Medway Council

Serving You

REGENERATION, COMMUNITY AND CULTURE OVERVIEW & SCRUTINY COMMITTEE

7 APRIL 2015

PETITIONS

Report from: Robin Cooper, Director Regeneration, Community & Culture

Author: Steve Platt, Democratic Services Officer

Summary

To advise the Committee of any petitions (including e-petitions) received by the Council which fall within the remit of this Committee including a summary of the response sent to petitioners by officers.

1. Budget and policy framework

1.1 In summary, the Council's Petition Scheme requires the relevant Director to respond to the lead petitioner usually within 10 working days of the receipt of the petition by the Council. Overview and Scrutiny Committee are always advised of any petitions falling within their terms of reference together with the officer response. There is a right of referral of a petition for consideration by the relevant Overview and Scrutiny Committee by the petitioners if they consider the Director's response to be inadequate. Should the Committee determine that the petition has not been dealt with adequately it may use any of its powers to deal with the matter. These powers include instigating an investigation, making recommendations to Cabinet and arranging for the matter to be considered at a meeting of the Council.

1.2 The petition scheme is set out in full in the Council's Constitution at: http://www.medway.gov.uk/councilanddemocracy/council/constitution.aspx

1.3 Any budget framework implications will be set out in the specific petition response.

2. Background

2.1 The Council's Constitution provides that petitions received by the Council relating to matters within the remit of an Overview and Scrutiny Committee will be referred immediately to the relevant Director for consideration at officer level.

2.2 Where the Director is able to fully meet the request of the petitioners a response is sent setting out the proposed action and timescales for implementation. The petition organiser may request to refer the matter to the relevant Overview and Scrutiny Committee if s/he is not satisfied with the answer and has given reasons for their dissatisfaction.

2.3 For petitions where the Director is unable to meet the request of petitioners or where there are a range of alternative responses the petition will be referred to the next relevant Overview and Scrutiny Committee for discussion.

3 Completed petitions

3.1 A summary of responses relevant to this Committee that have been accepted by the petitioners are set out below.

Subject of petition	Response
Safety crossing for Bells Lane, Hoo	Whilst the safety of all road users is a matter of serious concern, the basis upon which the Council introduces safety improvements is casualty reduction whereby locations with the poorest safety records are tackled first. There are regrettably other locations within Medway recording poorer safety records which will need to be addressed first. The collision record of Bells Lane will continue to be monitored. The lead petitioner was invited to meet with representatives of Medway's Integrated Transport Team to review the current situation.
Measures to increase road safety at Castle Road and Gordon Road, Chatham	In the last three years of police records, no collisions have been recorded at Gordon Road. Whilst a number of collisions have been recorded in Castle Road, regrettably there are many other locations recording poorer road casualty problems which would receive a higher priority for improvement. The collision records of Castle Road and Gordon Road will continue to be monitored.
Improved road surface at Southill Road and Holcocombe Road, Chatham	At a site inspection, a Highway Engineer noted numerous areas on Southill Road where previous repairs have been carried out and a number of isolated areas where the road surface had stripped off. The site obtained the highest priority rating of 1 and was therefore a high contender for resurfacing works in 2016/17 or sooner should additional funds become available. With regard to Holcombe Road, the Highway Engineer noted a number of areas where previous repairs and utility reinstatements have been carried out and also a number of isolated areas of minor failure. The site was given a priority rating of 2/3 (where 1 is the highest priority) and it is

	therefore unlikely that Holcombe Road will receive resurfacing works within the next two years. The Highway Inspection team will visit both sites and arrange for any urgent repairs to be carried out.
Plain packaging on cigarettes	It is the Government's stated intention to introduce plain packaging following the findings of an independent review which concluded that it was highly likely that this would serve to reduce the rate of children taking up smoking. Medway has a duty to protect young people from this lethal addiction including implementation of measures likely to reduce uptake of smoking by children. On 21 January 2015, the Government announced that legislation for plain packaging would be brought forward to before the end of this Parliament. Medway's Trading Standards Service is responsible for enforcing the provisions of any legislation that controls tobacco sales and is confident that plain packaging requirements will not hinder the detection of counterfeit products.
Keep the gate at the end of Sandling Way, St Mary's Island, Chatham	The gate was put in place by the current developer, Countryside, across Marine View. Various options were discussed at a site meeting on 5 February 2015 and it was decided that the matter will be discussed at the next meeting of the St Mary's Island Residents Association on 25 February 2015 with a view to agreeing an outcome.

