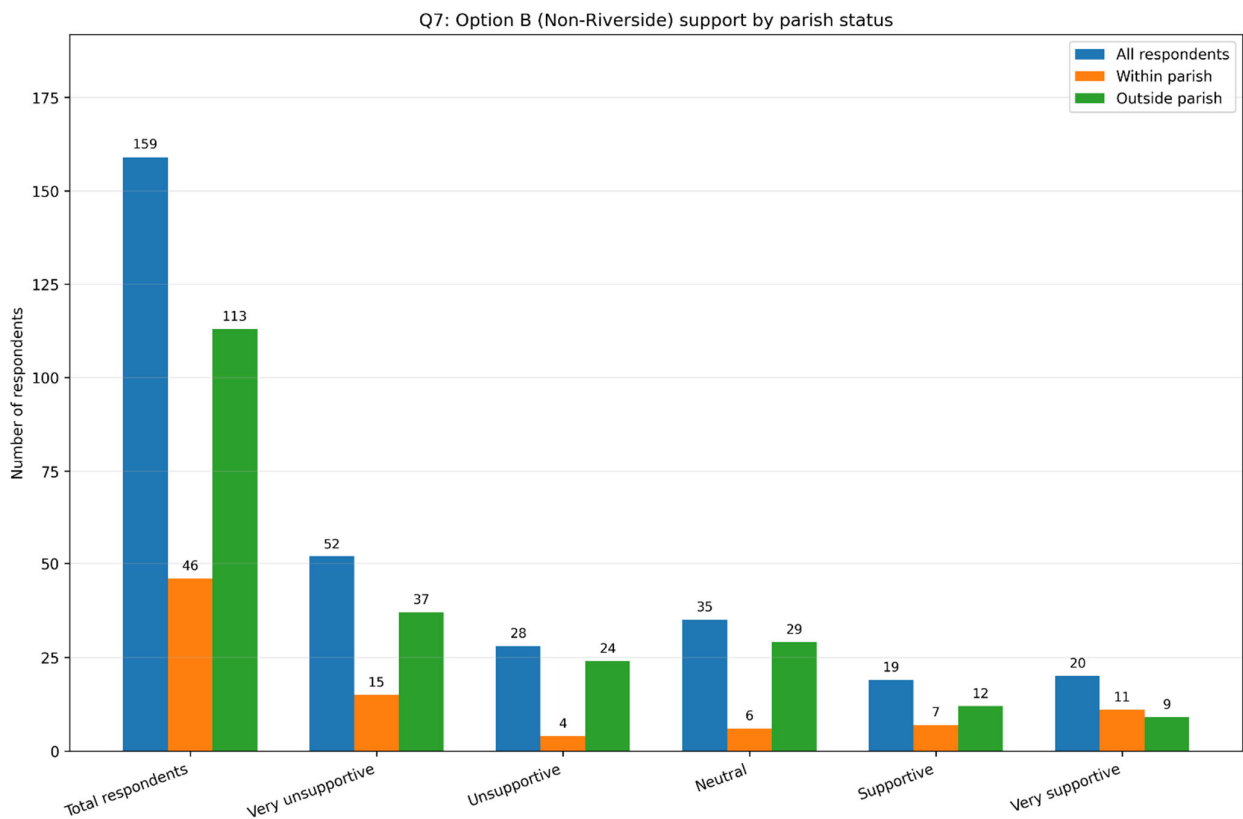


Figure 9: Option B (Non-Riverside route) support by parish status

All respondents (159)

- 52 (33%) of all respondents answered with very unsupportive.
- 28 (18%) of all respondents answered with unsupportive.
- 35 (22%) of all respondents answered with neutral.
- 19 (12%) of all respondents answered with supportive.
- 20 (12%) of all respondents answered with very supportive.
- 5 (3%) of all respondents provided no response.

### Piddinghoe parish residents (46)

- 15 (32%) of Piddinghoe parish residents answered with very unsupportive.
- 4 (9%) of Piddinghoe parish residents answered with unsupportive.
- 6 (13%) of Piddinghoe parish residents answered with neutral.
- 7 (15%) of Piddinghoe parish residents answered with supportive.
- 11 (24%) of Piddinghoe parish residents answered with very supportive
- 3 (7%) of Piddinghoe parish residents provided no response.

### Residents outside the parish (113)

- 37 (32%) of residents outside the parish answered with very unsupportive.
- 24 (21%) of residents outside the parish answered with unsupportive.
- 29 (26%) of residents outside the parish answered with neutral.
- 12 (11%) of residents outside the parish answered with supportive
- 9 (8%) of residents outside the parish answered with very supportive.
- 2 (2%) of residents outside the parish provided no response.

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**24% of all respondents are supportive or very supportive and 51% are unsupportive or very unsupportive of Option B.**

Feedback from those living outside the parish is 53% unsupportive or very unsupportive, 26% neutral, and 19% supportive or very supportive. However, feedback from those living within Piddinghoe Parish is more balanced with 41% unsupportive or very supportive, 13% neutral, and 39% supportive or very supportive.

## **Q8: Please elaborate on your response to Q7, comment or raise a question about proposed option B 'Non-Riverside'?**

Responses from all respondents have been separated into two groups – one for those living within Piddinghoe Parish and another for those living outside the parish.

Feedback from each group has been summarised under 5 headings for common and re-occurring themes, and 1 additional heading for other comments. The themes appear in the order of the frequency that they appear in the comments. Responses below each theme have been summarised to capture the general sentiment for several responses.

For an unabridged, verbatim record of all responses, refer to the Appendix.

### **Q8A: Free-text responses from Piddinghoe Parish residents summarised in the following themes**

#### **Theme 1 – Objection and safety concerns to crossing the C7**

This is by far the strongest and most consistent theme that emerges from responses provided by Piddinghoe parish residents to Question 8.

Residents repeatedly say Option B is unsafe because it requires two crossings of the C7:

- "2 road crossings! No way."
- "Any road crossing of the C7 is dangerous."
- "Having to cross the C7 twice... dangerous for all users."
- "Crossing to the village where visibility is poor."
- "Cyclists will ignore the lights – still dangerous."
- "Why cross twice when you don't need to?"

Key sentiment:

*Crossing the high-speed C7 twice introduces unacceptable risk, especially for children, pedestrians, less confident cyclists, and mobility-impaired people.*

## Theme 2 – **Safety and access concerns - interface with driveways, visibility around Harping Hill / Kiln Cottage**

Many responses highlight severe safety and access problems linked to Option B's route:

- Path crosses multiple private driveways with poor sight lines.
- Drivers leaving Harping Hill "cannot see cyclists coming."
- Existing manoeuvres are already "precarious" and "hazardous."
- Past collisions, including vehicles hitting Kiln Cottage's wall, are cited.
- Removal of verges eliminates a safety buffer used as "escape space" by drivers.
- Additional path users make navigating bends "more dangerous."

Frequent sentiment:

*Option B introduces new conflicts where current visibility is already dangerously limited.*

## Theme 3 – **Road narrowness, inadequate width & non-compliance with standards**

Many respondents argue the C7 corridor simply does not have enough width to accommodate a safe shared path on the west side:

- The path would fall below 3m width for 55m (vs 15m under Option A).
- The C7 is already "non-compliant" at the blind bend.
- Removal of road-edge verges increases collision risk.
- Concerns that Option B cannot meet LTN 1/20 safely.
- Fear the design will "amplify existing safety problems."

Typical expressions:

*The west-side alignment makes the path too narrow, too close to fast traffic, and too risky.*

## Theme 4 – **Visual impact, urbanisation & unsuitability in a National Park**

A significant number of residents object on environmental or landscape-character grounds:

- Option B adds:
  - traffic lights
  - signage
  - footways on both sides
  - more engineered, urban infrastructure
- This contradicts the rural National Park setting.

Sentiment:

*Option B feels urban, intrusive and out of keeping with the SDNP landscape.*

## Theme 5 – **Option B (Non-Riverside route) is inferior to Option A (Riverside route), but some accept it as a backup**

A smaller but clear theme: some residents reluctantly accept that Option B is better than nothing:

- "Supportive but A is safer."
- "Better than nothing if A is impossible."
- "Would use it, but reluctantly."
- "Still unsafe compared to A, but preferable to status quo."

This is generally accompanied by warnings:

- Residents emphasise B is still less safe,
- less attractive,
- and less aligned with Egret's Way goals.

Overall sentiment:

*Option B is acceptable only if Option A is physically or legally impossible.*

## Other – **Other / Miscellaneous Comments**

These are responses that do not appear frequently or do not form part of a recurring theme:

- General complaints that neither option solves C7 safety without speed reduction.
- Comments that Option B results in more delays for drivers.
- Preference for a completely different solution (Option C: traffic-calming only).
- Concerns about long-term maintenance responsibility.
- General remarks like “not good,” “less ideal,” or “don’t know which is better.”
- References to mud, bridleways, or personal walking/cycling habits.
- Neutral comments stating no strong preference.

## **Q8B: Free-text responses from residents outside Piddinghoe Parish summarised in the following themes**

### **Theme 1 – Strong objection and safety concerns to crossing the C7**

This is the dominant theme for responses from people living outside Piddinghoe parish.

Many comments object to Option B because it forces users to cross the C7 twice, which is described as:

- Unsafe, especially for families and children
- Inconvenient for walkers, cyclists, mobility-impaired users
- Counter to the purpose of creating a safe active-travel route
- Likely to cause delay, conflict, or ignored crossings (e.g., long waits at signals)

Representative viewpoints include:

- "Crossing the C7 twice is incredibly dangerous."
- "Why cross the road twice when not necessary?"
- "Two crossings create unnecessary risk."
- "A busy main road should not have to be crossed twice just to stay on the path."

### **Theme 2 – Option B (Non-Riverside route) is less safe and less attractive than Option A (Riverside route)**

Many respondents say Option B is inferior because the path:

- Runs adjacent to the busy C7, exposing users to fast traffic
- Is less pleasant, losing the riverside experience
- Involves a longer section of narrow shared path (more dangerous at speed)
- Feels hostile or stressful, discouraging use

Common expressions include:

- “Less safe and less attractive than the riverside option.”
- “Riding beside a trunk road is unpleasant and will reduce uptake.”
- “Option B puts users too close to fast traffic.”
- “The riverside alignment is safer and more enjoyable.”

### Theme 3 – **Urbanisation, visual impact & negative impact on the National Park setting**

Respondents frequently object that Option B introduces urban street infrastructure into a rural landscape, particularly:

- Traffic lights
- Signage and signal posts
- Footways on both sides of the C7

Concerns include:

- The look is “urbanised”, “out of character,” “inappropriate for the SDNP”
- Breaks the scenic, tranquil nature of the Egret’s Way
- Creates a visually cluttered experience

Examples:

- “Traffic lights and urban features are inappropriate in a National Park.”
- “Option B creates an urbanised appearance.”

### Theme 4 – **Option B (Non-Riverside route) is more inconvenient, indirect, or inefficient for users**

Respondents note that Option B:

- Adds delays due to waiting at two crossings
- Is less direct and slower for commuting or long-distance cycling
- Might be ignored by experienced cyclists, pushing them back onto the road
- Creates complex navigation compared to a continuous riverside path

Typical comments:

- “Two crossings make this route less efficient.”
- “A less direct route will be ignored by many cyclists.”
- “Signals with long delays will encourage unsafe behaviour.”

### Theme 5 – **Option B (Non-Riverside route) is acceptable only if Option A (Riverside route) cannot be delivered**

A substantial minority express conditional support:

- Option B is still better than the status quo
- But Option A is superior in safety, attractiveness, and usability
- B should proceed only as a fallback

Representative wording:

- “If riverside is impossible, Option B is better than nothing.”
- “Not my preferred option, but still an improvement on today.”

### Other – **Other / Miscellaneous Comments**

These comments appear only once or do not form a collective theme:

- Supportive comments without reasoning (“good addition,” “sensible”).
- General pro-cycling / pro-active-travel encouragement.
- Concerns about cost, value for money, or engineering complexity.
- Questions about long-term maintenance, flood resilience, or drainage.
- Very specific local use-case comments (e.g., personal routines, club rides).
- Comments expressing uncertainty or no preference.

# Conclusion

The consultation feedback has demonstrated that there is significant support for traffic calming measures on the C7 and for improving connectivity and safety for vulnerable users within the study area.

There is significant support for concept Option A (Riverside route) from Piddinghoe Parish residents and from those living outside the parish. However, a number of concerns have been expressed and will require further investigation to ascertain how they can be addressed, including (but not limited to) the following:

- Legal and landowner issues.
- Privacy and security for nearby residences.
- Safety and visibility at the interface of the proposed path with private drives and side roads.
- The potential conflict between users on a shared path.
- The management of cycle numbers and speeds through Piddinghoe Village.
- Traffic speed reduction on the C7.
- Road safety and potential loss of existing verge.
- The potential impact on trees and the environment.
- The potential impact on drainage.
- The existing and future maintenance of paths.

There is only limited support for Option B (Non-Riverside route), primarily due to safety concerns for path users needing to cross the C7 twice. There is some indication that Option B would be supported if Option A was not deliverable.

