

Regeneration, Culture and Environment Overview And Scrutiny Committee – Supplementary agenda

A meeting of the Regeneration, Culture and Environment Overview And Scrutiny Committee will be held on:

Date: 25 October 2016

Time: 6.30pm

Venue: Civic Suite - Level 2, Gun Wharf, Chatham ME4 4TR

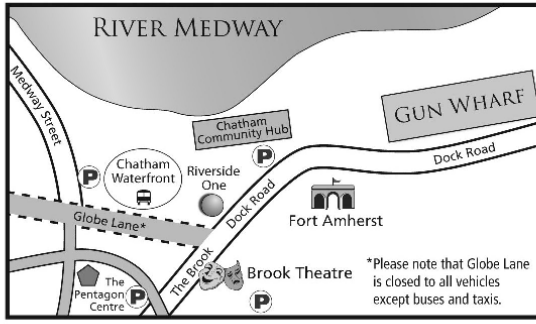
Items

11 Additional information - Petitions

(Pages
3 - 14)

For further information please contact Ellen Wright, Democratic Services Officer on Telephone: 01634 332012 or Email: democratic.services@medway.gov.uk

Date: 25 October 2016



This agenda and reports are available on our website
www.medway.gov.uk

A summary of this information can be made available in other formats from **01634 333333**

If you have any questions about this meeting and you want to speak to someone in your own language please ring **01634 335577**

বাংলা	331780	ગુજરાતી	331782	ਪੰਜਾਬੀ	331784	کوردی	331841	ارو	331785	Русский	332374
中文	331781	हिंदी	331783	Polski	332373	ଏହ୍‌ଶଫଦ	331786	فارسی	331840	Lietuviškai	332372

THE STRAND POOL PROBLEM OR OPPORTUNITY?



The Strand Pool: Problem or Opportunity?

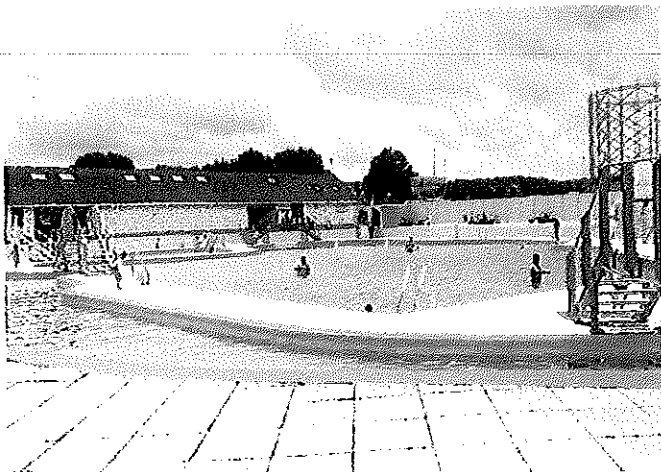
SEPTEMBER 2016

FROM THE FRIENDS OF THE STRAND POOL

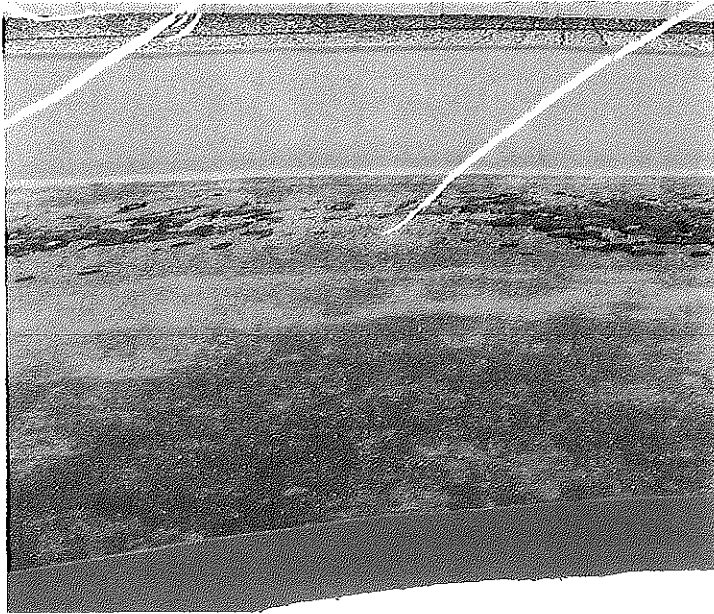
The expectation:

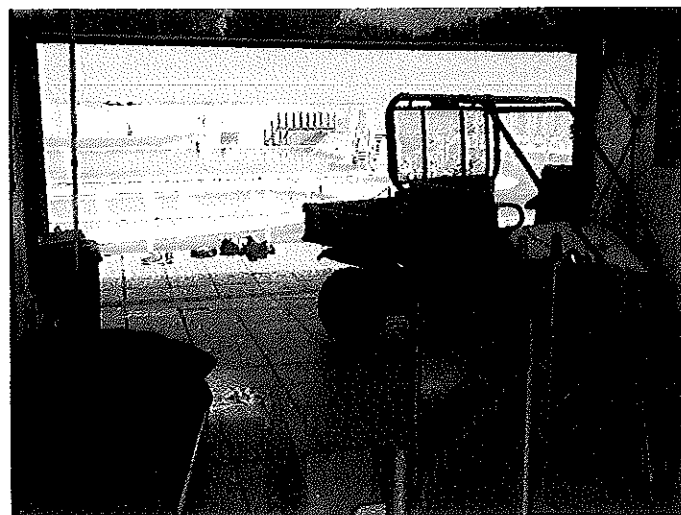
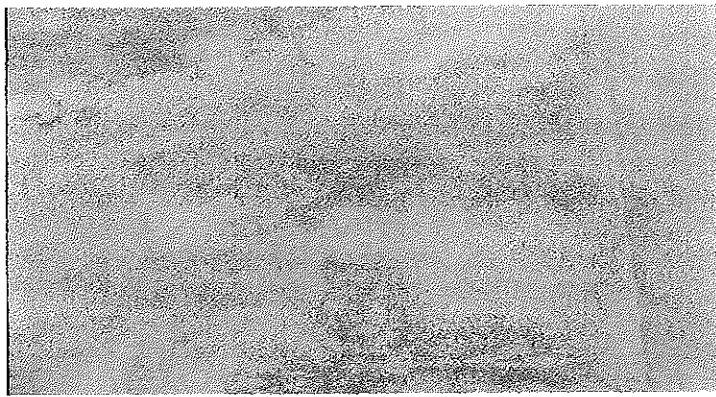
For 120 years, since local merchant Mr Cuckow established the outdoor pool and dedicated it to local people, the Strand Pool has provided fun and safe days out for families and serious swimmers alike. Many residents think of the Pool as their holiday destination, a place to socialize and to exercise, to enjoy fresh air and the health benefits of salt water immersion. Generations have taught their children, and grandchildren, to swim at this good value, local and much-loved amenity... one of the Medway Towns' best-kept secrets

PHOTOGRAPHS OF INDIVIDUALS REMOVED



The reality:





Friends' concerns over 'poor cleanliness' at lido

A group of people, led by a group of friends, are concerned about the cleanliness of the Strand Lido pool. The group has been campaigning for better standards and has been successful in getting the pool closed for several days. The group is now working to get the pool reopened and to ensure that the standards are maintained.



Friends of the Strand Pool volunteers are clearing the pool

The Friends of the Strand Pool are a group of people who are concerned about the cleanliness of the Strand Lido pool. They have been campaigning for better standards and have been successful in getting the pool closed for several days. The group is now working to get the pool reopened and to ensure that the standards are maintained.

The Friends of the Strand Pool are a group of people who are concerned about the cleanliness of the Strand Lido pool. They have been campaigning for better standards and have been successful in getting the pool closed for several days. The group is now working to get the pool reopened and to ensure that the standards are maintained.

Management of the Strand Pool has been appalling this season, starting with the shameful and deceitful manner in which the opening hours were slashed without and communication or consultation (with customers or Councillors)

1. The reduced hours, essentially weekends only through June and July and only 11.00 to 4.00 through August, meant many people were unable to use the Pool – morning swimmers, people with health issues that require a quiet pool, after school and after work swimmers – all disenfranchised
2. The Pool was not cleaned and painted before opening and suffered from silt on the bottom from the opening day
3. Because the Pool was not in use or staffed on weekdays through June and July, the natural movement of water through the filtration system did not occur
4. During a period of hot weather in July, the failure to operate the filtration system correctly led to very high levels of algae, causing families to leave and much bad publicity
5. The lack of knowledge displayed by Council staff in operating the filtration system has made all the above issues worse, with water levels dropping because valves had been left open, and topping up with tap water (at extra expense), even deliberate failure to provide clean up equipment
6. The patent lack of interest or responsibility displayed by many Council staff has resulted in customer complaints, many refunds, and damaging comments on social media and Trip Advisor. The whole Pool area has been left dirty, with litter uncollected, weeds growing through, paint peeling, etc
7. NO positive marketing has taken place to boost visitor numbers all season

The way forward:

Good news: there is a 'Lido' revolution taking place across the UK, with outdoor pools being re-furbished and even re-opened by local authorities and community groups

The health benefits of outdoor swimming are well researched, and Medway Council should be congratulated on retaining the City Card initiative for under 16s and over 60s

The Friends of the Strand Pool have volunteered to help clean, paint and maintain the Pool for 2017, thereby reducing the Council's labour costs

The Friends have established an effective Facebook and Twitter presence and a website to promote the Strand Pool is ready for launch

The Friends will plan a series of events at the Pool for 2017, in partnership with the Council

These initiatives will present a clean and safe Pool to a wider audience, and reverse the negative trend of the dreadful 2016 season

BUT.....