4 Petitions referred to this Committee

4.1 The following petitions have been referred to this Committee, as the lead petitioners have indicated that he or she is dissatisfied with the response received from the directorate.

4.2 A petition regarding the speed of vehicles travelling along Watling Street, Strood.

4.2.1 This petition was received by the Council on 4 August 2014. The petition stated:

"Watling Street, in Strood, is one of the main roads in and out of the town. It currently has a speed restriction of 40 mph. We, the undersigned, believe that it is time for Medway Council to urgently review the speed restrictions on this residential street by 1) reducing it to 30 mph and 2) consider installing traffic mitigation measures."

4.2.2 The Director of Regeneration, Community and Culture responded to the petition (the Director's response is attached at Appendix A) and the lead petitioner, on receipt of the Director's response, requested that the matter be referred to this Committee (the petitioner's email is attached at Appendix B).

4.2.3 As reported to the Committee on 2 October 2014, the Assistant Director of Frontline Services had advised that a traffic survey had to be undertaken at a time of normal traffic usage. Therefore the survey was likely to be done sometime after Christmas 2014 as there were major road works in Strood in the locality of Darnley Road/Cuxton Road which were altering the traffic flow in and around Strood. Also, during the Christmas shopping period traffic patterns were not considered to be normal. Therefore the petitioner had agreed that the petition be referred to a meeting of the Committee after the traffic survey had been undertaken and the results were available for consideration.

4.2.4 Director's comments

The Director's response, prior to the traffic survey, is set out at Appendix A.

Additionally, the Director has commented that traffic surveys were undertaken at two locations on Watling Street, Strood, during January 2015. Following this, the existing speed limit at Watling Street has been reviewed.

The results of the traffic surveys summarise as follows.

Near to the junction with Chapter Road
Eastbound
Average speed = 35mph
85th percentile speed (speed at which 85% of the traffic is travelling at or less) = 40mph
Westbound
Average speed = 36mph
85th percentile speed = 41mph

Between Lancelot Avenue and Rede Court Road
Eastbound
Average speed = 35mph
85th percentile speed = 39mph
Westbound
Average speed = 40mph
85th percentile speed = 45mph

The existing speed limit has been reviewed taking account of national guidance published by the Department for Transport. The speed limit assessment is attached at Appendix C.

The existing 40mph speed limit at Watling Street is considered to be in line with national speed limit setting guidance, and the traffic speed surveys have indicated that actual speeds are generally in accordance with the signed 40mph limit.
A reduction of the speed limit to 30mph is considered unlikely to be observed by road users due to the inherent road characteristics such as; the road width,

the segregated footway/cycleway facilities, and set back nature of the properties.

It is also noted that 30mph speed limits within street lit areas do not permit the use of 30mph repeater signs (in accordance with national signing regulations). If a 30mph limit were to be introduced, road users would be faced with the same road characteristics and no regular signing to remind them of the speed limit. This may result in higher speeds than currently observed.

The recorded personal injury collision history has also been assessed and Watling Street, Strood, is not currently identified as a priority for the introduction of casualty reduction measures.

It is recommended that the existing 40mph speed limit should be retained.

The existing 40mph speed limit could be enhanced through the improvement of the existing speed limit signing and the introduction of on carriageway '40; roundel road markings.

4.3 A petition regarding the proposed share use bay installation for York Avenue, Gillingham.

4.3.1 This petition was received on 21 November 2014 in response to a statutory consultation relating to proposed parking charges in York Avenue. The petition stated:

"We the undersigned, would like to make known our objection to the creation of shared use parking bays along York Avenue, Gillingham."

4.3.2 The response sent to all respondents to the consultation is attached at Appendix D. The lead petitioner, on receipt of this response, requested that the matter be referred to this Committee (the petitioner's email is attached at Appendix E).

4.3.3 Director's comments

The Director's response is set out at Appendix D.

Additionally, the Director has commented that the scheme is utilising spare weekday bays only and will be reviewed in 6 months.

4.4 A petition regarding the resurfacing of New Road, Chatham to help reduce excessive tyre on road noise.

4.4.1 This petition was presented to Council on 22 January 2015 by Councillor Shaw. The petition stated:

"We the undersigned call on Medway Council to resurface New Road to help reduce excessive tyre on road noise which is impacting on our quality of life"

4.4.2 The Director of Regeneration, Community and Culture responded to the petition (the Director's response is attached at Appendix F) and the lead petitioner, on receipt of the Director's response, requested that the matter be referred to this Committee (the petitioner's email is attached at Appendix G).