It is recognised that some respondents in Piddinghoe Parish are not supportive of either option and that traffic speed reduction on the C7 is of particular concern.

The feedback obtained throughout the consultation process will be considered by South Downs National Park Authority to inform next steps and subsequent project stages.

# Appendix: Consultation Responses and Letter

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q3 Are you in favour of traffic calming measures to reduce speeds and improve highway safety on the C7? |    | Q4 Are you in favour of improved connectivity and safety for vulnerable users including pedestrians, cyclists and the less able between the village and Chapel Barn in the north? |    |
|----|--|----|---|----|---|----|
|    | YES  | NO | YES   | NO | YES   | NO |
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| ID | Q1 Do you live in the parish of Piddinghoe |    | Q3 Are you in favour of traffic calming measures to reduce speeds and improve highway safety on the C7? |    | Q4 Are you in favour of improved connectivity and safety for vulnerable users including pedestrians, cyclists and the less able between the village and Chapel Barn in the north? |    |
|----|--|----|---|----|---|----|
|    | YES  | NO | YES   | NO | YES   | NO |
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| ID  | Q1 Do you live in the parish of Piddinghoe |    | Q3 Are you in favour of traffic calming measures to reduce speeds and improve highway safety on the C7? |    | Q4 Are you in favour of improved connectivity and safety for vulnerable users including pedestrians, cyclists and the less able between the village and Chapel Barn in the north? |    |
|-----|--|----|---|----|---|----|
|     | YES  | NO | YES   | NO | YES   | NO |
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| ID  | Q1 Do you live in the parish of Piddinghoe |            | Q3 Are you in favour of traffic calming measures to reduce speeds and improve highway safety on the C7? |            | Q4 Are you in favour of improved connectivity and safety for vulnerable users including pedestrians, cyclists and the less able between the village and Chapel Barn in the north? |            |
|-----|--|------------|---|------------|---|------------|
|     | YES  | NO         | YES   | NO         | YES   | NO         |
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|     | <b>46</b>                                  | <b>113</b> | <b>155</b>  | <b>3</b>   | <b>140</b>  | <b>6</b>   |
|     |  | <b>159</b> |   | <b>158</b> |   | <b>146</b> |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |
|----|--|----|---|--------------|---------|------------|-----------------|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE |
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| ID | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |
|----|--|----|---|--------------|---------|------------|-----------------|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE |
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| ID  | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |
|-----|--|----|---|--------------|---------|------------|-----------------|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE |
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| ID  | Q1 Do you live in the parish of Piddinghoe |            | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |          |            |                 |
|-----|--|------------|---|--------------|----------|------------|-----------------|
|     | YES  | NO         | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL  | SUPPORTIVE | VERY SUPPORTIVE |
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| I43 |  |            |   |              |          |            |                 |
| I44 |  |            |   |              |          |            |                 |
| I45 |  |            |   |              |          |            |                 |
| I46 |  |            |   |              |          |            |                 |
| I47 |  |            |   |              |          |            |                 |
| I48 |  |            |   |              |          |            |                 |
| I49 |  |            |   |              |          |            |                 |
| I50 |  |            |   |              |          |            |                 |
| I51 |  |            |   |              |          |            |                 |
| I52 |  |            |   |              |          |            |                 |
| I53 |  |            |   |              |          |            |                 |
| I54 |  |            |   |              |          |            |                 |
| I55 |  |            |   |              |          |            |                 |
| I56 |  |            |   |              |          |            |                 |
| I57 |  |            |   |              |          |            |                 |
| I58 |  |            |   |              |          |            |                 |
| I59 |  |            |   |              |          |            |                 |
| I60 |  |            |   |              |          |            |                 |
|     | <b>46</b>                                  | <b>113</b> | <b>14</b>   | <b>1</b>     | <b>1</b> | <b>9</b>   | <b>134</b>      |
|     |  | <b>159</b> |   |              |          |            | <b>159</b>      |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q7 The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |
|----|--|----|---|--------------|---------|------------|-----------------|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE |
| 1  |  |    |   |              |         |            |                 |
| 2  |  |    |   |              |         |            |                 |
| 3  |  |    |   |              |         |            |                 |
| 4  |  |    |   |              |         |            |                 |
| 5  |  |    |   |              |         |            |                 |
| 6  |  |    |   |              |         |            |                 |
| 7  |  |    |   |              |         |            |                 |
| 8  |  |    |   |              |         |            |                 |
| 9  |  |    |   |              |         |            |                 |
| 10 |  |    |   |              |         |            |                 |
| 11 |  |    |   |              |         |            |                 |
| 12 |  |    |   |              |         |            |                 |
| 13 |  |    |   |              |         |            |                 |
| 14 |  |    |   |              |         |            |                 |
| 15 |  |    |   |              |         |            |                 |
| 16 |  |    |   |              |         |            |                 |
| 17 |  |    |   |              |         |            |                 |
| 18 |  |    |   |              |         |            |                 |
| 19 |  |    |   |              |         |            |                 |
| 20 |  |    |   |              |         |            |                 |
| 21 |  |    |   |              |         |            |                 |
| 22 |  |    |   |              |         |            |                 |
| 23 |  |    |   |              |         |            |                 |
| 24 |  |    |   |              |         |            |                 |
| 25 |  |    |   |              |         |            |                 |
| 26 |  |    |   |              |         |            |                 |
| 27 |  |    |   |              |         |            |                 |
| 28 |  |    |   |              |         |            |                 |
| 29 |  |    |   |              |         |            |                 |
| 30 |  |    |   |              |         |            |                 |
| 31 |  |    |   |              |         |            |                 |
| 32 |  |    |   |              |         |            |                 |
| 33 |  |    |   |              |         |            |                 |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q7 The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |
|----|--|----|---|--------------|---------|------------|-----------------|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE |
| 34 |  |    |   |              |         |            |                 |
| 35 |  |    |   |              |         |            |                 |
| 36 |  |    |   |              |         |            |                 |
| 37 |  |    |   |              |         |            |                 |
| 38 |  |    |   |              |         |            |                 |
| 39 |  |    |   |              |         |            |                 |
| 40 |  |    |   |              |         |            |                 |
| 41 |  |    |   |              |         |            |                 |
| 42 |  |    |   |              |         |            |                 |
| 43 |  |    |   |              |         |            |                 |
| 44 |  |    |   |              |         |            |                 |
| 45 |  |    |   |              |         |            |                 |
| 46 |  |    |   |              |         |            |                 |
| 47 |  |    |   |              |         |            |                 |
| 48 |  |    |   |              |         |            |                 |
| 49 |  |    |   |              |         |            |                 |
| 50 |  |    |   |              |         |            |                 |
| 51 |  |    |   |              |         |            |                 |
| 52 |  |    |   |              |         |            |                 |
| 53 |  |    |   |              |         |            |                 |
| 54 |  |    |   |              |         |            |                 |
| 55 |  |    |   |              |         |            |                 |
| 56 |  |    |   |              |         |            |                 |
| 57 |  |    |   |              |         |            |                 |
| 58 |  |    |   |              |         |            |                 |
| 59 |  |    |   |              |         |            |                 |
| 60 |  |    |   |              |         |            |                 |
| 61 |  |    |   |              |         |            |                 |
| 62 |  |    |   |              |         |            |                 |
| 63 |  |    |   |              |         |            |                 |
| 64 |  |    |   |              |         |            |                 |
| 65 |  |    |   |              |         |            |                 |
| 66 |  |    |   |              |         |            |                 |
| 67 |  |    |   |              |         |            |                 |
| 68 |  |    |   |              |         |            |                 |
| 69 |  |    |   |              |         |            |                 |
| 70 |  |    |   |              |         |            |                 |
| 71 |  |    |   |              |         |            |                 |
| 72 |  |    |   |              |         |            |                 |

| ID  | Q1 Do you live in the parish of Piddinghoe |    | Q7 The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |
|-----|--|----|---|--------------|---------|------------|-----------------|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE |
| 73  |  |    |   |              |         |            |                 |
| 74  |  |    |   |              |         |            |                 |
| 75  |  |    |   |              |         |            |                 |
| 76  |  |    |   |              |         |            |                 |
| 77  |  |    |   |              |         |            |                 |
| 78  |  |    |   |              |         |            |                 |
| 79  |  |    |   |              |         |            |                 |
| 80  |  |    |   |              |         |            |                 |
| 81  |  |    |   |              |         |            |                 |
| 82  |  |    |   |              |         |            |                 |
| 83  |  |    |   |              |         |            |                 |
| 84  |  |    |   |              |         |            |                 |
| 85  |  |    |   |              |         |            |                 |
| 86  |  |    |   |              |         |            |                 |
| 87  |  |    |   |              |         |            |                 |
| 88  |  |    |   |              |         |            |                 |
| 89* |  |    |   |              |         |            |                 |
| 90  |  |    |   |              |         |            |                 |
| 91  |  |    |   |              |         |            |                 |
| 92  |  |    |   |              |         |            |                 |
| 93  |  |    |   |              |         |            |                 |
| 94  |  |    |   |              |         |            |                 |
| 95  |  |    |   |              |         |            |                 |
| 96  |  |    |   |              |         |            |                 |
| 97  |  |    |   |              |         |            |                 |
| 98  |  |    |   |              |         |            |                 |
| 99  |  |    |   |              |         |            |                 |
| 100 |  |    |   |              |         |            |                 |
| 101 |  |    |   |              |         |            |                 |
| 102 |  |    |   |              |         |            |                 |
| 103 |  |    |   |              |         |            |                 |
| 104 |  |    |   |              |         |            |                 |
| 105 |  |    |   |              |         |            |                 |
| 106 |  |    |   |              |         |            |                 |
| 107 |  |    |   |              |         |            |                 |
| 108 |  |    |   |              |         |            |                 |
| 109 |  |    |   |              |         |            |                 |
| 110 |  |    |   |              |         |            |                 |
| 111 |  |    |   |              |         |            |                 |
| 112 |  |    |   |              |         |            |                 |
| 113 |  |    |   |              |         |            |                 |

