

NPLA - C7 RESIDENTS' MEETING

Friday 31 October, 12.30 – 1.30pm – Piddinghoe Village Hall

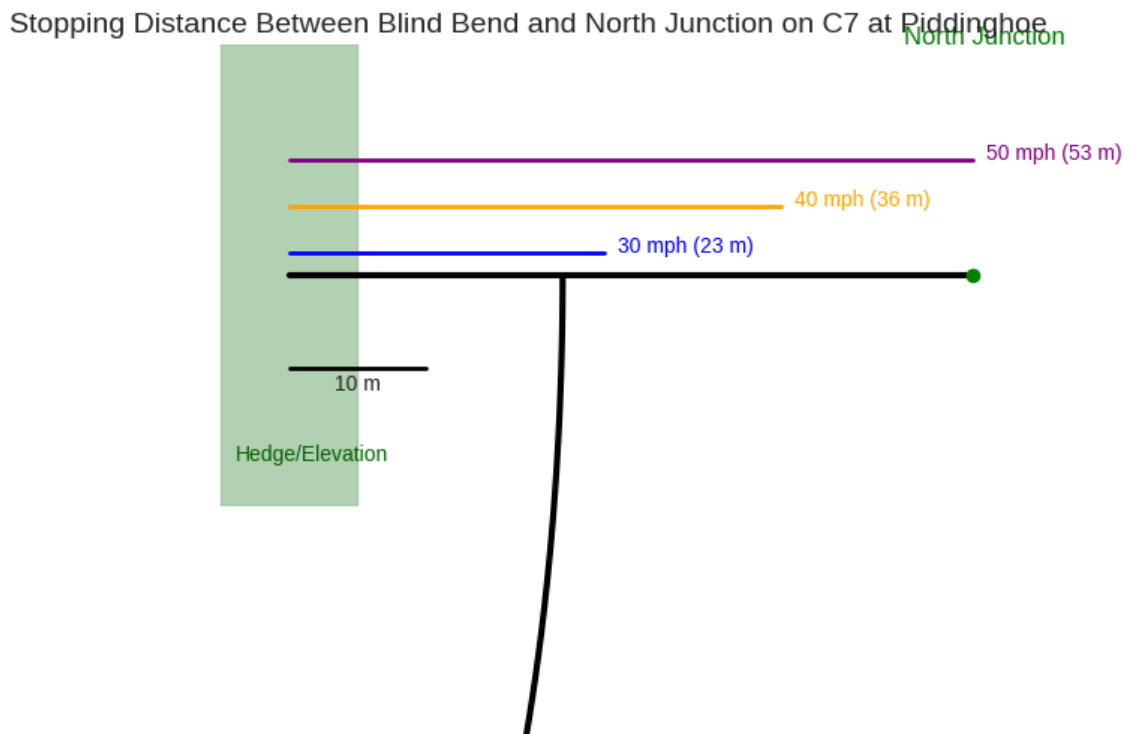
KEY ISSUES AND CONCERNS

Following the success of The Parish Meeting held on Tuesday 23 September, the NPLA hosted a residents' meeting on Friday 31 October to further engage the community in raising their concerns around the C7. The current Sustrans plans for EW7 showing Options A and B were distributed at the meeting. Here are those key issues and concerns:

1. **Sightlines at both the north and south junctions for Piddinghoe.** Most drivers wind down their windows and use hearing to guess whether there are cars coming over the blind bend at the village's north junction. Additional issues around electric cars and how they impact were raised.
2. There are **no clear priority road markings as you enter the village at the south junction.** Creating a potential hazard to people entering/exiting the junction here.



3. It was commented on that **the C7 is currently illegal** with existing sightlines between the blind bend and north junction falling short of the 160m distance required for safe junction design at 50mph (the *Manual for Streets* and *Design Manual for Roads and Bridges (DMRB)*). Properties fronting the C7 after this junction, and those using the bus stop on the north side of the C7 are further impacted. Creating a non-compliant and hazardous environment. Of additional concern were stopping distances:



Blind Bend

4. Concerns were raised around **making the proposed EW7 multiuser pathway safe at the pinch point while remaining compliant with the highway code** for pedestrians, mobility vehicles, cyclists, and horses.
5. One resident gave **an example of Priority Working** (such as the Safer C7's PJA report outlines at Northease and Rodmell) that he was familiar with on Trodds Lane/Newlands Corner in Surrey.
6. Some residents agreed that **Egrets way could be a way to ensure the speed limit is reduced.**
7. **The current Sustrans plans enhance the blind bend**, impacting on residents' amenity and safety to an unacceptable degree. Further to raising formal opposition to the plans on these grounds, we would like to see a Plan C from Sustrans (now Walk Wheel Cycle Trust).
8. It was suggested that **a reasonable speed for the C7** would be 40mph on open stretches of road dropping to 30mph when approaching settlements.
9. Two residents who are cyclists said that they don't use EW because the surface is unsuitable for their road bikes. **EW is also unmaintained between Dean's Farm and Lewes.**
10. **We shared information on the next PC Meeting / Tuesday 18 November @ 7.30pm and the Safer C7 Meetings at both Kingston / Monday 17 November and Rodmell / Thursday 20 November.**