4.4.3 Director's comments

The Director's response is set out at Appendix F.

Additionally, the Director has commented that New Road Avenue was resurfaced full width between its junction with Gibraltar Hill and Old Road during the 2002/2003 financial year. The material used was Stone Mastic Asphalt and although this product does have some noise reducing properties, this was not the main reason for using this product.

New Road Avenue is not a fast main road and therefore noise-reducing qualities would not be a main consideration for its use at this site.

During the forthcoming financial year two large lane width patching works will be carried out on the south side of the road. These patches will include most of the minor defects and provide a smoother surface thereby reducing noise problems in the area.

4.5 A petition regarding improving access to the River Medway at the Strand, Gillingham.

4.5.1 This petition was presented to Council on 22 January 2015 by Councillor Stamp. The petition stated:

"We the undersigned call on Medway Council to improve access to the River Medway at the Strand in Gillingham. The condition of the slipway at the Strand, known as Commodore's Hard, has deteriorated in recent years due to lack of maintenance. The edges of the slipway have broken away, making it increasingly difficult and dangerous to use. Until now it has been recognised as an excellent, all-tide access point and is well used by Medway Cruising Club, Medway Watersports, Rowing Clubs, Children's Charities, Sea Scouts and individual residents. But we are in danger of completely losing this facility. The Council-owned access road leading up to Commodore's Head has also been neglected and is full of potholes which need attention. We urge Medway Council to help achieve its aim of "Making better use of the River Medway" by making permanent, extensive repairs to Commodore's Hard and resurfacing the access road leading to it"

4.5.2 The Director of Regeneration, Community and Culture responded to the petition (the Director's response is attached at Appendix H) and the lead petitioner, on receipt of the Director's response, requested that the matter be referred to this Committee (the petitioner's email is attached at Appendix I).

4.5.3 Director's comments

The Director's response is set out at Appendix H.

4.6. A petition regarding adopting Florence Street, Strood.

4.6.1 This petition was presented to Council on 22 January 2015 by Councillor Stamp. The petition stated:

"Florence Street in Strood is one of the few streets in the town that remains un-adopted. We, the undersigned, believe that it is time for Medway Council to adopt the road and to add street lighting on our street".

4.6.2 The Director of Regeneration, Community and Culture responded to the petition (the Director's response is attached at Appendix J) and the lead petitioner, on receipt of the Director's response, requested that the matter be referred to this Committee (the petitioner's email is attached at Appendix K).

4.6.3 Director's comments

The Director's response to the petition is set out at Appendix J.

Additionally, the Director has commented that if the Council adopted this "Private" street it would be at a cost to the Council of around £65,000 to bring the construction of the highway up to an adoptable standard. This cost estimate takes into account a reconstruction of the existing highway for durability and risk mitigation towards public liability claims. Other key infrastructure requirements such as Street Lighting, Surface Water Drainage and vehicle movements for access/egress would be needed and are included in these costs. The road would not conform to the standards used for the design of cul-de-sac that Medway are confident with, where a dead end road should have a sufficient turning head facility to allow drivers to turn their vehicle around safely and within the confines of the actual highway. In addition there would be ongoing costs. Once adopted all liability for future maintenance would fall to the Council.

If Florence Street were kept as a "Private" road, under S.205 of the Highways Act 1980, future maintenance liabilities would rest solely with the frontagers/landowners at no cost to the Council.

Based on the 2 options mentioned above, risk management for the Council to adopt would primarily be the cost to the Council. This is a high risk with high mitigation to the Council. As stated in Appendix J, each household would be required to contribute to the cost of upgrading the street and this is estimated to be in the region of £4,000 per house. If an Association was set up, then all households must contribute. If one opted out, then the whole process would fail. If the Council chooses to keep the situation as it is and does not adopt Florence Street, financial and public risk is low.

Medway should decide not to adopt Florence Street unless the owners/ frontagers enter into an agreed adoption process with Medway Council, meeting the costs associated with the adoption process.

Members are advised that there are around 350 other "Private" streets in its area along with nearly 60 other mixed status streets (partly "Private"/partly

"Adopted". If Medway agree to adopt away from the process already established, this would set precedents for the other streets and funding could then have a serious implication on future budgets of the Council.