| ID  | Q1 Do you live in the parish of Piddinghoe |            | Q7 The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |           |            |                 |
|-----|--|------------|---|--------------|-----------|------------|-----------------|
|     | YES  | NO         | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL   | SUPPORTIVE | VERY SUPPORTIVE |
| 114 |  |            |   |              |           |            |                 |
| 115 |  |            |   |              |           |            |                 |
| 116 |  |            |   |              |           |            |                 |
| 117 |  |            |   |              |           |            |                 |
| 118 |  |            |   |              |           |            |                 |
| 119 |  |            |   |              |           |            |                 |
| 120 |  |            |   |              |           |            |                 |
| 121 |  |            |   |              |           |            |                 |
| 122 |  |            |   |              |           |            |                 |
| 123 |  |            |   |              |           |            |                 |
| 124 |  |            |   |              |           |            |                 |
| 125 |  |            |   |              |           |            |                 |
| 126 |  |            |   |              |           |            |                 |
| 127 |  |            |   |              |           |            |                 |
| 128 |  |            |   |              |           |            |                 |
| 129 |  |            |   |              |           |            |                 |
| 130 |  |            |   |              |           |            |                 |
| 131 |  |            |   |              |           |            |                 |
| 132 |  |            |   |              |           |            |                 |
| 133 |  |            |   |              |           |            |                 |
| 134 |  |            |   |              |           |            |                 |
| 135 |  |            |   |              |           |            |                 |
| 136 |  |            |   |              |           |            |                 |
| 137 |  |            |   |              |           |            |                 |
| 138 |  |            |   |              |           |            |                 |
| 139 |  |            |   |              |           |            |                 |
| 140 |  |            |   |              |           |            |                 |
| 141 |  |            |   |              |           |            |                 |
| 142 |  |            |   |              |           |            |                 |
| 143 |  |            |   |              |           |            |                 |
| 144 |  |            |   |              |           |            |                 |
| 145 |  |            |   |              |           |            |                 |
| 146 |  |            |   |              |           |            |                 |
| 147 |  |            |   |              |           |            |                 |
| 148 |  |            |   |              |           |            |                 |
| 149 |  |            |   |              |           |            |                 |
| 150 |  |            |   |              |           |            |                 |
| 151 |  |            |   |              |           |            |                 |
| 152 |  |            |   |              |           |            |                 |
| 153 |  |            |   |              |           |            |                 |
| 154 |  |            |   |              |           |            |                 |
| 155 |  |            |   |              |           |            |                 |
| 156 |  |            |   |              |           |            |                 |
| 157 |  |            |   |              |           |            |                 |
| 158 |  |            |   |              |           |            |                 |
| 159 |  |            |   |              |           |            |                 |
| 160 |  |            |   |              |           |            |                 |
|     | <b>46</b>                                  | <b>113</b> | <b>52</b>   | <b>28</b>    | <b>35</b> | <b>19</b>  | <b>20</b>       |
|     |  | <b>159</b> |   |              |           |            | <b>154</b>      |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |              |         |            |                 | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'?  |
|----|--|----|--|--------------|---------|------------|-----------------|---|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |
| 1  | I  |    |  |              |         |            | I               | A path on the east side would mean a continuous path without having to cross the C7 twice.<br>Also, if the path is on the east side the traffic would be further away from the properties on that side.   |
| 2  | I  |    |  |              |         |            | I               | Because cyclists and walkers will have to cross the road twice when travelling from Lewes did to Newhaven.<br>Traffic will not have to stop potentially twice in 400m.<br>Clearly neither option ideal but satisfied very careful consideration has been given to safety.   |
| 3  | I  |    |  |              |         |            | I               | Option A would enable cyclists travelling between Lewes and Newhaven to avoid crossing the C7.<br>Under option B they would need to cross the C7 twice.<br>This is much safer especially for families with children and would also be less disruption for traffic.<br>Also under option B, the cycleway would cross the private road of Harping Hill and is a hazard for both drivers and cyclists as the drivers coming down the hill will not have good visibility of cyclists coming from Lewes. |
| 4  | I  |    |  |              |         |            | I               | Desperately needed. The C7 is a no go road for Pedestrians and extremely dangerous for cyclists.<br>The east side will match up with the area already reserved for Egrets Way beside Riverside Farm.  |
| 5  |  | I  |  |              |         |            | I               | It's important that the Egrets Way is finished and the section at Piddinghoe puts people off cycling to Newhaven.<br>Traffic calming measures, speed restrictions and a new cycle path will help.<br>Both options work and it doesn't matter which one is chosen, I just want to see it built.  |
| 6  |  | I  |  |              |         |            | I               | I appreciate that it involves moving more of the carriageway but I think having the path immediately available for walkers and cyclists would be positive.  |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |   | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'? |
|----|--|----|--|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 7  |  |    |  |              |         |            |                 | I prefer a walk following the ouse as closely as practicable.   |  |
| 8  |  |    |  |              |         |            |                 |   |  |
| 9  |  |    |  |              |         |            |                 | It seems like a sensible addition. There are lots of people who would benefit from a riverside path and it would encourage walkers.   |  |
| 10 |  |    |  |              |         |            |                 | The river is central to the communities of the Ouse valley and everyone should have access to the beautiful views, fresh air and wildlife that it provides.   |  |
| 11 |  |    |  |              |         |            |                 |   |  |
| 12 |  |    |  |              |         |            |                 | No need to cross the C7 and more of route away from traffic so more attractive and closed to LTN 1/20 compliance.   |  |
| 13 |  |    |  |              |         |            |                 |   |  |
| 14 |  |    |  |              |         |            |                 | I think option A would be great as it means users don't have to cross the road.   |  |
| 15 |  |    |  |              |         |            |                 | Avoiding having to cross over the C7 twice, especially from The Street to bus stop area where the junction has poor visibility and fast moving traffic.<br>The footpath from Harping Hill leading down to chapel barn is often extremely muddy and churned up by horses making it often not suitable for walkers. Therefore villagers are unable to join the Egrets path. |  |
| 16 |  |    |  |              |         |            |                 | Makes sense to keep the path on the east side of the C7.  |  |
| 17 |  |    |  |              |         |            |                 | Keeping the path on the east side of the road would mean that users of the current cycle paths to the north and south of Piddinghoe would not have to cross the very dangerous C7.<br>Users approaching the C7 from the west travelling down Harping Hill could use the current bridlepath to Chapel Barn and would then cross the C7 at a relatively safe point.         |  |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |  | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'? |
|----|--|----|--|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 18 |  | I  |  |              |         |            | I               | <p>1. By keeping the path on the Riverside along the entire length users have no need to cross the C7 so it is SAFER. With Option B you would have to cross the C7 twice (2 times) why would any potential user of the Egrets Way want to do this?</p> <p>2. Option A (Riverside) appears to indicate there may be more 'off highway' path away from traffic rather than a footway beside a busy road so it will be more ATTRACTIVE for users</p> <p>3. Because of the space constraints both options will have to accept a small derogation on the LTN 1/20 (see note below) to a path &lt;3meters for a short section.<br/>But, on the Option A (Riverside) it would be 15 meters @ 2.5 meters wide. For Option B (non-Riverside) it would be 55 meters @2.5 meters AGAIN Option I would be the SAFER Option</p> <p>I also believe the Speed Limit has to be reduced 30 mph in both cases along the C7 at this section. This is because if you have a footway next to traffic you also need a buffer which would be 1.0 meters at 40 mph (therefore by narrowing the effective width of the path. At 30 mph this is reduced to 0.45 meters. All this is set out in LTN 1/20.<br/>Neither option can fully meet LTN 1/20 but Option A (Riverside) with 30 mph gets much closer, would be safer and more attractive.<br/>Reducing the speed limit to 30 mph would also make the scheme consistent with the Safer C7 project proposals in this location which makes the safer for ALL road users.<br/><a href="https://www.thec7road.co.uk/safer-c7-project">https://www.thec7road.co.uk/safer-c7-project</a></p> <p>My strong preference is for a 30mph limit. However, I accept that even with a speed limit reduction to 40mph (initially, in the short term) it is critically important that the Scheme is taken to the next design stages.<br/>Without a proposed off route section at Piddinghoe this iconic Egrets Way will not realise its full potential and the associated benefits for residents and visitors alike (health and well-being, eco and sustainable tourism, local economy).</p> |  |
| 19 |  | I  |  |              |         |            | I               | <p>Cycling along the c7 is one of the most dangerous and perilous activities I know. Motorists treat it as a race track, visibility is poor and the road itself is so narrow that there is nowhere safe to pull into on some stretches.</p> <p>As a cyclist I always advise friends and family never to cycle along the C7 and a motorist I'm always aware of how immensely vulnerable cyclists are to other road users.</p> <p>Please action option a before someone is badly injured or killed.<br/>aow.yclist that I kn c s places to be of the most dangerouhis is not an exaggeration-I really do think that it is on.</p>  |  |
| 20 |  | I  |  |              |         |            | I               | Option A is safer, plus more attractive and will encourage more users.   |  |
| 21 |  | I  |  |              |         |            | I               | Option A riverside appears to be safer than option B, as 1) it does not require users to cross the busy C7 road, and 2) the section of narrower pathway is shorter than in option B.   |  |
| 22 |  | I  |  |              |         |            | I               |  |  |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |   | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'? |
|----|--|----|--|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 23 |  | I  |  |              |         |            | I               | It is safer. There is no need to cross the c7. More off highway path.   |  |
| 24 |  | I  |  |              |         |            | I               | I ride from Lewes to Newhaven a lot and the missing link would make a huge positive improvement.  |  |
| 25 |  | I  |  |              |         |            | I               | Phase 7 is badly needed for walkers and cyclists and this seems the best realistic solution.  |  |
| 26 |  | I  |  |              |         |            | I               | Option A would be safer, more pleasant and therefore more popular for users and provide better separation of cyclists from road traffic.  |  |
| 27 |  | I  |  |              |         |            | I               | It is safer, more enjoyable for users and better distinction of traffic and cycling.  |  |
| 28 |  | I  |  |              |         |            | I               |   |  |
| 29 |  | I  |  |              |         |            | I               | A no-brainer. By far the best way to complete this vital part of Lewes District's transport and travel infrastructure.<br>Crossing the C7 and back again to be avoided if at all possible, for safety and convenience.  |  |
| 30 |  | I  |  |              |         |            | I               | The Egret's VWay is a very real asset for those looking to walk or cycle between Lewes and Newhaven or simply on part of the route. The fact that it has not yet been completed shows a real lack of understanding of the priorities involved on the part of those responsible for the delay. |  |
| 31 |  | I  |  |              |         |            | I               |   |  |
| 32 |  | I  |  |              |         |            | I               | The main reasons for option A are simplicity for users and safety because it avoids cycling on and crossing the C7 which will remain very dangerous due to heavy traffic.   |  |

| ID | Q1 Do you live in the parish of Piddinghoe | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |    |                   |              |         |            | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'? |   |
|----|--|--|----|-------------------|--------------|---------|------------|--|---|
|    |  | YES  | NO | VERY UNSUPPORTIVE | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE |  | VERY SUPPORTIVE   |
| 33 |  | I  |    |                   |              |         |            | I  | It is safer than the alternative option B as:<br>1. the path stays on the East side of the C7 so does not involve crossing the C7 (twice) as option B does.<br>2. More of the path is away from traffic on the C7 so will be more attractive for users (option B involves taking the footway next to the C7 to a greater extent than option A).<br>3. Both options allow for a derogation from LTN 1/20 for a distance due to space constraints, but the length of the derogation is less under option A (15m) than it is under option B (55m).<br>4. Option B involves the use of traffic lights and footways on both sides of the C7 which would produce a more urbanised appearance inappropriate to a National Park, whereas option A has no need for street furniture.<br>5. Where there is a footpath next to traffic a 30 mph speed limit should be applied for reasons set out in LTN 1/20. |
| 34 |  | I  |    |                   |              |         |            | I  |   |
| 35 |  | I  |    |                   |              |         |            | I  | Option A seems to be the only way that a sensible plan can be accomplished.<br>Option B which means a cross over on the busy Lewes Newhaven Road would be agreeing to possible accidents occurring.   |
| 36 |  | I  |    |                   |              |         |            | I  | This is definitely the safest option for cyclists. There is no need to cross the busy C7. The riverside C7 option needs to be complemented by a reduction of speed to 30MPH. The bike path is very close to the road and the current speed level is just too dangerous. Many cars exceed the current speed limit on this stretch.<br>A route along side the river would be the best option. Have you considered a voluntary dedication or a compulsory order?<br>Note: I am not a local but ride this stretch frequently.   |
| 37 |  | I  |    |                   |              |         |            | I  | I use the Egrets way daily from Southease to Newhaven. Option A is my preferred option as it will be safer and quicker as it does not involve crossing the C7.  |
| 38 |  | I  |    |                   |              |         |            | I  |   |
| 39 |  | I  |    |                   |              |         |            | I  | Would be great if path could be riverside .<br>Much safer to separate cyclists and walkers from traffic.<br>Speed needs to be reduced as well on C7 ! Crazy speeds at the moment .<br>Path will be much used if continuous along riverside.   |
| 40 |  | I  |    |                   |              |         |            | I  | It means pedestrians and cyclists can remain to the east of the C7 which will be safer for everyone.  |

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|----|--|----|--|--------------|---------|------------|-----------------|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 41 |  | I  |  |              |         |            | I               | Not crossing the C7 must be the favoured option.   |
| 42 |  | I  |  |              |         |            | I               | This would be a much safer option for walkers and cyclists alike.  |
| 43 |  | I  |  |              |         |            | I               | The Egrets Way to continue along the riverside edge of C7 would be great and I fully support this.<br>The C7 is a rural road with so much potential, with it travelling along parallel to the River Ouse, from the characterful town of Lewes to the south coast and beyond, with the South Downs National Park.<br>I fully support measures to enable more people to safely utilise this route such as cyclists, walkers and those using wheelchairs and pushchairs.<br>The speed of 50 mph along the C7 is ridiculously too fast for such a road, it is unsafe and favours dangerous driving of cars, and their dominance.   |
| 44 |  | I  |  |              |         |            | I               | Saves having to cross the road.  |
| 45 |  | I  |  |              |         |            | I               | A path is much needed, I cycle up on this stretch regularly and have seen a couple of near miss accidents.   |
| 46 |  | I  |  |              |         |            | I               | Option A seems to be safer than option B, and is likely to be pleasanter to use.<br>There'd be no need to cross the C7.<br>Ideally the road speed would be reduced to 30mph.   |
| 47 |  | I  |  |              |         |            | I               | 1. By keeping the path on the Riverside along the entire length users have no need to cross the C7 so it is SAFER<br>With Option B you would have to cross the C7 twice (2 times) why would any potential user of the Egrets Way want to do this?<br>2. Option A (Riverside) appears to indicate there may be more 'off highway' path away from traffic rather than a footway beside a busy road so it will be more ATTRACTIVE for users<br>3. Because of the space constraints both options will have to accept a small derogation on the Local Transport Note (LTN 1/20)) to a path <3meters for a short section. (See reference below).<br>But, on the Option A (Riverside) it would be 15 meters @ 2.5 meters wide. For Option B (non-Riverside) it would be 55 meters @2.5 meters AGAIN Option A would be the SAFER Option<br>4. Option B (Non-Riverside) involves traffic lights and footways on both sides of the C7; from the plans and the visualisations it would appear to provide a more urbanised appearance in a National Park, the SDNP.<br>We also believe the Speed Limit has to be reduced 30 mph in both cases along the C7 at this section. This is because if you have a footway next to traffic you also need a buffer which would be 1.0 meters at 40 mph (therefore by narrowing the effective width of the path. At 30 mph this is reduced to 0.45 meters. All this is set out in LTN 1/20. |

