

Independent Review of Riverside Safety



The City Safety Group commissioned the charity The Royal Society for the Prevention of Accidents (RoSPA) to undertake a full review of riverside safety in Durham City Centre.

As part of the review RoSPA carried out a series of inspections of riverbank areas at different times of the day and night, focusing on the riverside areas in and around the heart of the city.

A number of public realm themes were identified during the review. The below information provides an overview of the infrastructure improvements being made along the riverbanks in response to RoSPA recommendations.

Recommendations from RoSPA Review	City Safety Group's Response
<p>'As a priority, the City Safety Group should make a decision on the approach to lighting levels along the river corridor and adjacent paths. This will need to reflect the designated heritage locations, and level of encouragement to riverside routes after dark.'</p>	<p>See display boards 10 and 11</p> <p>A safe, illuminated route avoiding the river will be provided and maintained.</p> <p>This approach will provide footpath users with a route to follow without needing to approach the riverbanks, which could potentially be unsafe to use during the hours of darkness.</p>

	<p>Improved signage will be installed to direct footpath users towards 'lit' routes and away from the riverside.</p>
<p>'A costed programme of works to improve physical infrastructure should be drawn up. This will need to reflect the priority locations identified in this report, and the impact of the agreed lighting/design principles'</p>	<p>See display boards 5,6,7,8,9 and 13</p> <p>In response to RoSPA recommendations a delivery plan has been developed which reflects the local environment and conservation status as well as materials already in place.</p> <p>An observation from the RoSPA review was that there were minor trip hazards on the section of footpath approaching Framwellgate Bridge on the west bank. This section of footpath will be resurfaced to reduce this risk (display board 5).</p> <p>Another observation from the RoSPA review was that it would be difficult to fully prevent access to the river through installation of fencing/gates. However there were areas where the installation of fencing or other barriers should be considered.</p> <p>In response a full review of fencing has been carried out and a variety of different styles of fencing will be installed at some points along the riverbank; the main area being between the boathouse and the end of the existing railings close to Framwellgate Bridge (see display boards 6 to 9).</p>

	<p>It is also observed that along some areas of the riverside, natural erosion has caused the edge of the river to become ill defined. River erosion prevention work will therefore be carried out (display board 13)</p>
<p>' It is recommended that all PRE units are: (a) Upgraded to include housing cases (b) Each unit is asset marked i.e. numbered to a central reference system (c) Housing units have 'you are here' and (d) 'What to do in an emergency/use' and (e) 'Ownership' information (f) If 'damaged/missing' instructions.</p> <p>The inspection regime for PRE should be clarified to ensure that all landowners are either checking/recording inspections on their assets, or an agreement in place for another body to complete this.'</p>	<p>See display board 12</p> <p>All Public Rescue Equipment will be upgraded and improved where necessary. This will be monitored and maintained through an inspection regime.</p>