4.7 A petition regarding the replacement of barriers to woods in Fowey Close, Lordswood, Chatham.

4.7.1 This petition was received by the Council on 5 February 2015. The petition stated:

"Although the barriers (installed in the corner of Fowey Close to deter motorbikes of going into the woods) have stopped the majority of motorbikes from going into the woods it has not stopped all of them! However, the major concern was that these barriers are NOT a deterrent to felons using it as a quick getaway to the woods and beyond. This letter is a petition to get these barriers replaced with a 'kissing gate' based construction at either end of the walkway into the woods. We are aware that a determined felon(s) will be able to go through this gate but it will slow down these people if being pursued by the Police. Also, this type of gate will not stop walkers, joggers or dog walkers being able to enter and enjoy the woods"

4.7.2 The Director of Regeneration, Community and Culture responded to the petition (the Director's response is attached at Appendix L) and the lead petitioner, on receipt of the Director's response, requested that the matter be referred to this Committee (the petitioner's email is attached at Appendix M).

4.7.3 Director's comments

The Director's response is set out at Appendix L.

Additionally, the Director has commented that a "kissing gate" is usually only seen on a Public Right of Way footpath, across fields and soft ground, as it was traditionally designed to allow pedestrians access to footpaths, but to restrict the movement of cattle across the land in question. However, even in this context and taking into account the Disability Discrimination Act, the Department for Environment Food and Rural Affairs (DEFRA), has suggested that "kissing gates" should, in time, be replaced or supplemented with a type that would allow access to a wider range of users.

As such, the use of "kissing gates" has never been to act as a deterrent for motorcyclists or to be used on the public highway.

With regard to "deterring felons", no item of street furniture is designed or installed to prevent or hinder individuals, who have committed a crime and are seeking to leave the scene of that crime. Such behaviour is only enforceable by the Police and through the criminal justice system.

5 Financial and Legal Implications

5.1 Any financial implications arising from the issues raised by the petitions are set out in the comments on the petitions.

5.2 Overview and Scrutiny Rule 22.1 (xiv) in the Council's Constitution provides that the terms of reference of this Committee include the power to deal with petitions referred to the Committee under and in accordance with the Council's petition scheme. The consideration of this petition is therefore a proper matter for this Committee.

6 Risk Management

6.1 The Council has a clear scheme for handling petitions set out in its Constitution. This ensures consistency and clarity of process, minimising the risk of complaints about the administration of petitions.

7 Recommendation

7.1 The Committee is requested to:

(a) note the petition responses and appropriate officer actions in paragraph 3 of the report; and

(b) consider the petition referral requests and the Director's comments in paragraph 4 of this report and in the Appendices.

Background papers

None

Contact for further details:

Name: Steve Platt

Tel: 01634 332011 Email: stephen.platt@medway.gov.uk

APPENDIX A

Medway Council

Serving You

Please contact: Leigh Ann Thurgood
Your ref:
Our ref: RC/Lat/GE20/BS
Date: 19 August 2014

Director's office
Regeneration, Community and Culture
Medway Council
Gun Wharf, Dock Road
Chatham, Kent ME4 4TR
(DX56006 STROOD)
telephone: 01634 331022
facsimile: 01634 331729
Minicom (text) 01634 331300
email: leighann.thurgood@medway.gov.uk

Mr Gareth Batts

Dear Mr Batts

Petition to Request Review of Speed Restrictions at Watling Street

Thank you for your recent petition requesting that speed restrictions be reviewed at Watling Street, Strood, with a view to lowering the speed limit and introduction of other traffic mitigation measures.

I understand the concern for speeding drivers. It is difficult to understand the attitude of those road users that put themselves and others at risk by driving dangerously or in excess of the speed limit.

Whilst speeding, inconsiderate and dangerous drivers are of course a matter of serious concern, the basis upon which Medway Council introduces road safety improvements is casualty reduction, whereby locations with an ongoing poor road casualty history are tackled first, to help prevent further casualties on our roads.

Watling Street, Strood, has been investigated and regrettably, at the current time I must report that there are other locations within Medway recording poorer safety records. Those areas are, therefore, a higher priority for safety engineering intervention. Following due consideration, it is unfortunately not possible for physical speed restriction measures to be introduced at this time. The collision record will of course continue to be monitored.

The current 40mph speed limit is generally in line within current guidance on the setting of local speed limits for this type of road. I would, however, record that future speed limit alterations are not ruled out should they be deemed appropriate, for example, on the grounds of casualty reduction.

