

Scheme (code and name): PFA010 Riverside Road

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Seventeen consultation responses were received for the consultation for pedestrian and cyclist improvements along Riverside Road, Gorleston. Four of these consultations were from Network Rail, Natural England, Historic England and the Environment Agency. Their feedback is outlined below.

Network Rail

Network Rail does not have any land that would be affected by this proposal therefore they do not have any comments.

Natural England

Riverside Road is in close proximity to the Outer Thames Estuary Special Protection Area (SPA) which is afforded protection under the conservation of Habitats and Species Regulations 2017 and Conservation of Offshore Marine Habitats and Species Regulations 2017. Natural England have provided Norfolk County Council with advice to take on board during the construction phase of this scheme. We will be taking on board all of their recommendations.

Historic England

Historic England do not have any comments to make on these proposals.

Environment Agency

The Environment Agency has confirmed that some permits may be required as we are working in close proximity to flood defences. A permit is not required for the footway works however may be required for any drainage. This does not pose any problems for the scheme being delivered.

Comments from members of the public and local organisations are summarised in the table below.

Objection / Comment	Frequency	Designer response
Supportive – openly supportive of the scheme	8	No response.
Against – openly opposed to the scheme	2	The main concerns from one response is regarding traffic flow, increasing the difficulty of vehicles passing each other by narrowing the carriageway and motorists parking on double yellow lines. The main concern from the other response is regarding reducing the available space to park on the carriageway which may mean people have to park

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		in the GYBC cobbled car park. Responses have been provided for all of these concerns.
Drainage – standing water has been observed on the carriageway and around various properties where no current footway exists (between chainage 93 and chainage 320). Resolve this drainage issue if possible and ensure this scheme doesn't make this issue worse for residents and road users.	3	Norfolk County Council (NCC) are aware of issues with drainage at this location. A topographical survey to record levels across the carriageway has been carried at this location and we are currently identifying what drainage options could be delivered as part of scheme delivery.
Advisory Cycle Lane - please mark an advisory on carriageway cycle lane in both directions considering the use of armadillos.	1	There is insufficient carriageway width for this, collision rates are very low along Riverside Road and installing armadillos or advisory cycle lanes would be seen as a disadvantage.
On carriageway cycle markings – install TSRGD 1057 markings on the carriageway highlighting the presence of cyclists on this National Cycle Network route 517.	2	We are considering the installation of these markings on the carriageway, subject to further discussion with colleagues responsible for the maintenance of such markings.
Wayfinding - please ensure that junctions at either end of Riverside Road are properly signed for cyclists and blue way-finders are included as repeaters along the route in both directions.	1	Cycle wayfinding is being considered as part of a separate project in GY.
Install additional double yellow lines (DYL) – Install additional DYLs between the RNLI parking triangle and the Pier Walk/Quay Road/Riverside Road junction to improve traffic flow along this length of highway.	2	We will not be installing additional Double Yellow Lines (DYL) in this location as part of this current scheme. Traffic flow is not a concern at this location to warrant any further extension of DYL at this time.
Double yellow lines won't be effective opposite the RNLI parking triangle as blue badge holders will park here.	1	Although blue badge holders are permitted to park for up to three hours on double yellow lines, they must not park where it would endanger, inconvenience or obstruct pedestrians or other road users. There is sufficient space for blue badge holders to park in the area legally and free of charge.
Retaining double yellow lines - will the double yellow lines remain on the road at the junction of Riverside Road and Quay Road/Pier Walk	1	These DYLs will remain in place.

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Double yellow lines – can these be provided opposite Baker Street and Dock Tavern Lane to aid HGV movements?	1	People should not park opposite or within 10m of a junction unless in an authorised parking space. Installing double yellow lines here to reduce issues for HGVs would be beneficial. There is ample unrestricted parking along Riverside Road.
Concerns regarding the installation of double yellow lines (DYL) opposite the RNLI parking triangle	1	We have proposed to install 20m of DYLs opposite the RNLI parking triangle because visibility to the north and south is good at this location. The 20m length of DYLs will allow for two LGVs to pass each other and two HGVs to pass each other with care. The proposed footway will have a flush or very low upstand kerb therefore if required when safe, vehicles can overrun the proposed footway to pass each other.
Large Council Car Park is not secure	1	These concerns have been passed to the Borough Council.
Lifeboat Crew Parking – can this area be restricted to lifeboat crew parking only	1	This request has been passed to the Borough Council.
Traffic flows have increased in recent years.	1	Traffic flow is not a concern at this location.
Carriageway narrowing will worsen the existing issue of vehicles struggling to pass each other by the lifeboat station and parking triangle.	1	This scheme provides a section of double yellow lines opposite the RNLI parking triangle to provide a passing place for vehicles.
Speed – excessive vehicle speeds along the section of Riverside Road near the RNLI triangle could create more issues once the carriageway has been narrowed. Could speed humps be installed?	1	Excessive vehicle speeds have not been raised as a persistent concern in this area. We expect vehicle speeds to be reduced as a result of narrowing the carriageway. It is not our intention to install speed humps at the outset but will review this decision if vehicle speeds are identified as an issue once the scheme is complete.
Increase kerb upstands for blind users to 100mm ideally and 25mm at vehicle entrance points.	1	Unfortunately, this is not possible to achieve along the length of the scheme because this would either cause surface water to flow into private properties or create trip hazards next to private properties. Neither of these would be acceptable.

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Tactile paving – install tactile paving for uncontrolled crossings on straight rather than radius kerbs	1	In one location this is not achievable as it would reduce visibility at this crossing point. However at the other two locations, we will install tactile paving on a straight rather than radius kerb.
Street furniture should be installed at the back of the footway	1	Where possible we will install street furniture at the back of the footway. However, this is not possible in some locations, for example north of South Icehouse Hill, where such works risk damaging a private wall.
Street Lighting - can you tell me if the plans will include replacing the old street lighting?	1	These plans do not include replacing any street lighting at the southern end however we are planning to replace some lighting columns at the northern end of the scheme (around the Riverside Road / South Icehouse Hill junction)
West Quay – why hasn't a footpath on West Quay been considered	2	This was considered during scheme design but was rejected on the basis that there would be a requirement for pedestrians to cross Riverside Road at two locations, this would lead to additional parking loss, there is no direct DDA access between the new Path and Dock Tavern Lane or Baker Street, risk of crime (reduced visibility between the walls and this may not be fully utilised as it isn't the most direct north/south route.