We need the Pool open reliably for a full season, from early June though to early September, with some flexibility around morning swim arrangements (this can be with reduced lifeguarding numbers) and staying open to 7.00 for the late afternoon customers

With careful management and enthusiastic marketing, costs can be managed, income can be improved, and the Council subsidy can be reduced

(The enclosed correspondence)
~~24/10/16~~

wright, ellen

From: saul, alex
Sent: 24 October 2016 11:09
To: clarke, trevor (external); bhutia, tashi (external); williams, john (external); carr, david (external); craven, sam (external); etheridge, gary (external); gilry, dorte (external); griffin, sylvia (external); osborne, tristan (external); saroy, asha (external); hicks, peter (external); stamp, andy; tejan, habib (external)
Cc: hicks, richard; swift, simon; wright, ellen; orham, gina; dulieu, ruth; warner, david
Subject: FW: Petition ref. GEO30/24/2016 A228 Rochester Road, Halling.
Attachments: 2016-09-02 - Ms Catlin - A228 Rochester Road Halling - Petition follow up.pdf

Dear Councillor,

At the request of Margaret Catlin who is the lead petitioner for the petition to make the crossing on Rochester Road, Halling, safe please see below correspondence between Mrs Catlin and the Director which she has requested be circulated to all members of the Committee. I have also attached a copy of the Director's response to Mrs Catlin's email.

Kind regards,
Alex

Alex Saul, Democratic Services Officer | Democratic Services, Medway Council, Gun Wharf, Dock Road, Chatham, Kent ME4 4TR
T: 01634 332008 | E: alex.saul@medway.gov.uk

From: Margaret Catlin [mailto:~~XXXXXXXXXXXXXXXXXXXX~~]
Sent: 23 October 2016 19:25
To: saul, alex
Subject: Fwd: Petition ref. GEO30/24/2016 A228 Rochester Road, Halling.

Dear Alex

Further to your letter dated 17th inst. and my earlier email.

I noted that the petition/responses paperwork did not contain a copy of the attached correspondence.

Therefore because the data I supplied is extremely important I would politely ask if you could forward a copy to the Scrutiny Committee so they too have the facts in front of them.

Thanking you in anticipation.

Yours sincerely

Margaret Catlin
Sent from my iPad

Begin forwarded message:

From: Margaret Catlin <[REDACTED]>
Date: 8 August 2016 at 16:43:39 BST
To: hayley.taylor@medway.gov.uk
Subject: Petition ref. GEO30/24/2016 A228 Rochester Road, Halling.

From: Margaret Catlin (lead petitioner)
[REDACTED]
[REDACTED]
Kent ME2 1AQ. Tele [REDACTED]

to: Richard Hicks
Medway Council
Directors Office
Regeneration, Community & Culture
Gun Wharf
Dock road
Chatham Kent.

Dear Mr Hicks

Thank you for your communication dated 4/8/16.

I understand the points you have outlined in reply to our petition questions and note your undertaking to follow up our requests with specific action points.

I noted that there was an error in our petition on page 2, 4th paragraph from the bottom should read: Our older people are confined to their homes being forced to stay in, how pitiful is this? Therefore would be obliged if you could correct this.

However, in respect of your statement that "Road Safety Improvements must always be related to casualty reduction" we cannot agree to this. Many Councils recognise the link between a healthier society and safety. They are proactive in promoting their community to be healthier by leaving the car at home and walking wherever possible and as a result have adopted 20mph zones to encourage more pedestrians. This information was forthcoming from Rospa.

Therefore in respect of the Speed Limit Review you are planning, I have just received some factual information which I feel will assist you as it clearly demonstrates that speed offences are significantly on the increase on this section of road.

The source of information is from the Speed Camera dept operated by the Police at the location M58/426 - Rochester Road Cuxton.
Approx duration of the mobile monitor: 09.30 - 15.30
Frequency: Unknown

Offences.	2014/2015.	2015/2016
Seat belt.	14	25

Mobile phone 1 5

Speeding 16 54

I hope this information will help and sincerely look forward to hearing from your colleagues accordingly.