In order to help highlight speeds at this location and remind users of the legal speed limit, this location will be added to a programme of attendance by Medway Council's Speed Indicating Device. This is a vehicle activated sign that is temporarily erected at the roadside to highlight speeds to users.

If you do not consider that the issues raised in your petition have been addressed, please refer to the procedure sent with the acknowledgment letter for a possible further course of action.

Yours sincerely

Robin Cooper
Director of Regeneration, Community & Culture

APPENDIX B

Sent: 27 August 2014 21:30
To: wallis, lauren; filmer, phil; cooper, robin
Subject: Petition : Reduce Speed of Vehicles travelling along Watling Street Strood

Dear Mr Cooper,

Thank you for taking you time to reply to our petition about reducing the speed/ placing traffic mitigation measures on Watling Street, Strood. However I am disappointed with the reply you have given and wish for this matter to be taken to Overview and Scrutiny Committee please.

I thank you for stating in the letter about the temporarily Speed Indicating Device being placed along Watling Street. However I do not believe that this will be a solution for the long term to help reduce the speed of traffic along the Road.

I have been speaking to a number of residents, many of whom have signed the petition, and we are worried about the speed of traffic along this road, hence why the petition was set up. I have seen first hand cars speeding up the road, well over the 40mph limit.

This situation is made worse by the number of children attending Strood Academy the road is used daily by pupils and this school is one of the major schools in the area. Traffic such as heavy duty Lorries use the road often at all times of the day. The stopping distance for a lorry would be far greater at 40mph then 30mph and with a large number of school children crossing the road to reach the Academy there is a potential that a serious accident could happen, and this could only be a matter of time

This is a cross party campaign and we believe that the reduction of speed should take place at the top of Watling Street, by the petrol station & traffic lights, and down the hill to the town centre. Rede Court Road, which also starts at the petrol station & traffic lights, has a speed restriction of 30mph – so why not Watling Street. By using the traffic lights as the start of the speed restriction, it would mean, any vehicle entering Strood's residential streets would have to reduce their speed to 30mph.

I look forward to talking to the committee to state the case for reducing the speed / placing permanent traffic mitigation measures Watling Street.

Kind Regards

Gareth Batts

Speed limit advice: Field Notes **APPENDIX C**

March 2015

Site: (road number and name) A2 Watling Street/London Road, Strood

Section: from Carnation Road, Strood, to 30mph terminal at 26 Watling St (100m west of j/w Gravesend Road)

Length (m): 1060m

Existing speed limit: 40 mph

Street lighting: mainly very tall columns, partly hidden in trees in places

Environment: urban / ~~semi-rural / rural / village~~ but properties set well back from carriageway. No frontage property towards western end of section (east of j/w Rede Court Road).

Geometry (general description): straight, gentle gradient downhill west-to-east (ave 3.5%), Tree-lined avenue 9.5m to 12.6m wide with six islands (four for pedestrian use) plus signalled crossing at Rede Court Road as part of signalled 'T' junction.

Undulations (vertical curvature): few / ~~relatively high / high~~ slight crest east of j/w Rede Court Road

Bends (horizontal alignment): few / ~~relatively high / high~~ effectively straight with very large radius bends

Forward visibility: good / ~~moderate / poor~~ excellent forward visibility

Junctions: few / ~~relatively high~~ / high
~~cross-roads~~ / T junction / ~~staggered / roundabout~~

Accesses: ~~few~~ / relatively high / ~~high~~

Footways: both sides / ~~one side only / alternate/intermittent / none~~
Segregated cycleways?: Y / ~~N~~ both sides

Traffic
Vulnerable road users: ~~few~~ / moderate / ~~high frequency~~ few crossing movements
HGVs: ~~few~~ / moderate / ~~high frequency~~

Gateways/terminals: good / ~~fair / poor~~ Western terminal has small signs (600mm diameter) which could be larger.
There are no '40' signs when entering from Rede Court Road; other side-road entries have two '40' in most cases even though none are needed when there are repeaters nearby. Some side-road terminals are faded.

Crash record:

During three years July 2011 to June 2014 there had been twelve incidents reported to the Police in which at least one person was injured, all resulting in slight injuries.

There were no crashes recorded at the signalled junction with Rede Court Road nor at Carnation Road on the western extent of the existing 40mph limit apart from a pedal cyclist riding across the road at the traffic signals near the petrol filling station. There were two incidents with vehicles turning right out of the filling station and a fight.