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|----|--|----|--|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 48 |  | I  |  |              |         |            | I               | Option A will be safer and more attractive for cyclists and pedestrians. Why would a riverside route be diverted to cross a busy road, if the goal is to encourage people to use it?   |  |
| 49 |  | I  |  |              |         |            | I               | Keeping the path along the river for entire length there is so much safer as no need to cross the C7.<br>I would love to be able to cycle safely from Lewes to Nehaven, especially as the trains are only 2 per hour.  |  |
| 50 |  | I  |  |              |         |            | I               | This is a preferred option which allows vulnerable users ( cyclists & pedestrians) to access the whole of the Egrets Way ( Newhaven to Lewes) without using the C7.<br>This will improve road safety.  |  |
| 51 |  | I  |  |              |         |            | I               |  |  |
| 52 |  | I  |  |              |         |            | I               | A continous link in this section will encourage usage and use by families.   |  |
| 53 |  | I  |  |              |         |            | I               | As a cyclist I use this area. Option A looks like it would be safer for walkers and cyclists, which can only be a good thing   |  |
| 54 |  | I  |  |              |         |            | I               | Option A provide enhanced safety options by ensuring that vulnerable users are not using or unnecessarily crossing the C7 highway.   |  |
| 55 |  | I  |  |              |         |            | I               | A segregated path / route would feel more user friendly for leisure cyclists. This would lead to increased access.   |  |
| 56 | I  |    |  |              |         |            | I               | I am a cyclist and a driver and a dog walker.<br>I have lived in Piddinghoe for almost 30 years.<br>During that time, the C7 has become busier, unsafer and the cars faster.<br>I cycle up the Egrets Way to and from Lewes but the missing link is north of the village and is in desperate need not only of traffic calming measures, but of proper provision for cyclists.<br>I walk my dogs up Hoddern Hill but it is almost impossible to cross the road safely at the north end of the village with dogs due to the speed of oncoming cars.<br>I wholeheartedly support the measures proposed. It is a great solution. I can't wait for them to be implemented.<br>Thank you to everyone involved for all your hard work in getting to this stage. |  |

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|----|--|----|--|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 57 |  | I  |  |              |         |            | I               | Anything to get away from fast C7 traffic.<br>Please also consider continuing Egrets Way cycle path between Southease and Rodmell as part is just swampy unlikeable and cyclist have to cycle through to Rodmell use C7 to Southease then to Southease bridge to rejoin Egrets Way.  |  |
| 58 |  | I  |  |              |         |            | I               | As a cyclist and regular user of the Egrets Way I find the C7 dangerous. The road is narrow and I have had on several occasions vehicles passing far to close.   |  |
| 59 |  | I  |  |              |         |            | I               | Not having to cross the busy road.   |  |
| 60 |  | I  |  |              |         |            | I               | Option A will clearly produce the best outcome. When on my bike I wouldn't want to cross and recross the C7 (as would be the case with Option B) or ride any great distance on a narrow shared use path (as would also be the case with Option B).<br>Option A would, in effect, encourage me to use the shared-use path; Option B would encourage me to use the road.   |  |
| 61 | I  |    |  |              |         |            | I               | It is terrifying walking into the village as there is only a thin grass verge to stand on before getting into the village. Cars hurtle towards us at over 50mph on a particularly bendy and dangerous stretch of the road.<br>Any traffic calming measures would be welcomed.<br>Crossing the road up to Harping Hill is equally hazardous.  |  |
| 62 | I  |    |  |              |         |            | I               | It's very dangerous walking to the village/Harping Hill from us.<br>I've never attempted walking north to meet the Egrets ways path. Though I'd love to. The cars drive so fast around our bend it is very dangerous getting in and out of our driveway.<br>I see many pedestrians /walkers struggling along the side of the road. Cyclists too, who have been following Egrets way, yet then get stuck navigating our dangerous road. It's essential for traffic calming measures and a pathway, for everyone's safety. |  |
| 63 |  | I  |  |              |         |            | I               | i personally use this section from newhaven to southease very regularly.<br>i consider option A to be the much superior option. to expect people to cross the road twice (as option b) is unrealistic. i would just join the road at piddinghoe and cycle on the road until the riverside section.<br>option b also appears more expensive with two sets of lights and if they have the long delays before crossings, as the A27 ones have, they will be ignored causing dangerous crossings.                            |  |

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|----|--|----|--|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 64 |  |    |  |              |         |            |                 |  |  |
| 65 |  |    |  |              |         |            |                 |  |  |
| 66 |  |    |  |              |         |            |                 | The existing riverside section works well and encourages more active travel as a safe and appealing option to a wide set of people, it just needs to be completed.   |  |
| 67 |  |    |  |              |         |            |                 | Option A is much safer for cyclists due to less crossing of C7.<br>It's also a much more attractive route.<br>If we want to maximise use of Egrets Way then Option A is much the better route.   |  |
| 68 |  |    |  |              |         |            |                 | Much more attractive and safer for users.  |  |
| 69 |  |    |  |              |         |            |                 |  |  |
| 70 |  |    |  |              |         |            |                 | <p>Cycling along this stretch of road (and I'm an experienced cyclist who has cycled over a lot of England and parts of Wales and Scotland and in many European countries) is one of the scariest things I have experienced.</p> <p>The speed limit, even if observed is too fast with insufficient space for car drivers to overtake cyclists. The road is winding and drivers have little time to spot cyclists and the potential need to hold back if it is not clear to overtake safely.</p> <p>The route heading north involves cyclists having to cross the road and there is no safe point at which to do this.</p> <p>A 'Riverside' route would allow vulnerable users space away from cars, vans and lorries. Segregation provides a safer journey option between the town of Lewes and Newhaven This would have huge benefits for both local vulnerable users and for tourists arriving on or travelling to the Newhaven ferries.</p> <p>In turn it would be safer for car/other motorised traffic users who too frequently take chances as they overtake cyclists.</p> <p>The Egrets way as it stands is not suitable for road bikes and so option B Non-riverside provisions should also be incorporated in my view. (these bikes have thinner tyres and cannot manage the mud sections on the Egrets way).</p> <p>The reduction of the speed limit from 50mph to 40mph is still an unacceptable speed limit for a populated area.</p> <p>Additionally there should be a safer crossing (controlled) for the same reason. One cannot expect pedestrians to be safe crossing a road with vehicles traveling at 40 mph (and with no street lighting) Pedestrians need to access the bus stop and other properties on either side of the road</p> <p>It is without doubt my preferred option, for cyclists but it lacks the necessary safety aspects for pedestrians and road cyclists.</p> |  |
| 71 |  |    |  |              |         |            |                 |  |  |
| 72 |  |    |  |              |         |            |                 | This option avoids crossing roads which is beneficial to all.  |  |

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|----|--|----|--|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 73 |  |    |  |              |         |            |                 | Good to see that the Planned route keeps off the main road.  |  |
| 74 |  |    |  |              |         |            |                 | I am inclined to question whether there is sufficient space to implement this proposal... resulting in a narrowing of the road lanes for vehicular traffic in both directions at the same time, causing driver frustration.<br>Should traffic calming measures be implemented, I would advocate a reduction in the general speed limit along the entire length of the C7 between Lewes-Newhaven... with 20 mph speed limits approaching both junctions for Piddinghoe Village as I also advocate 29 mph speed limit for the section at Rodmell Village cross-roads (The Street and Mill Lane) this imposing a 20mph limit for the entire village of Rodmell, as is the case with Piddinghoe Village.   |  |
| 75 |  |    |  |              |         |            |                 |  |  |
| 76 |  |    |  |              |         |            |                 | By keeping the path on the Riverside along the entire length users have no need to cross the C7 so it is SAFER<br>(With Option B you would have to cross the C7 twice (2 times) why would any potential user of the Egrets Way want to do this?)<br>2. Option A (Riverside) appears to indicate there may be more 'off highway' path away from traffic rather than a footway beside a busy road so it will be more ATTRACTIVE for users<br>3. Because of the space constraints both options will have to accept a small derogation on the Local Transport Note (LTN 1/20)) to a path <3meters for a short section. (See reference below).<br>But, on the Option A (Riverside) it would be 15 meters @ 2.5 meters wide. For Option B (non-Riverside) it would be 55 meters @2.5 meters AGAIN Option A would be the SAFER Option<br>4. Option B (Non-Riverside) involves traffic lights and footways on both sides of the C7; from the plans and the visualisations it would appear to provide a more urbanised appearance in a National Park the SDNP |  |
| 77 |  |    |  |              |         |            |                 |  |  |
| 78 |  |    |  |              |         |            |                 |  |  |

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|----|--|----|--|--------------|---------|------------|-----------------|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 79 | I  |    | I  |              |         |            |                 | <p>I can't believe that you propose to use the most vulnerable road users to slow down the least vulnerable at this dangerous pinch point that is non-compliant with current road safety standards.</p> <p>No evidence is provided that EW7 will reduce speeds on the C7.</p> <p>This route crosses private land for which no owner consent has been granted.</p> <p>Verges will be lost, drainage may be compromised.</p> <p>The route will cross driveways with poor sight-lines close to a blind bend that are already difficult to navigate without cyclists thinking that they have the right of way on a pavement across them. My experience of cycle paths is that users do not slow down for driveways which is a recipe for disaster, when a car driver cannot see them while exiting a driveway. There is no explanation for how cycle speeds and behaviour will be managed and it is unclear who will be responsible for the path maintenance and its subsequent environmental impact.</p>  |
| 80 |  | I  |  |              |         |            | I               | <p>It does not involve crossing the increasingly crowded, fast and dangerous twice.</p> <p>It allows the path to be at least 3m wide for virtually it's whole length. This makes it by far the safest option particularly for families or groups of children.</p>  |
| 81 |  | I  |  |              |         |            | I               | <p>A continuous route with no road crossing is safer, more attractive and will encourage more cyclists to use it</p>   |
| 82 |  | I  |  |              |         |            | I               | <p>Maintaining the pathway on the river side of the road negates nearly all risk from the road and creates fewer interruptions for traffic.</p>  |
| 83 | I  |    |  |              |         |            | I               | <p>My husband and I live in the village and both use the C7 for exercise.</p> <p>Crossing the C7 to go up Hoddern Hill is dangerous because cars are travelling at 50 miles an hour and rarely, if ever slow down. We also cycle on the C7 to go to Lewes and to join the Egret's Way at Dean's Farm.</p> <p>The area of trees known as the Lids (between Piddinghoe and Dean's Farm), make the road dark and cars try to overtake at the earliest opportunity. This is not a safe space for cyclists.</p> <p>The only alternative currently is to go up Hoddern lane and over the public footpath down to chapel barn. This route is also a bridle way and is far too muddy and steep for running or cycling.</p> <p>Having looked at the options, we believe that continuing the path down the riverside route is the safest and the 3 metre path to the village entrance would work well for pedestrians and cyclists.</p> <p>We believe that the road between the entrance to the village from Newhaven, to Dean's Farm should have a reduced speed limit of 30 miles an hour, but would accept 40 miles an hour, if this was the only option.</p> |



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|----|--|----|--|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 90 |  |    |  |              |         |            |                 |   |  |
| 91 |  |    |  |              |         |            |                 | I believe having this shared path along the side of the C7 will greatly boost confidence in people who want to get around locally without using a car, especially since the chapel barn links to peacehaven, and links up the south downs way, lewes and newhaven. Without this you are forced to go along a busy road, I've had cars be aggressive towards me along this small stretch of road and I actively try my best to avoid cycling on the road. Car drivers clearly don't want cyclists or foot traffic on the C7.   |  |
| 92 |  |    |  |              |         |            |                 | Having to cross the main road twice is far from ideal.  |  |
| 93 |  |    |  |              |         |            |                 |   |  |
| 94 |  |    |  |              |         |            |                 |   |  |
| 95 |  |    |  |              |         |            |                 | Impossible route affecting householders & dangerous for all users.  |  |
| 96 |  |    |  |              |         |            |                 | This is a much safer route, making it more attractive to users.   |  |
| 97 |  |    |  |              |         |            |                 | There is already a path which is not maintained/overgrown...clearing this and reducing the speed on the C7 would immediately improve safety for drivers & pedestrians.<br>There is not enough width for this option particularly at the pinch point with Harping Hill/Riverside Cottage...this is a dangerous blind bend with no sight of oncoming speeding traffic until it's on top of you!<br>Navigating in and out of private driveways onto the C7 is precarious and challenging...add the passing pedestrians/cyclists to the equation makes it even more dangerous.<br>The priority should be improving safety and reducing speed...not all this time and money spent on designs & plans which are not supportable.<br>How would it affect underground services ie water meters....and retaining walls to properties?<br>It would also impact enormously on the privacy and security of the households directly along side this path & on whom it will have the most negative impact.<br>I suggest no more time & money is spent on this and instead we turn our attentions to the safer C7 project. |  |