Yours sincerely

Margaret Catlin

Sent from my iPad

Please contact: David Warner
Senior Road Safety Engineer

Your ref:

Our ref: DW/272

Date: 02/09/2016

Ms M Catlin

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Front Line Services
Regeneration, Community and Culture
Medway Council
Gun Wharf
Dock Road
CHATHAM
Kent ME4 4TR
Direct line: 01634 331742
Facsimile: 01634 331187
Minicom (text): 01634 331300
Email: david.warner@medway.gov.uk

Dear Ms Catlin,

RE: A228 Rochester Road, Halling

Thank you for your communication dated 8 August 2016 to the Director of Regeneration, Culture Environment and Transformation, which I have been passed a copy of. Thank you for your additional comments (copy enclosed). I also understand the correction, which is noted.

Hopefully I can address your comments. Medway Council, along with many other road authorities, does recognise the link between healthier modes of transport and road safety measures, such as 20mph zones. As you rightly point out, these can be very successful safety improvement and health improvement measures. Where appropriate the Council may pursue these types of road alterations.

Purely in terms of road safety, when considering where best to invest public funds in the interests of road safety, it is important that due regard is however paid to ongoing road casualty problems. Therefore, safety alterations are targeted to those locations with a poor ongoing history of road casualties in the first instance. Failure to do so would sadly see road users continue to receive injuries, or indeed worse. It should however be noted that safety improvements to a location are never ruled out.

Thank you also for the information you have provided in relation to speed offences at the A228. Please rest assured that the Speed Limit Review will take into account appropriate factors, in line with national speed limit setting guidance.

As per the Council's previous communication to you, we will be in touch with our findings once the necessary assessments and reviews have been concluded.

This information is available in other formats and languages on 01634 331742. If you wish to contact the Council through the Minicom (text) facility please ring 01634 331300.

Yours sincerely,

David Warner
Senior Engineer – Road Safety

[Redacted signature area]

Footway refurbishment in William Street, Rainham

The footways were reconstructed recently, and residents were generally pleased to note that the repair work was being undertaken, and the contractors were amenable and considerate towards the access needs of the residents.

However, as the work proceeded, it became evident that some residents were experiencing difficulties in utilising the pathway. This applied particularly to more senior residents, and particularly to those using wheeled mobility aids. Other users – notably mothers with children in pushchairs, and also children themselves with wheeled toys. Joggers were also noticed to prefer to run in the roadway, rather than use the footway, thus exposing themselves to risk of injury from passing traffic.

The difficulty appears to arise from the fact that there is gradient across the footway, from the boundary with the private properties towards the kerb.

Mrs. Lee was advised that this gradient needed to be a minimum of 1 in 40 to achieve satisfactory drainage, and the new pathway met this requirement. This requirement can be met in other ways, for instance where the road is inclined, and there is a gradient along the footway, rather than across it.

Whilst a gradient of 1 in 40 is probably acceptable to most users, this figure is open to question. There are experienced Civil engineers who are of the opinion that, on a footway, a gradient of 1 in 60 or even less, is adequate.

The need to drain water from the surface is appreciated:

- It prevents moss or algae growth which becomes slippery;
- In freezing weather, a wet pavement becomes icy, which is also slippery.
- If water penetrates the surface of the roadway (or footpath), this ultimately causes break-up of the surface (particularly in freezing conditions), with the consequent need for repair.

I have made a number of measurements of the gradient across the footpath. The measurements were made at 5 approximately evenly spaced points on both the North and South sides of the road. No measurements were made where there is an incline towards the junction with Taswell Road. All measurements were made at "normal" points along the pathway, that is, avoiding vehicular crossing points, where the gradient is potentially much greater.

On the North side, there is variation between the [few] measurements that were made. Gradients vary between 1 in 40 (2 points), 1 in 16 (1 point) and 1 in 14 (2 points)

On the South side, the results were fairly consistent, indicating a gradient of 1 in 20, reducing close to the Station Road junction to 1 in 35.

In all cases, the gradient is in excess of the 1 in 40 'norm', which in itself may be unnecessarily large.

Where vehicular crossings occur (albeit in some cases shared by a number of properties), a 1 in 40 gradient would increase to 1 in 8. Of greater nuisance is the compound slope that arises at the transition between the 'normal' path and the vehicle crossing point. This is particularly noticeable towards the kerb. Furthermore, each drop kerb (there are 15 on the North side, and 15 on the South side) contributes to a series of level changes making it difficult for an able bodied pedestrian to negotiate, let alone a person with a wheeled mobility aid or a child's pushchair.

The members of the meeting may be interested in a solution that I encountered in a number of villages in France. A kerb with a large chamfer is used (which is combined with a gully at the carriageway side, so reducing the possible ingress of water at that point). (This is similar to a splayed kerb used in this country.) These kerbs are used exclusively, with no further crossing facility provided for cars. The result is a 'flat' footway, with only a small drainage gradient.

A similar scheme could have been incorporated in the William Street project, with any further level difference being accommodated by a small step at the interface with property driveways. Any car would cope with a step of, say 40mm).

Photographs of the French scheme are available. (The work was still in progress when these photographs were taken.