There were three incidents at the junction with Elaine Avenue, which is a popular through route. These involved vehicle-vehicle conflicts with: 1) a vehicle turning left out of Elaine

Avenue; 2) a vehicle turning right out of Elaine Avenue; and 3) a vehicle turning right into this side road.

There were two incidents at the junction with River Drive, one of which involved a vehicle turning right out of the side road. The other involved a vehicle that had been witnessed speeding, overtaking, undertaking and then lost control.

Two pedestrians were hit just to the east of River Drive where there is a refuge island. One was a child of six years old and one was described as drunk (29 years old).

A drunk-driver also hit parked cars towards the eastern end of the existing 40mph limit, heading westbound.

Of the twelve incidents one third occurred in the dark and one third on a wet road surface, which are the proportions that would be expected.

The absence of serious injuries may imply that speed was not necessarily a predominant factor in any of these incidents as serious injuries can result from crashes at 40mph, which would be legal at this location.

Speed surveys:
Speed surveys undertaken in October 2011 showed eastbound average speeds of 39mph, with 85%ile of 44/45mph; and westbound average speed was 41mph with an 85%ile of 46 indicating a reasonably well-obeyed 40mph limit. It was noted, however, that eastbound speeds rose between 7am and 8am with an 85%ile above 55mph.

Recent speed surveys (January 2015) were undertaken near the junction with Chapter Road and also towards the western end in the undeveloped section (where there is no frontage property, between Lancelot Avenue and Rede Court Road).
The 85%ile near Chapter Road was 40mph eastbound, and 41mph westbound (average speeds 35/36mph respectively).
The survey towards the western end showed similar eastbound speeds but westbound average speed had risen to 40mph and 85%ile was recorded at 45mph but this is still a reasonable expectation for a 40mph limit.

Other notes or comments:
'40' repeater signs are regular and reasonably visible, some accompanied by 'bellows' camera signs as this is a mobile Safety Camera site.

'Patrol' warning signs near Elaine Avenue and some junction warning signs including signal warning near Rede Court Road and 'School' warning signs near Rede Court Road.
Trees enclose road but add to semi-rural nature.

Through lanes are generally around 3.4m wide up to 3.75m and could be reduced with wider hatching to reduce the open nature of the road. This would require removal of existing hatching at some expense.

Applicable Speed Limits

Speed Limits in Urban Areas - Summary

Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.

Recommendation: ~~change (to _0mph)~~ / ~~part change (describe)~~ / no change

The A2 Watling Street serves a significant road function, linking to strategic highways, serving through traffic and providing local access. The road has a wide nature, good alignment, has building set back from the road, and caters for the needs of non-motorised users through segregated off carriageway facilities.

It is recommended that the existing 40mph speed limit is appropriate for the nature of the route and its topography.

It is further noted that compliance with the speed limit by motorists is good but could be marginally improved by:

- Increase size of terminal signs at western end,
- Clean repeater signs and check for gaps,
- Paint '40' roundels on road adjacent to existing upright '40' repeater signs,
- Existing 'patrol' warning signs to be replaced with 'School' plate

APPENDIX D

Medway COUNCIL

Serving You

Please contact: Daniel Adenle
Your Ref: Parking
Our Ref: YA/GN
Date: 27/02/15

Owner/Occupier

Frontline Services
Regeneration, Community and Culture
Medway Council
Gun Wharf Dock Road
Chatham, Kent ME4 4TR
Direct Line: 01634 331391
Facsimile: 01634 331326
minicom (text): 01634 331753
E-mail: traffic.management@medway.gov.uk

Dear Sir / Madam,

RE: York Avenue – Parking Changes

As you may be aware, the Council conducted several consultations in York Avenue after a number of parking surveys in the area identified numerous vacant on-street parking spaces during the daytime period.

The feedback from the consultation highlighted various residents' concerns; namely the effect the parking changes may pose and the detrimental effect it may have on their properties.

Following careful analysis of the feedbacks received and consideration for the best use of vacant parking spaces during the daytime, several amendments to the proposal have now been made. The Council believes these amendments will alleviate many of the concerns raised by residents during the consultation period. The amendments are to;

- Reduce the operational days of the proposed Shared Use Bay (Residents / Pay & Display) from *Monday to Sunday* to **Mon – Fri; 10am – 5pm** (York Avenue – hospital side of road only).
- The pay & display to have a maximum stay of 4hrs **(Mon – Fri; 10am – 5pm)**
- Monitor and review the parking conditions on York Avenue after 6 months of implementation.

The provision of Shared Use Bay will improve the flow of traffic around the Hospital by providing visitors with alternative parking spaces.

