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## STRATEGIC APPLICATIONS SUB-COMMITTEE 2<sup>nd</sup> NOVEMBER 2021

### ADDENDUM LIST (3)

Letter received on behalf of the of SEDEF, the informal Sea Defence Focus Group. These can be summarised as -;

Gate/Crossings – departure from the original consultation which envisaged a series of gates positioned opposite the side roads, and opposite residential properties. If gates are open on an overtopping tide the water will be channelled directly at those properties. There are no crossings shown between Salisbury Avenue and Dee Lane, several crossings terminate on the landwards side which appears at odds with advice in Local Transport Note 2/95. The crossings will create an illusion and expectation of safety. Where gates are necessary can the position be reverted to original position of gates. Further problems for delivery drivers parking which will create a hazard crossing users and cyclists. None of the gates include safety barriers could these be built in?

#### **Response**

##### Gate / Crossings

There is an operational plan for the closing of gates which is triggered by tidal and meteorological conditions. The risk therefore that gates will not be closed for flood events is low as predictions for triggers are given several days in advance.

The proposed location and design of the pedestrian crossing points are indicative at this stage and are subject to a road safety audit and detailed design. Subject to the outcomes of this there maybe scope to relocate, remove or add further crossing points. Parking and loading activity on the landward side of South Parade will be considered as part of the detailed design.

The crossing points include build-outs which increase visibility for pedestrians and road users, however again all elements will be subject to a Road Safety Audit

##### Drainage/ Pooling

Carriage way between 81 and 107 South parade is subject to deep pooling. Crossing on this section would deliver people into water of a significant depth. Concern that the existing drainage system will be inadequate to deal with overtopping.

### **Response**

#### Drainage/ Pooling

Noted. There is potential to adjust levels to allow for improved highway drainage.

There is a condition for a Drainage Strategy, and whilst this applies to Surface Water flood risk it also applies equally to any splash overtopping.

#### Cycling

The proposed cycle lane does not solve the problem of cycling south to north and cyclists must continue to use congested alternative roads. Many will continue to use the promenade. Cyclists joining from side roads may turn right increasing the likelihood of a collision. The width of the lane will confine cyclists close to the kerb which is subject to heavy undulation and pooling.

### **Response**

#### Cycling

Incorporating cycling into the public realm elements of the scheme was a key output from consultation.

The north-south cycle lane has been subject to a Road Safety Audit and identified as the only safe means to incorporate cycling due to the limited width of South Parade

There is insufficient overall width, even with carriageway alterations, to meet the criteria for safe shared space for cycling and pedestrians on the new promenade between the railings and new flood wall.

The proposed single uni-directional cycle facility in the same direction as the traffic (north to south) will be subject to detailed design / approval. Such provision provides an improved facility compared to the current shared space arrangements with vehicular traffic and cyclists.

## Gate design

The plans show horizontal timber sections – these could swell resulting in delays deployment and localised flooding. Stop logs are deployed in Morecombe and are stored close by and deployed to site when required. During the design phase an option for sliding gates was considered. Hinge gates as in New Brighton are another commonly used device. For a scheme costing £6m more modern, future proof technology should be considered. The positive visual impact of the proposed design will be undermined by the gradually deteriorating logs stored kerbside which will impact on the visual quality of the area/

## Response

### Gate Design

Automatic gates have been considered. The example given for Cockermouth is in a fluvial environment without the additional forces of wave action.

Hinged gates are provided for access points that serve both pedestrians and vehicles. The majority of pedestrian only access points will be closed using a stop log arrangement, either of timber which is low cost to maintain, or of aluminium flood boards.

Boards will be securely stored adjacent to each access point to allow for efficient closing.

The arrangement is currently indicative however several pedestrian access points will be hinged gates to allow for speed of re-opening.

### Gate Closure and maintenance

Without a 24 hour 365 day system for forecasting extreme tidal events initiating a procedure for rapid response cannot proceed. Need timely system for re-opening and a regular maintenance schedule. The proposals are silent on these issues. Who will be instructed to place the timber in position and by whom? What happens if high tides last a couple of days.

## Response

### Gate closure and maintenance

There is an operational plan for the closing of gates which is triggered by tidal and meteorological conditions.

The plan also allows for opening of gates based on visual observation of conditions on the promenade – ie is it safe to do so or is there debris and detritus that needs to be cleared.

Several pedestrian gates will be hinged to allow for speed in re-opening as it is anticipated that the stop log system will take longer to implement.

Old Baths site

Understanding that there will be no additional lighting, but proposals new lampstands causing nuisance to birds and residents.

### **Response**

Old Baths Site

This has been considered by Natural England in their review of the Habitat Regulations Assessment. There is a condition requesting details of the proposed lighting and luminance/

Signage

Need clear unequivocal signage for cyclists.

### **Response**

Signage

As with all footways (pavements), unless there is a specific cycleway in place it is illegal to cycle on a footway. The Highways Authority is limited in its ability to put up warning signs (these are not permitted under tightly controlled national regulations from the Department for Transport). Such matters can only be enforced by the police.

A further objection has been received from a local resident

Such flood events are rare, current generation have forgotten that living by the sea is dangerous, visited after the event and residents assured me they didn't mind it happening. Proposal will have a detrimental impact on the character of the area, cant see over the wall when seated in their car seating in the ovens will look out onto concrete. These issues are addressed in the committee report.