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|-----|--|----|--|--------------|---------|------------|-----------------|--|--|
|     | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 98  |  |    |  |              |         |            |                 | Road is not compliant not wide enough for the recommended multi-user specifications<br>No guarantees speed will be reduced....safer C7 project much better option<br>The C7 is a very dangerous road....no longer rural there is constant speeding traffic...<br>Sustrans have a history and poor reputation of building cycle paths next to busy roads....let this project be the first under their newly acquired name to not follow in their previous erroneous footsteps.<br>How will safety and access to affected properties be managed....already precarious manoeuvring road traffic without having to navigate additional path traffic? |  |
| 99  |  |    |  |              |         |            |                 | I feel it would be better to face the traffic on a lighter side of the road.   |  |
| 100 |  |    |  |              |         |            |                 | safer and much more attractive   |  |
| 101 |  |    |  |              |         |            |                 | This route stays within the spirit of providing cycle and walking route in a safe calm environment.  |  |
| 102 |  |    |  |              |         |            |                 | As a 62 year-old I enjoy cycling as a way of keeping me active but as I get older I feel more threatened by busy roads so this development will encourage me to remain active.   |  |
| 103 |  |    |  |              |         |            |                 | A safer and more pleasant route.   |  |
| 104 |  |    |  |              |         |            |                 | Option A makes more sense.   |  |
| 105 |  |    |  |              |         |            |                 | I commute relatively often by bike and use have started use Egrets Way as a tiny detour between work and home, it would be great to provide a segregated path for users that do not use cars, I am always in favour of having more options of transport and this will only be good for the surrounding communities.  |  |
| 106 |  |    |  |              |         |            |                 | Safer and much more pleasant route than option B   |  |
| 107 |  |    |  |              |         |            |                 |  |  |
| 108 |  |    |  |              |         |            |                 | It's important for routes for vulnerable users to be continuous and uninterrupted by having to cross roads in order to encourage use and limit potential conflict between cars and vulnerable users.<br>To encourage commuters and families to use a route either walking or cycling is dependent on limiting risk of motor vehicle interaction and inconvenience and complications of crossing roads.   |  |
| 109 |  |    |  |              |         |            |                 |  |  |

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|-----|--|----|--|--------------|---------|------------|-----------------|---|
|     | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |
| 110 |  |    |  |              |         |            |                 | It would continue the existing path next to the river   |
| 111 |  |    |  |              |         |            |                 |   |
| 112 |  |    |  |              |         |            |                 | This is the safer option for vulnerable users, away from traffic  |
| 113 |  |    |  |              |         |            |                 | Anything to avoid using the road as a cyclist - need a safer option.  |
| 114 |  |    |  |              |         |            |                 |   |
| 115 |  |    |  |              |         |            |                 | Increases value of egrets way as route between Lewes and Newhaven.  |
| 116 |  |    |  |              |         |            |                 | Safer and more attractive route.  |
| 117 |  |    |  |              |         |            |                 | More of a country feel. Easier and safer for young people and families to use this route.   |
| 118 |  |    |  |              |         |            |                 | When compared with other developed countries, the UK is behind in providing traffic-free routes for cyclists. The days of having to provide only for the needs of the motorist are coming to an end.<br>The riverside route is therefore the safest option, and the most likely to encourage uptake of sustainable transport. |
| 119 |  |    |  |              |         |            |                 | I am a cyclist living near Eastbourne. I don't drive at all and I cycle all over Sussex. Anything that promotes usage by cyclists and pedestrians is a good thing. Promoting activity and the outdoors is hugely beneficial to so many people   |
| 120 |  |    |  |              |         |            |                 | In favour of a safe road but not connectivity under the current proposals which fail to meet even the lowest threshold for user safety.   |

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|-----|--|----|--|--------------|---------|------------|-----------------|--|--|
|     | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 121 | I  |    | I  |              |         |            |                 | <p>Vehicles use the grass verge for oversteer and to avoid traffic unsuitable for road and or not driving within opposite at pinch point through Kiln Cottage border to Village entrance at Harping Hill.</p> <p>Too somehow squeeze in a path that will not give enough room to miss wing mirrors and or create accidents by removing grass verge would not give a safe segregated path for any users - there must be a review of the 2023 traffic survey where it clearly shows the highest volume of traffic does 30-35 mph through pinch point WITH grass verge to mount and immediately desist from linking Safer C7 and Egrets Way phase 7 project as penalising the residents lived experience and safety.</p> <p>Kiln Cottage wall has been rebuilt twice in recent years where vehicles not only oversteered they drove into the wall!</p> <p>Further down that very same wall boundary is the back of residents physical residents which alone is incomprehensible any entity are proposing to exclude residents safety by seeking immediate reduction of speed limit through pinch point to 40mph, put bollards and or raised kerbs at grass verge and see over the next two years being the proposed time any footpath may be built can still safely work for all.</p> <p>There are also 8 dwelling on the riverside option that would have cyclists currently not dismounting across the three driveways these dwellings use!</p> <p>On an already borderline permissible pathway width its very much a be grateful for anything position with the 'hope' of a speed reduction warranted for current road design - it needs to come with a guarantee of 30 mph otherwise not a commensurate spend of funding to its usability and safety.</p> |  |
| 122 |  | I  |  |              |         |            | I               | <p>I am part of the 1066 Cycle Club and the Egrets Way forms parts of many of our rides. We thoroughly enjoy the route along the Ouse and would be delighted to have the whole section complete.</p> <p>This off road route enables us to progress safely between destinations and not have to worry about motorists and traffic.</p> <p>During our cycles we support local businesses in New Haven and Lewes when we stop for refreshments.</p>   |  |
| 123 |  | I  |  |              |         |            | I               | <p>It's essential to provide a safe route for walkers, cyclists and vulnerable people thus promoting well being for the whole community.</p>   |  |
| 124 |  | I  |  |              |         |            | I               | <p>We have to encourage more active travel and promote safe practice alternatives to the car.</p>  |  |

| ID  | Q1 Do you live in the parish of Piddinghoe | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |    |                   |              |         |            | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'? |  |
|-----|--|--|----|-------------------|--------------|---------|------------|--|--|
|     |  | YES  | NO | VERY UNSUPPORTIVE | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE |  | VERY SUPPORTIVE  |
| 125 |  | I  |    |                   |              |         |            | I  | Option A is safer (not crossing the C7 twice as in Option B) more attractive and involves a shorter distance with a reduced width path.<br>The motor traffic speed on the C7 should be reduced to 30 mph as a maximum, and preferably 20 mph where people live. Further traffic calming is needed on the C7.   |
| 126 |  | I  |    |                   |              |         |            | I  | I use the present Egrets Way often to cycle between Lewes and Newhaven and at the Chapel Barn end my heart sinks knowing that the I have to join the main C7 road section. This is a very dangerous road for cyclists, and it must be awful for pedestrians too. Traffic moves very fast, there are lots of close passes due to the narrowness of the road, and it's become very busy with a lot of traffic . As car size increases with the new SUV designs it all feels much worse.<br>A continued cycle path alongside the river would be safe, good for children and families, and a very pleasant cycle and walking route. It would encourage Active Travel I'm sure. |
| 127 |  | I  |    |                   |              |         |            | I  | Us cyclist's are very vulnerable and would use this route often.   |
| 128 |  | I  |    |                   |              |         |            | I  | It so important to provide a safe travel and leisure environment away from roads.  |

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|-----|--|----|--|--------------|---------|------------|-----------------|--|
|     | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 129 | I  |    | I  |              |         |            |                 | <p>We are not supportive of either options for the following reasons:</p> <p>Safety Concerns</p> <ul style="list-style-type: none"> <li>• No evidence is provided that EW7 will reduce vehicle speeds on the C7</li> <li>• Even at a reduced 40mph, vulnerable road users face combined closing speeds of 80mph from oncoming traffic</li> <li>• The C7 along the proposed route is currently non compliant as a road because of the blind bend at the pinch point</li> <li>• The proposed path will in places be below the recommended 3m width for multi user routes</li> <li>• Options A and B combined cross four private driveways serving nine properties as well as the shared use Harping Hill road — a significant safety and access concern</li> <li>• EW7 will put Piddinghoe on the National Cycle Network map, increasing cycle traffic through the village</li> <li>• No explanation is given for how cycle speeds and behaviour will be managed (already a concern for the village), and it is unclear who will be responsible for path maintenance</li> </ul> <p>Environmental Impact</p> <ul style="list-style-type: none"> <li>• Trees and vegetation will be removed</li> <li>• Verges will be lost</li> <li>• Drainage may be compromised</li> </ul> <p>Legal Constraints</p> <ul style="list-style-type: none"> <li>• The stated "available width" relies on an interpretation of boundary records that residents dispute</li> <li>• The routes cross private land for which no owner consent has been granted</li> </ul> |

| ID           | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |              |         |            |                 | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'?   |
|--------------|--|----|--|--------------|---------|------------|-----------------|--|
|              | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 129<br>cont. |  |    |  |              |         |            |                 | <p>Option C</p> <p>There isn't one! The feedback form does not include an option for: 'I support traffic-calming and speed reduction, but not a multi-user path.'</p> <p>One of the (North Piddinghoe Landowners Association (NPLA) members has offered their land at no cost to help facilitate EW7 on the condition that the speed is reduced to 30mph on the C7. The offer has not to date been accepted.</p> <p>Currently Vehicles use the grass verge for oversteer and to avoid traffic unsuitable for road and or not driving within opposite lane at pinch point through Kiln Cottage border to Village entrance at Harping Hill. Too somehow squeeze in a path that will not give enough room to miss wing mirrors and or create accidents by removing grass verge would not give a safe segregated path for any users.</p> <p>There must be a review of the 2023 traffic survey where it clearly shows the highest volume of traffic does 30-35 mph through pinch point WITH grass verge to mount and immediately desist from linking Safer C7 and Egrets Way phase 7 project as penalising the residents lived experience and safety. Kiln Cottage wall has been rebuilt twice in recent years where vehicles not only oversteered they drove into the wall! Further down that very same wall boundary is the back of residents physical residents which alone is incomprehensible any entity are proposing to exclude residents safety by not seeking immediate reduction of speed limit through pinch point to 40mph, put bollards and or raised kerbs at grass verge and see over the next two years being the proposed time any footpath may be built can still safely work for all. There are also 8 dwelling on the riverside option that would have cyclists currently not dismounting across the three driveways these dwellings use! On an already borderline permissible pathway width its very much a be grateful for anything position with the 'hope' of a speed reduction warranted for current road design - it needs to come with a guarantee of 30 mph otherwise not a commensurate spend of funding to its usability and safety.</p> <p>Case Study: Shared-Use Path Collision (2014)</p> <p>A widely reported incident on the Bristol-Bath Railway Path involved a 9-year-old boy who suffered a broken collarbone after colliding with an oncoming cyclist while overtaking pedestrians.</p> <p>Sustrans (now Walk, Wheel, Cycle Trust – designers of the proposed EW7) noted that:</p> <ul style="list-style-type: none"> <li>• Such paths are not suitable for high-speed cycling.</li> <li>• Better promotion and enforcement of a code of conduct is needed.</li> </ul> <p>This example highlights the risks inherent in narrow, multi-user routes where pedestrians, children, mobility-impaired users, and cyclists share limited space.</p> <p>This consultation is utterly outcome driven with no option for neither A or B. The Village are signing up to a scheme unaware of the above causes for concern and therefore would be complicit in an accident at best or fatality at worse if the scheme was to go ahead without addressing these very serious concerns. In the light of this we are also concerned about who is doing the evaluation and QA on the consultation itself.</p> |

| ID  | Q1 Do you live in the parish of Piddinghoe |    | Q5 The proposed option A 'Riverside' would provide a continuous and segregated path for vulnerable users on the east side of the C7 between the village and Chapel Barn in the north.<br>Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |  | Q6 Please elaborate on your response to Q5, comment or raise a question about proposed option A 'Riverside'? |
|-----|--|----|--|--------------|---------|------------|-----------------|--|--|
|     | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 130 |  | I  |  |              |         |            | I               | As it currently stands the route leads people from a quiet traffic free way onto a busy road, which renders the route useless for families who would otherwise benefit greatly.  |  |
| 131 |  | I  |  |              |         |            | I               | I am a member of two cycle clubs and Egrets Way is one of our chosen cycle routes. Making this more accessible would make the experience even more enjoyable.  |  |
| 132 | I  |    | I  |              |         |            |                 | The Egrets Way proposals for adding a cycle route to the C7 without sanctioned traffic calming is reckless.<br>Egrets Way has been negligent in its approach to landowners over the whole route and this continues.<br>The issue of traffic calming should be taken away from an amateur group.                                |  |
| 133 |  | I  |  |              |         |            | I               | This option is the best as it doesn't require crossing a busy road.  |  |
| 134 |  | I  |  |              |         |            | I               | I regularly walk and sometimes cycle that route. It's a great walk but is really dangerous on that road section and few cars were slow down for you. I and my friends will feel safer using your proposals.  |  |
| 135 |  | I  |  |              |         |            | I               | Whilst not especially busy the C7 road is used by very fast motor vehicles, there are frequent accidents on it, making it a hazard for any other forms of traffic.   |  |
| 136 |  | I  |  |              |         |            | I               | It just makes sense  |  |
| 137 |  | I  |  |              |         |            | I               | At the moment it is very dangerous for people to cycle along this route  |  |
| 138 |  | I  |  |              |         |            | I               | This would be the safest option for all vulnerable road users such as cyclists and pedestrians   |  |
| 139 |  | I  |  |              |         |            | I               | Having a safe cycle route on the riverside will create a 'world class' safe opportunity for cyclists & others to enjoy the area.<br>Great economic opportunity, not to be missed.  |  |
| 140 |  | I  |  |              |         |            | I               | The Egret's Way is a wonderful resource both for the community and for others who live further afield to be in the SDNP.<br>However, the experience is marred by contact with the C7.<br>I prefer Option A Riverside because it would keep the experience more 'seamless', rather than having to make two crossings of the C7. |  |
| 141 |  | I  |  |              |         |            | I               |  |  |