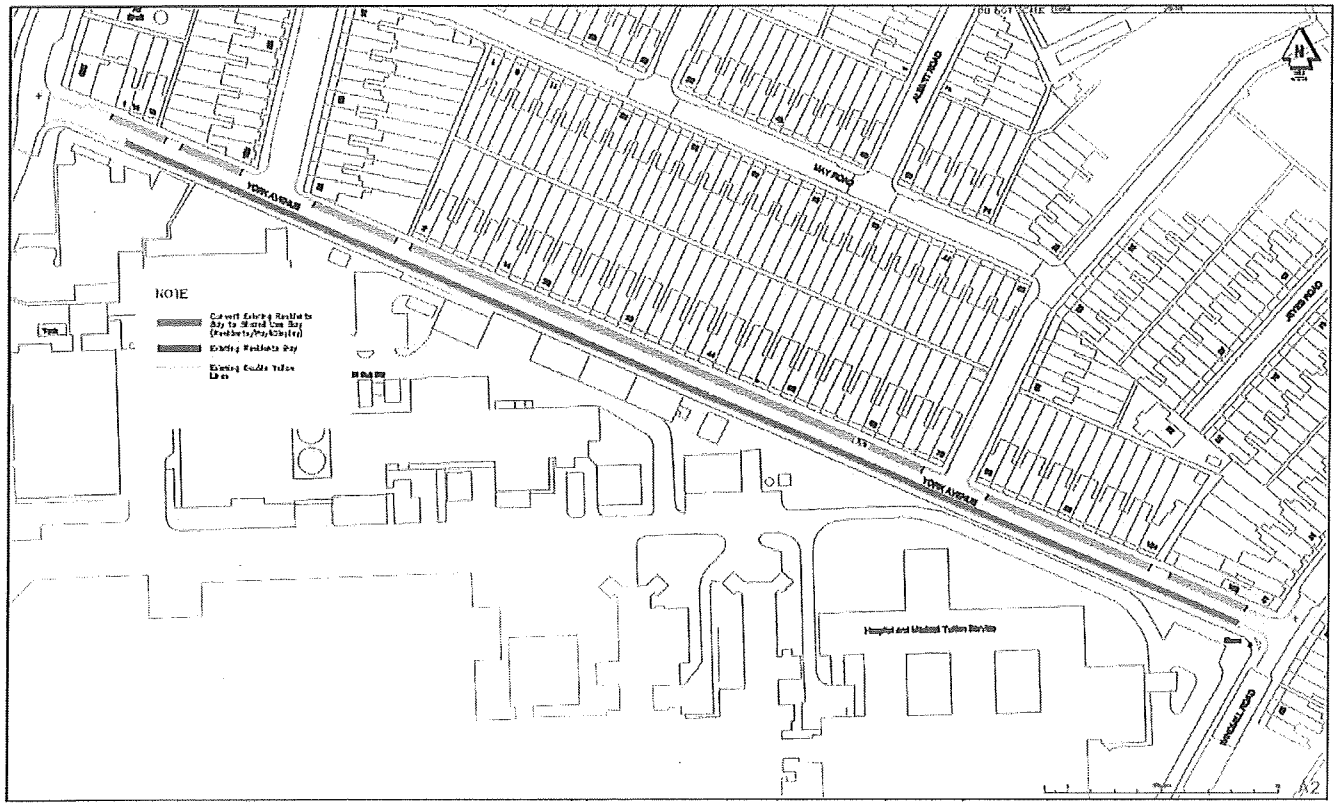
Please be aware residents and their visitors will still be able to park in the Shared Use Bay.

The Council intends for the implementation of the parking changes to be completed by Summer 2015.

Yours sincerely

Daniel Adenle
Parking /Transport Operations

Plan - Parking Changes



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Shared Use Bay (Residents Parking and Pay & Display [Mon – Fri; 10am – 5pm)

Existing Residents Bay

Subject: FW: Appeal to outcome of proposed shared use parking bays in York Avenue

The Head of Democratic Services
Medway Council
Gun Wharf
Dock Road
Chatham
ME4 4TR

For the attention of Mr Steve Platt

Dear Mr Platt

Appeal to outcome of the proposed shared use parking bay installation in York Avenue

Having received the response to our petition against the installation of parking meters in York Avenue we are requesting a review and appealing against the decision made by the Council.