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|-----|--|----|--|--------------|---------|------------|-----------------|---|--|
|     | YES  | NO | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 142 |  |    |  |              |         |            |                 | I'm very scared every time I use this piece of road and cannot understand why it is not yet made safer.   |  |
| 143 |  |    |  |              |         |            |                 | Preferable if flood resilient and suitable for some commute trips between Newhaven and Lewes.<br>There are two hostile roads for drivers but zilch for inclusive cycling as it stands.<br>If the other route is better for personal safety and flood resilience, I'd go with that one.<br>We need a decent route and that's the key, either side of the road.   |  |
| 144 |  |    |  |              |         |            |                 | This survey does not give an option to just slow the traffic because of the intransigence of one person in Highways setting the tone for road regs in East Sussex.<br>Using a hugely expensive cycle scheme to crack a speed problem is not the right approach.<br>The there is a speed issue now. This needs to be resolved, now. Not over the next 3 years.<br>The proposed scheme is likely outside of road audit compliance.<br>It is still subject to planning and agreement with local residents.<br>This may require timely and costly CPA procedure and further delay when the speed issue is now.<br>The case is largely set out by the NPLA. It includes the issues of exiting Harping Hill. The path being less than recommended and a failure to guarantee a speed reduction<br>And the sustained traffic restrictions (several months) involved in closing the road (one way working I assume) for several months and the AWFUL delays and inconvenience this will cause. There seems to have been very little discussion about this.<br>If the route goes ahead and the route becomes well used Piddinghoe is not set to be a busy route for cyclists (it is already dangerous on a couple of bends if you catch a squad of cyclists). It will turn a nice quiet sussex village into a traffic hazard. And with more and more quiet electric cars the likely hood for an accident is increased. |  |
| 145 |  |    |  |              |         |            |                 | Too many unresolved issues to be dealt with prior to considering either of these two options  |  |
| 146 |  |    |  |              |         |            |                 | This 'problem' should have been thought through when Egrets Way was first proposed<br>There is no 'good' solution   |  |
| 147 |  |    |  |              |         |            |                 | There are problems with gardens next to the river and narrow 'walkways' on that side of the road  |  |
| 148 |  |    |  |              |         |            |                 | Will badly affect residents living on riverside, making their exit onto the C7 more difficult.<br>Will also intrude onto their land   |  |
| 149 |  |    |  |              |         |            |                 |   |  |

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|-----|--|------------|--|--------------|----------|------------|-----------------|--|--|
|     | YES  | NO         | VERY UNSUPPORTIVE  | UNSUPPORTIVE | NEUTRAL  | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 150 | I  |            |  |              |          |            | I               | As well as a continuous pathway I feel that a speed limit from Newhaven to Chapel Barn should be reduced to 40mph                                |  |
| 151 | I  |            |  |              |          |            | I               |  |  |
| 152 | I  |            |  |              |          | I          |                 | We would support any option that kept vlnerable users off the C7 road way.<br>And riverside 'A' is the same side as village                      |  |
| 153 | I  |            |  |              |          |            | I               | Having the path on the east side means you don't have to cross the C7.   |  |
| 154 | I  |            |  |              |          | I          |                 | Will C7 be narrowed?<br>And speed limited  |  |
| 155 | I  |            |  |              |          |            | I               | Allows residents access to north of Piddinghoe.<br>Slows traffic<br>and a very good thing to happen.<br>Speed limited to 30mph - same as Rodmell |  |
| 156 | I  |            |  |              |          |            | I               | We need a path - it's dangerous!   |  |
| 157 | I  |            |  |              |          |            | I               | I'm supportive of anything that reduces the dangerous and reckless driving at speed on the C7  |  |
| 158 | I  |            |  |              |          |            | I               | I support any plan that reduces the speed limit and dangerous aspects of navigating the C7 as a driver or pedestrian or any other.               |  |
| 159 | I  |            |  |              |          | I          |                 | It is the most 'safe' option depending upon the speed limit and proper 'segregation'.  |  |
| 160 | I  |            |  |              |          |            | I               |  |  |
|     | <b>46</b>                                  | <b>113</b> | <b>14</b>  | <b>1</b>     | <b>1</b> | <b>9</b>   | <b>134</b>      |  |  |
|     |  | <b>159</b> |  |              |          |            | <b>159</b>      |  |  |

| ID | Q1 Do you live in the parish of Piddinghoe |    | Q7 The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |   | Q8 Please elaborate on your response to Q7, comment or raise a question about proposed option B 'Non-Riverside'? |
|----|--|----|---|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 1  |  |    |   |              |         |            |                 | I am in support of this path as an alternative to option A which is my preferred choice   |  |
| 2  |  |    |   |              |         |            |                 | See above on crossing(s) and also concerned at traffic calming down/up Harping Hill. Yes, visibility will be improved but cyclist going at speed will not be able to easily see cars coming down.   |  |
| 3  |  |    |   |              |         |            |                 | The riverside option is better for all, but if the only way of completing Egrets Way is through option B, it is better than not doing it.   |  |
| 4  |  |    |   |              |         |            |                 | West side means crossing the C7 twice. Not a good option.   |  |
| 5  |  |    |   |              |         |            |                 | It's important that the Egrets Way is finished and the section at Piddinghoe puts people off cycling to Newhaven.<br>Traffic calming measures, speed restrictions and a new cycle path will help.<br>Both options work and it doesn't matter which one is chosen, I just want to see it built |  |
| 6  |  |    |   |              |         |            |                 | I like this option as I think the crossing points will help to reduce traffic speeds even further than the proposed 40 mph.   |  |

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|----|--|----|---|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 7  |  |    |   |              |         |            |                 | Egrets Way is primarily a riverside walk,so anything that takes the path away from the river is a negative   |  |
| 8  |  |    |   |              |         |            |                 |  |  |
| 9  |  |    |   |              |         |            |                 | Seems like a sensible addition but without the benefit of the river view   |  |
| 10 |  |    |   |              |         |            |                 | The c7 is a dangerous road and even with traffic calming measures in place, and siting a path on the opposite side of the road from the main path would mean pedestrians have to cross it twice. I just think that would be incredibly dangerous   |  |
| 11 |  |    |   |              |         |            |                 |  |  |
| 12 |  |    |   |              |         |            |                 | Less safe and less attractive than riverside option  |  |
| 13 |  |    |   |              |         |            |                 |  |  |
| 14 |  |    |   |              |         |            |                 | Big disadvantage having to cross the road twice so less direct and less safe   |  |
| 15 |  |    |   |              |         |            |                 | Path definitely needed to allow safer access on this part of the C7 for cyclists/walkers. Walkers can often be seen walking along this dangerous section. I personally have witness this in the past and was astonished to see someone walking in the road non riverside at 8.30am this week.<br>A path would hopefully reduce the speed limit but would mean having to cross the busy C7 twice. |  |
| 16 |  |    |   |              |         |            |                 | Controlled crossings would calm traffic and turning into Harping Hill would be safer   |  |
| 17 |  |    |   |              |         |            |                 | I say "supportive" because it would be better than no path at all should the Riverside path prove to be impossible   |  |

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|----|--|----|---|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 18 |  | I  | I   |              |         |            |                 | Option B (Non-Riverside) involves more traffic lights and footways on both sides of the C7; From the plans and the visualisations it would appear to provide a more urbanised appearance in a National Park, the SDNP. |  |
| 19 |  | I  |   |              |         |            |                 |  |  |
| 20 |  | I  |   | I            |         |            |                 | Option B is simply not as safe for cyclists  |  |
| 21 |  | I  |   | I            |         |            |                 | Option B non-riverside appears to be less safe than option A, as 1) it requires users to cross the busy C7 road, and 2) the section of narrower pathway is longer than in option A                                     |  |
| 22 |  | I  | I   |              |         |            |                 |  |  |

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|----|--|----|---|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 23 |  |    |   |              |         |            |                 | You need to cross the c7.<br>More urbanised appearance  |  |
| 24 |  |    |   |              |         |            |                 | It's a dangerous road   |  |
| 25 |  |    |   |              |         |            |                 | Why cross the C7 twice when it's not necessary?   |  |
| 26 |  |    |   |              |         |            |                 | See above. Option A far better.   |  |
| 27 |  |    |   |              |         |            |                 | See above option A prefer choice  |  |
| 28 |  |    |   |              |         |            |                 | continues to be dangerous   |  |
| 29 |  |    |   |              |         |            |                 | Not as sensible as Option A   |  |
| 30 |  |    |   |              |         |            |                 | Need to cross the C7 and need traffic lights. Even if you put speed restriction the chances of drivers following these restrictions is unrealistic.                     |  |
| 31 |  |    |   |              |         |            |                 |   |  |
| 32 |  |    |   |              |         |            |                 | The C7 will remain a busy road inspite of traffic calming measures, making it both dangerous and unpleasant for cyclists and pedestrians who have no alternative route. |  |

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|----|--|----|---|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 33 |  | I  | I   |              |         |            |                 | <p>1. How would two crossings of the C7 be safely managed? It would be better to avoid the road crossings that would be involved.</p> <p>2. Given that option B involves some lengths of the footway running alongside the busy C7, how would safety be built into the design?</p> <p>3. As the design of option B takes the path next to the C7 for about 55 m compared to about 15m under option A, it will be much more expensive than option A as well as less safe.</p> <p>4. What design measures can be taken to make the two crossings of the C7 look less urban than they will if no measures are taken?</p> <p>5. Are there any plans to impose a 30mph speed limit on stretches where the cycle path runs adjacent to the C7? If not, there should be. Ideally I would prefer that a 30 mph speed limit is imposed on the entire length of the C7 as it is a dangerous road due to its restricted width, and its use as a "rat run" between the A278 (East) and Newhaven/Seaford/Eastbourne on the A259.</p> |  |
| 34 |  | I  | I   |              |         |            |                 |   |  |
| 35 |  | I  | I   |              |         |            |                 | Seems a costly and not thought through alternative. However probably no other option available.   |  |
| 36 |  | I  |   | I            |         |            |                 | <p>This route requires cross the busy C7 twice. This defeats the purpose of the route...safety.</p> <p>I am not "Very Unsupportive", as it is better than nothing, but not much.</p> <p>Thank you for your good work</p>  |  |
| 37 |  | I  |   | I            |         |            |                 | Having to cross the road would be a complete no brainer. It would be slower and less safe. I'd probably end up staying on the road.   |  |
| 38 |  | I  |   |              |         |            | I               |   |  |
| 39 |  | I  |   |              | I       |            |                 | Much prefer path to be riverside but option B would at least be safer than current  |  |
| 40 |  | I  |   | I            |         |            |                 | <p>Cars travel along the C7 at around 50 miles an hour and I would prefer not to have to make my children cross that during busier times.</p> <p>I think the path will be used less if option B is adopted.</p>   |  |

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|----|--|----|---|--------------|---------|------------|-----------------|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 41 |  | I  |   |              |         | I          |                 | It seems a significantly worse quality route   |
| 42 |  | I  | I   |              |         |            |                 | This option involves crossing the road twice. It also means travelling very close to what is a busy road even with speed restrictions which are not enforced.  |
| 43 |  | I  |   |              |         | I          |                 | If it can't be riverside, then option B would be better than no improvements.  |
| 44 |  | I  |   | I            |         |            |                 | I do not want to cross the C7 twice.   |
| 45 |  | I  |   |              |         |            | I               |  |
| 46 |  | I  | I   |              |         |            |                 | Option B appears to be less safe and trickier to use. It requires users to cross the C7 twice, which is a very bad idea and may be unsafe.   |
| 47 |  | I  |   |              |         | I          |                 | 4. Option B (Non-Riverside) involves traffic lights and footways on both sides of the C7; from the plans and the visualisations it would appear to provide a more urbanised appearance in a National Park, the SDNP. We also believe the Speed Limit has to be reduced 30 mph in both cases along the C7 at this section. This is because if you have a footway next to traffic you also need a buffer which would be 1.0 meters at 40 mph (therefore by narrowing the effective width of the path. At 30 mph this is reduced to 0.45 meters. All this is set out in LTN 1/20. |

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|----|--|----|---|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 48 |  |    |   |              |         |            |                 |  |  |
| 49 |  |    |   |              |         |            |                 |  |  |
| 50 |  |    |   |              |         |            |                 | Using option B will mean that you cross the C7 twice on this section of the Egrets Way, creating a potential hazard on the C7                          |  |
| 51 |  |    |   |              |         |            |                 | A terrible proposal. Crossing the C7 even once is dangerous for everybody and will discourage families and other users                                 |  |
| 52 |  |    |   |              |         |            |                 |  |  |
| 53 |  |    |   |              |         |            |                 |  |  |
| 54 |  |    |   |              |         |            |                 | Vulnerable users should not be forced to cross the C7 highway to access the Egrets Way route, therefore my reason for supporting the Option A proposal |  |
| 55 |  |    |   |              |         |            |                 | This option would feel less secure for cyclists, especially less frequent cyclists.  |  |
| 56 |  |    |   |              |         |            |                 | To be honest: I have no opinion on whether option A or B is chosen. It's the end result that I am interested in.                                       |  |

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|----|--|----|---|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 57 |  | I  |   |              | I       |            |                 | Better than nothing if only option.<br>Please make Egrets Way continuous to Lewes as a short section is missing and can't be ridden in wet winter months.   |  |
| 58 |  | I  |   |              |         | I          |                 | I am pleased that both options are considered but option A has my vote  |  |
| 59 |  | I  |   |              |         | I          |                 | Ni ce   |  |
| 60 |  | I  | I   |              |         |            |                 | This proposal makes little sense. As indicated in my earlier answer, it would effectively encourage cyclists like me to leave the shared-use path and join motorised traffic on the road - not a good outcome for the money that will have been spent.    |  |
| 61 | I  |    |   |              |         |            | I               | I am supportive of both measures, however the east side makes more sense connecting the village to Egrets Way.<br>Speed bumps would be welcomed from either end of the village boundaries on the C7.  |  |
| 62 | I  |    |   |              |         | I          |                 | I'm supportive either side.<br>Yet feel the East side makes more sense to connect the village to Egrets way.<br>I'd also suggest traffic calming measures to help cross the road to the bus stop and Harping Hill would also help locals /walkers safety. |  |
| 63 |  | I  | I   |              |         |            |                 | as above  |  |

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|----|--|----|---|--------------|---------|------------|-----------------|--|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 64 |  |    |   |              |         |            |                 |  |  |
| 65 |  |    |   |              |         |            |                 |  |  |
| 66 |  |    |   |              |         |            |                 | Even when segregated, riding alongside a trunk road is an unattractive prospect. This will see less uptake, leading to those already disposed negatively towards active travel to label the project a waste of money.<br>It would still be useful, but not as useful as option A.  |  |
| 67 |  |    |   |              |         |            |                 | It involves crossing C7 twice and also has a longer beside the road section. It would be less appealing to users than Option A.  |  |
| 68 |  |    |   |              |         |            |                 | Non-continuous paths can be perceived as dangerous, and less likely to be used   |  |
| 69 |  |    |   |              |         |            |                 |  |  |
| 70 |  |    |   |              |         |            |                 | This option would not provide the continuous traffic free route from Lewes to Newhaven so is less preferable to the riverside option A, from the perspective of many cyclists - ie those with mountain or gravel bikes.. (especially if only one option can be implemented).<br>However very local pedestrians including bus users, for who the Riverside option would not make sense, and road cyclists on bikes not suitable for the surface of the Egrets Way may still need, or choose, to use the C7 road. Therefore traffic calming measures as indicated in the Option B proposal will be of assistance.<br>It is an improvement on what currently exists.<br>I do like the inclusion of the controlled crossing<br>However, in the case of option B the speed limit should be significantly reduced from 50 to 20 mph.<br>It is a less favourable option as the width (3m) of the shared use path and proximity of motorised vehicles travelling at speeds of up to 40mph is still significantly dangerous. If motorists need (desire) to travel faster there is the road to the east of the Ouse. What justification can there be to allow motorised vehicles permission to travel at speeds that can so easily kill or seriously injure vulnerable road users? |  |
| 71 |  |    |   |              |         |            |                 |  |  |
| 72 |  |    |   |              |         |            |                 |  |  |

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|----|--|----|---|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 73 |  |    |   |              |         |            |                 | see above   |  |
| 74 |  |    |   |              |         |            |                 | Again, I would question whether there is sufficient land space to implement this scheme (And, what would be the necessary construction work at Piddinghoe Pond?). The concept is sound but the application is questionable. |  |
| 75 |  |    |   |              |         |            |                 |   |  |
| 76 |  |    |   |              |         |            |                 | With the absurdly high speed limits on the C7, it is a mistake to force pedestrians to cross the C7   |  |
| 77 |  |    |   |              |         |            |                 |   |  |
| 78 |  |    |   |              |         |            |                 |   |  |

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|----|--|----|---|--------------|---------|------------|-----------------|---|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 79 |  |    |   |              |         |            |                 | <p>I can't believe that you propose to use the most vulnerable road users to slow down the least vulnerable at this dangerous pinch point that is non-compliant with current road safety standards.</p> <p>No evidence is provided that EW7 will reduce speeds on the C7.</p> <p>This route crosses private land for which no owner consent has been granted.</p> <p>Verges will be lost, drainage may be compromised.</p> <p>Trees and vegetation will be removed.</p> <p>The stated "available width" relies on an interpretation of boundary records that residents dispute.</p> <p>The route will cross driveways with poor sight-lines close to a blind bend that are already difficult to navigate without cyclists thinking that they have the right of way on a pavement across them. My experience of cycle paths is that users do not slow down for driveways which is a recipe for disaster, when a car driver cannot see them while exiting a driveway.</p> <p>There is no explanation for how cycle speeds and behaviour will be managed and it is unclear who will be responsible for the path maintenance and its subsequent environmental impact.</p> |  |
| 80 |  |    |   |              |         |            |                 | <p>It involves crossing the C7 twice - madness!</p> <p>It involves narrowing the path below the accepted norm for a significant distance.</p>   |  |
| 81 |  |    |   |              |         |            |                 | <p>The need for two crossing points will discourage users and ad unnecessary signage clutter</p>  |  |
| 82 |  |    |   |              |         |            |                 | <p>This options creates risks and challenges for users of the pathway.</p> <p>It also inconveniences road users.</p> <p>Given that both options require the use of private land this is evidently the worse option for all stakeholders.</p>  |  |
| 83 |  |    |   |              |         |            |                 | <p>We are supportive of this option, but believe that Option A would be safer.</p> <p>Even with traffic lights for cyclists to cross over into the village, there is much more danger that these will be ignored. All other comments on option A above, apply.</p> <p>We are aware that some house owners at the Northern end of the village have formed an association and are objecting strongly to both options. Their arguments are founded on long term aspects of living close to a main road, rather than specifically about the improvements the Egret's way solutions would bring to our community, to safety of the C7 and both cyclists and pedestrians. It is hoped that not too much weight would be given to these views, or allowed to stand in the way of the very positive proposals which we feel very strongly, should be implemented as soon as possible.</p>   |  |



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|----|--|----|---|--------------|---------|------------|-----------------|--|
|    | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 90 |  |    |   |              |         |            |                 |  |
| 91 |  |    |   |              |         |            |                 | I believe option A is better as it allows for no road crossings for people using the Egrets way between Newhaven and any of the small villages on the way to Lewes, but I think if it was option B or nothing, I'd still support option B.   |
| 92 |  |    |   |              |         |            |                 |  |
| 93 |  |    |   |              |         |            |                 |  |
| 94 |  |    |   |              |         |            |                 |  |
| 95 |  |    |   |              |         |            |                 | Impossible route affecting householders & dangerous for all users.   |
| 96 |  |    |   |              |         |            |                 | It would have a more urban look, out of keepign with the rural setting.  |
| 97 |  |    |   |              |         |            |                 | <p>I understand this option would involve acquiring private land to which the landowners have not given permission? So how can it be a valid option?</p> <p>Again as with Options A the path would cross private driveways and the entrance to Harping Hill....already dangerous to pull in and out from the C7....more accidents waiting to happen with more traffic to navigate.</p> <p>There should be an option C....reduce traffic speed/clear &amp; maintain the existing paths....a fraction of the time &amp; cost of both Option A &amp; B.</p> <p>How would this option affect underground fibre optic cabling which I'm led to believe is in progress/planned?</p> <p>The C7 is no longer a rural road....the volume of traffic &amp; speed has increased significantly in the 5 years I have lived here.</p> <p>Please do what's right for the local community and not for the wider authorities set to benefit from this project. Thank you</p> |

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|-----|--|----|---|--------------|---------|------------|-----------------|--|--|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 98  |  |    |   |              |         |            |                 | All of the objections and reasons as per option A....<br>in addition this option requires acquiring private land to which landowners have not given consent....plans/options drawn up on the assumption landowners will agree is arrogant not to mention naive.<br>This survey is giving the impression to villagers/our community that EW7 will go ahead and the only choice is Option A or B....this should be addressed/amended and Option C introduced....no EW7 on either side along this stretch of the road.<br>Thank you |  |
| 99  |  |    |   |              |         |            |                 | I feel it may be a problem to the properties on this side of the road  |  |
| 100 |  |    |   |              |         |            |                 | Not as good as option A. Too many road crossings   |  |
| 101 |  |    |   |              |         |            |                 | Option B has more risk to cyclist and walkers with road crossings and is within an urban environment with more potential for cyclist to clash with other road and pathway users.   |  |
| 102 |  |    |   |              |         |            |                 | Any segregation is good but this option seems less connected and will do less to encourage people to be active due to it's urban nature  |  |
| 103 |  |    |   |              |         |            |                 | Traffic lights, road crossings and more infrastructure to negotiate  |  |
| 104 |  |    |   |              |         |            |                 |  |  |
| 105 |  |    |   |              |         |            |                 |  |  |
| 106 |  |    |   |              |         |            |                 | several drawbacks, including two road crossings<br>and an urban feel to it, with traffic lights and footways on both sides of the road.  |  |
| 107 |  |    |   |              |         |            |                 |  |  |
| 108 |  |    |   |              |         |            |                 | Crossing the road twice to stay on a route complicates navigation and increases the risk of vehicles and vulnerable users interacting. It's proven in other projects that to convince commuters to switch to cycling from cars that convenience and safety concerns must be addressed properly and logically.  |  |
| 109 |  |    |   |              |         |            |                 |  |  |

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|-----|--|----|---|--------------|---------|------------|-----------------|---|--|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 110 |  |    |   |              |         |            |                 | It would require crossing the road, then crossing back again. This would disrupt the flow of an off road walk or cycle  |  |
| 111 |  |    |   |              |         |            |                 |   |  |
| 112 |  |    |   |              |         |            |                 | I'd probably continue to find an alternative bridleway route, even if it's longer, because sharing the road with motor vehicles never feels safe. Option A is a brilliant solution to this dilemma. |  |
| 113 |  |    |   |              |         |            |                 | Not ideal having to cross the road with fast traffic  |  |
| 114 |  |    |   |              |         |            |                 |   |  |
| 115 |  |    |   |              |         |            |                 | I would be unlikely to use this path if it required 2 crossings of the road in such a short space.  |  |
| 116 |  |    |   |              |         |            |                 | Not so good   |  |
| 117 |  |    |   |              |         |            |                 | I do not support this route as it has an urban feel to the route and there are road crossings.  |  |
| 118 |  |    |   |              |         |            |                 | The C7 can be busy, and is not attractive to cyclists, both existing and potential. I would prefer that the route didn't go here  |  |
| 119 |  |    |   |              |         |            |                 | See previous answer   |  |
| 120 |  |    |   |              |         |            |                 | In favour of a safe road but not connectivity under the current proposals which fail to meet even the lowest threshold for user safety  |  |

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|-----|--|----|---|--------------|---------|------------|-----------------|--|--|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 121 | I  |    |   | I            |         |            |                 | <p>Vehicles use the grass verge for oversteer and to avoid traffic unsuitable for road and or not driving within opposite at pinch point through Kiln Cottage border to Village entrance at Harping Hill.</p> <p>Too somehow squeeze in a path that will not give enough room to miss wing mirrors and or create accidents by removing grass verge would not give a safe segregated path for any users - there must be a review of the 2023 traffic survey where it clearly shows the highest volume of traffic does 30-35 mph through pinch point WITH grass verge to mount and immediately desist from linking Safer C7 and Egrets Way phase 7 project as penalising the residents lived experience and safety.</p> <p>Kiln Cottage wall has been rebuilt twice in recent years where vehicles not only oversteered they drove into the wall!</p> <p>Further down that very same wall boundary is the back of residents physical residents which alone is incomprehensible any entity are proposing to exclude residents safety by seeking immediate reduction of speed limit through pinch point to 40mph, put bollards and or raised kerbs at grass verge and see over the next two years being the proposed time any footpath may be built can still safely work for all.</p> <p>There are also 4 dwelling and farm traffic on the non-riverside option that would have cyclists currently not dismounting across Harping Hill that services these residents.</p> <p>On an already borderline permissible pathway width its very much a be grateful for anything position with the 'hope' of a speed reduction warranted for current road design - it needs to come with a guarantee of 30 mph otherwise not a commensurate spend of funding to its usability and safety.</p> |  |
| 122 |  | I  |   |              | I       |            |                 | I wish the Riverside section to be completed   |  |
| 123 |  | I  |   |              | I       |            |                 | This is for me plan B  |  |
| 124 |  | I  |   |              |         |            | I               |  |  |

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|-----|--|----|---|--------------|---------|------------|-----------------|--|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 125 |  | I  |   |              | I       |            |                 | <p>Crossing the C7 twice puts people cycling at risk from traffic. Drivers speed here go fast and sometimes crash. Riding next to traffic on a narrow shared path is also hazardous and can also be very frustrating if there is no room to overtake. If the C7 were turned into a quiet lane, walking/wheeling/cycling/horseriding options could be increased.</p> <p>The C7 needs continuing traffic calming because if the Egrets Way is impassable due to flooding/muddy unsealed surfaces, or if there is a fear for one's personal safety, or in the hours of darkness, or there is the need to move fast to catch the ferry, or due to lack of knowledge of the area, poor signage etc etc people will use the road. It is very important to complete the riverside path but also to massively reduce the hazards on the C7 for everyone who finds themselves there for whatever reason. The drivers of buses, lorries, cars and motorbikes need to follow the Highway Code, adopt the road user hierarchy and give on-road cyclists at least 1.5m space when overtaking. This does not happen now in most cases.</p> |
| 126 |  | I  |   |              | I       |            |                 | <p>It would be better than nothing and improve safely to an extent but crossing the C7 is unpleasant and dangerous due to the speed and amount of traffic. To be forced into crossing it twice seems to add unnecessary danger to cyclists and pedestrians.</p>  |
| 127 |  | I  |   |              |         |            | I               | Both routes would be great but my preference would be the route A which is riverside   |
| 128 |  | I  |   | I            |         |            |                 | because it would not provide a safe environment for the less able  |

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|-----|--|----|---|--------------|---------|------------|-----------------|---|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |
| 129 | I  |    | I   |              |         |            |                 | <p>We are not supportive of either options for the following reasons:</p> <p>Safety Concerns</p> <ul style="list-style-type: none"> <li>• No evidence is provided that EW7 will reduce vehicle speeds on the C7</li> <li>• Even at a reduced 40mph, vulnerable road users face combined closing speeds of 80mph from oncoming traffic</li> <li>• The C7 along the proposed route is currently non compliant as a road because of the blind bend at the pinch point</li> <li>• The proposed path will in places be below the recommended 3m width for multi user routes</li> <li>• Options A and B combined cross four private driveways serving nine properties as well as the shared use Harping Hill road — a significant safety and access concern</li> <li>• EW7 will put Piddinghoe on the National Cycle Network map, increasing cycle traffic through the village</li> <li>• No explanation is given for how cycle speeds and behaviour will be managed (already a concern for the village), and it is unclear who will be responsible for path maintenance</li> </ul> <p>Environmental Impact</p> <ul style="list-style-type: none"> <li>• Trees and vegetation will be removed</li> <li>• Verges will be lost</li> <li>• Drainage may be compromised</li> <li>• Legal Constraints</li> <li>• The stated "available width" relies on an interpretation of boundary records that residents dispute</li> <li>• The routes cross private land for which no owner consent has been granted</li> </ul> |

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|-----------|--|----|---|--------------|---------|------------|-----------------|--|
|           | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |
| 129 cont. |  |    |   |              |         |            |                 | <p>Option C</p> <p>There isn't one! The feedback form does not include an option for: 'I support traffic-calming and speed reduction, but not a multi-user path.'</p> <p>One of the (North Piddinghoe Landowners Association (NPLA) members has offered their land at no cost to help facilitate EW7 on the condition that the speed is reduced to 30mph on the C7. The offer has not to date been accepted.</p> <p>Currently Vehicles use the grass verge for oversteer and to avoid traffic unsuitable for road and or not driving within opposite lane at pinch point through Kiln Cottage border to Village entrance at Harping Hill. Too somehow squeeze in a path that will not give enough room to miss wing mirrors and or create accidents by removing grass verge would not give a safe segregated path for any users.</p> <p>There must be a review of the 2023 traffic survey where it clearly shows the highest volume of traffic does 30-35 mph through pinch point WITH grass verge to mount and immediately desist from linking Safer C7 and Egrets Way phase 7 project as penalising the residents lived experience and safety. Kiln Cottage wall has been rebuilt twice in recent years where vehicles not only oversteered they drove into the wall! Further down that very same wall boundary is the back of residents physical residents which alone is incomprehensible any entity are proposing to exclude residents safety by not seeking immediate reduction of speed limit through pinch point to 40mph, put bollards and or raised kerbs at grass verge and see over the next two years being the proposed time any footpath may be built can still safely work for all. There are also 8 dwelling on the riverside option that would have cyclists currently not dismounting across the three driveways these dwellings use! On an already borderline permissible pathway width its very much a be grateful for anything position with the 'hope' of a speed reduction warranted for current road design - it needs to come with a guarantee of 30 mph otherwise not a commensurate spend of funding to its usability and safety.</p> <p>Case Study: Shared-Use Path Collision (2014)</p> <p>A widely reported incident on the Bristol-Bath Railway Path involved a 9-year-old boy who suffered a broken collarbone after colliding with an oncoming cyclist while overtaking pedestrians.</p> <p>Sustrans (now Walk, Wheel, Cycle Trust – designers of the proposed EW7) noted that:</p> <ul style="list-style-type: none"> <li>• Such paths are not suitable for high-speed cycling.</li> <li>• Better promotion and enforcement of a code of conduct is needed.</li> </ul> <p>This example highlights the risks inherent in narrow, multi-user routes where pedestrians, children, mobility-impaired users, and cyclists share limited space.</p> <p>This consultation is utterly outcome driven with no option for neither A or B. The Village are signing up to a scheme unaware of the above causes for concern and therefore would be complicit in an accident at best or fatality at worst if the scheme was to go ahead without addressing these very serious concerns. In the light of this we are also concerned about who is doing the evaluation and QA on the consultation itself.</p> |

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|-----|--|----|---|--------------|---------|------------|-----------------|---|--|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT   |  |
| 130 |  |    |   |              |         |            |                 | This seems like only a partial and less safe answer.<br>The best route possible is by the river. Option B should only be taken if riverside is totally impossible.  |  |
| 131 |  |    |   |              |         |            |                 | Alternative routes would be beneficial for the community at large   |  |
| 132 |  |    |   |              |         |            |                 | The Egrets Way proposals for adding a cycle route to the C7 without sanctioned traffic calming is reckless.<br>Egrets Way has been negligent in its approach to landowners over the whole route and this continues.<br>The issue of traffic calming should be taken away from an amateur group. |  |
| 133 |  |    |   |              |         |            |                 | Not the safest so not the best  |  |
| 134 |  |    |   |              |         |            |                 | As stated before, I feel very vulnerable as a walker going along that road due to the speed of many of the drivers. I certainly could not use the path if I had children with me  |  |
| 135 |  |    |   |              |         |            |                 |   |  |
| 136 |  |    |   |              |         |            |                 | We already have too many nasty road crossings on SDNPA routes<br>Don't add another one  |  |
| 137 |  |    |   |              |         |            |                 | Riverside will be more pleasant to cycle along  |  |
| 138 |  |    |   |              |         |            |                 | This is not such a safe option.   |  |
| 139 |  |    |   |              |         |            |                 | Prefer riverside but both is also welcome   |  |
| 140 |  |    |   |              |         |            |                 | As I have said above, having to cross the C7 twice to access the Egret's Way is not going to make for a pleasant, 'seamless' experience of the environment.<br>It also makes it less safe, regardless of the intended safety installations.   |  |
| 141 |  |    |   |              |         |            |                 |   |  |

| ID  | Q1 Do you live in the parish of Piddinghoe |    | Q7 The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |         |            |                 |  | Q8 Please elaborate on your response to Q7, comment or raise a question about proposed option B 'Non-Riverside'? |
|-----|--|----|---|--------------|---------|------------|-----------------|--|--|
|     | YES  | NO | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 142 |  |    |   |              |         |            |                 |  |  |
| 143 |  |    |   |              |         |            |                 | If more flood resilient and better for personal safety for commuting (late afternoon in December?) then that's the one that should be built  |  |
| 144 |  |    |   |              |         |            |                 | see comments on 6 above  |  |
| 145 |  |    |   |              |         |            |                 | I have safety and access concerns regarding both proposals in relation to private driveway access  |  |
| 146 |  |    |   |              |         |            |                 | Currently there are too many unresolved issues to choose either of these two options   |  |
| 147 |  |    |   |              |         |            |                 | There is more room for a cycle path  |  |
| 148 |  |    |   |              |         |            |                 | This will provide traffic calming to cross the C7, from which we all benefit. However the shared path will be dangerous. Cyclists believe they have priority in everything. They are not vulnerable! |  |
| 149 |  |    |   |              |         |            |                 |  |  |

| ID  | Q1 Do you live in the parish of Piddinghoe |            | Q7 The proposed option B 'Non-Riverside' would provide a continuous and segregated path for vulnerable users on the west side of the C7 between the village and Chapel Barn in the north. Please indicate your level of support for this proposal from the list provided? |              |           |            |                 |  | Q8 Please elaborate on your response to Q7, comment or raise a question about proposed option B 'Non-Riverside'? |
|-----|--|------------|---|--------------|-----------|------------|-----------------|--|--|
|     | YES  | NO         | VERY UNSUPPORTIVE   | UNSUPPORTIVE | NEUTRAL   | SUPPORTIVE | VERY SUPPORTIVE | COMMENT  |  |
| 150 |  |            |   |              |           |            |                 | As above   |  |
| 151 |  |            |   |              |           |            |                 |  |  |
| 152 |  |            |   |              |           |            |                 |  |  |
| 153 |  |            |   |              |           |            |                 |  |  |
| 154 |  |            |   |              |           |            |                 | 2 road crossings! No way   |  |
| 155 |  |            |   |              |           |            |                 | Any road crossing a C7 is dangerous<br>And this route is a poor alternative to 'A'   |  |
| 156 |  |            |   |              |           |            |                 | We need a path (whichever side)!   |  |
| 157 |  |            |   |              |           |            |                 | As above   |  |
| 158 |  |            |   |              |           |            |                 | As above   |  |
| 159 |  |            |   |              |           |            |                 | It would involve cyclists and pedestrians crossing to the village at a point where visibility from the north is very poor. Also at Chapel Barn |  |
| 160 |  |            |   |              |           |            |                 |  |  |
|     | <b>46</b>                                  | <b>113</b> | <b>52</b>   | <b>28</b>    | <b>35</b> | <b>19</b>  | <b>20</b>       |  |  |
|     |  | <b>159</b> |   |              |           |            | <b>154</b>      |  |  |

## Letter received from Cycle Lewes



[www.cyclelewes.org.uk](http://www.cyclelewes.org.uk) e: [info@cyclelewes.org.uk](mailto:info@cyclelewes.org.uk)

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### Statement on Egrets Way Phase 7 Concept Options Feedback

The Egrets Way is nearing completion, with planning and landowner discussions on-going for Phase 7, the final section at Piddinghoe. The South Downs National Park (SDNPA) is seeking feedback on its **Concept Options**. See link for details. <https://www.southdowns.gov.uk/get-active/south-downs-walks/egrets-way/egrets-way-phase-7-concept-options-consultation/>

The link to take part in the Feedback Survey is <https://www.southdowns.gov.uk/get-active/south-downs-walks/egrets-way/send-feedback/>. There are only 8 questions and it should only take around 8 mins. **Please take part now!** Deadline, 15 March

We have looked at all the supporting documentation and the proposed Option A and Option B.

### **We think Option A (Riverside) MUST be the preferred route for the following reasons:**

1. By keeping the path on the Riverside along the entire length users have no need to cross the C7 so it is **SAFER**

*With Option B you would have to cross the C7 twice (2 times) why would any potential user of the Egrets Way want to do this?*

2. **Option A** (Riverside) appears to indicate there may be more 'off highway' path away from traffic rather than a footway beside a busy road so it will be more **ATTRACTIVE** for users
3. Because of the space constraints both options will have to accept a small derogation on the Local Transport Note (LTN 1/20) to a path <3meters for a short section. (See reference below).

But, on the **Option A (Riverside)** it would be 15 meters @ 2.5 meters wide. For **Option B** (non-Riverside) it would be 55 meters @ 2.5 meters AGAIN Option A would be the SAFER Option

4. **Option B** (Non-Riverside) involves traffic lights and footways on both sides of the C7; from the plans and the visualisations it would appear to provide a more urbanised appearance in a National Park, the SDNP.

We also believe the Speed Limit has to be reduced 30 mph in both cases along the C7 at this section. This is because if you have a footway next to traffic you also need a buffer which would be 1.0 meters at 40 mph (therefore by narrowing the effective width of the path. At 30 mph this is reduced to 0.45 meters. All this is set out in LTN 1/20.

Neither option can fully meet LTN 1/20 but Option A (Riverside) with 30 mph gets much closer, would be safer and more attractive.

Reducing the speed limit to 30 mph would also make the scheme consistent with the Safer C7 project proposals in this location which makes the safer for ALL road users.  
<https://www.thec7road.co.uk/safer-c7-project>

Our strong preference is for a 30mph limit. However, we accept that even with a speed limit reduction to 40mph (initially, in the short term) it is critically important that the Scheme is taken to the next design stages.

Without a proposed off route section at Piddinghoe this iconic Egrets Way will not realise its full potential and the associated benefits for residents and visitors alike (health and well-being, eco and sustainable tourism, local economy)

**Reference:**

**Cycle Infrastructure Design, Local Transport Note 1/20 (LTN/20), July 2020**  
<https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf>

**Egrets Way**

<https://www.egretsway.org.uk/route>

**20 February 2026**

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