Our objections include the fact that York Avenue and Windmill Road are too narrow for two cars to pass when vehicles are parked both sides of the road; one vehicle has to pull over to make way for the other. With more cars parked, spaces in which vehicles can pull over to make way will be gone leading to more congestion and the risk of damage to residents vehicles.

The Council maintains that the shared use bays will improve the flow of traffic around the hospital, however as vehicles still need to come along Rock Avenue and Montgomery Road to access York Avenue it is difficult to see how this will alleviate the congestion problems or improve traffic flow. With vehicles having to wait for any approaching car to reach the top of Windmill Road before proceeding in the direction of York Avenue congestion at the roundabout into the hospital will increase. Council planning has been a major reason for the increase in traffic along Rock Avenue as the erection of the new bus station and closure of Medway Street to vehicles other than buses and taxis, forces most traffic up Chatham Hill to access Medway Hospital via Rock Avenue.

Insufficient parking spaces in Windmill Road, Frederick Road and other adjoining roads, mean these residents rely on spaces in the Avenue too. One of the Councils comments referred to seventy available spaces however this number seems overstated. As with most other residential roads, when people are at work during the daytime there are sometimes more free spaces and at other times very few. There is also the issue of ambulances having to use York Avenue, sometimes with blue lights, if an oncoming vehicle cannot pull over this will delay the emergency vehicle.

Some residents recall there being parking meters in Windmill Road, installed for the same reason as this proposal, which were removed as the scheme was not successful. Why then would the Council wish to waste more public money on a scheme already known to have failed.

The Council will be aware that Medway Hospital has recently made more parking available for patients and visitors, thus reducing congestion and improving the flow of traffic in the locality. It is our understanding that they have identified further spaces which could be utilised for patients and visitors a step which the hospital should surely be taking rather than inconveniencing local residents.

Residents of York Avenue will suffer increased congestion, more noise and the risk of damage to their vehicles. An attractive Avenue will be spoilt with the erection of parking meters; delivery vehicles will have no where to stop and pay and display will detract from the saleability of our properties.

Is the installation of parking meters just another way for the council to make money at the expense of its constituents?

It is noted that the number of days the Council wishes to introduce this scheme has been reduced to five but it is our wish that this plan is withdrawn altogether. You will see from the number of signatures collected that the majority of residents in York Avenue and the surrounding roads are against this proposal.

Would you please be kind enough to acknowledge receipt of my email.

Yours sincerely

Terrie Baker

APPENDIX F

Medway Council

Serving You

Please contact: Leigh Ann Thurgood
Your ref:
Our Ref: RC/GE05 /2015

Date: 2nd February 2015

Mr John Carolan

Director's Office
Regeneration, Community & Culture
Medway Council
Gun Wharf, Dock Road
Chatham, Kent ME4 4TR
(DX56006 STROOD)
telephone@ 01634 331022
facsimile: 01634 331729
Minicom (text): 01634 331300
Email: leighann.thurgood@medway.gov.uk

Dear Mr Carolan

Petition to consider resurfacing New Road, Chatham.

Thank you for your recent petition received on 22nd January 2015 concerning excessive tyre on road noise in New Road, Chatham.

I can confirm that this site is not included within the 2015/16 programme for total road resurfacing works.

Since receiving your petition a site visit has been carried out by a Highway Engineer to determine the overall condition of the road.

This road was inspected with a view to total resurfacing of the whole area. It was noted that generally the road was in good condition on the North side. On the south side there were a couple of large localised areas where previous repairs have been carried out along with a number of utility reinstatements and some minor surface stripping.

The site obtained a priority rating of 4 (where 1 is the highest priority) and therefore taking this into account it is unlikely that the road would be totally resurfaced within the near future.

We will however be carrying out large full lane width patching works on the south side of the road during next financial year. Two large patches will incorporate most of the minor defects and provide a smoother surface thereby reducing road noise problems in the area.

In the meantime our Highways Inspection Team will continue to monitor this site during their routine inspections.

You (the lead petitioner) may ask for the matter to be reviewed by the relevant Overview and Scrutiny Committee if the petitioner feels that the Council has not dealt

with the petition properly. The petitioner should do this by giving notice to the Head of Democratic Services at the postal address above or by email (democratic.services@medway.gov.uk) within 10 days of receiving the response. It would be helpful if you could provide reasons should you decide to request a review.

Yours sincerely

Robin Cooper
Director of Regeneration, Community & Culture

Subject: FW: RC/GE05/2015, petition to consider resurfacing New Road, Chatham

I'm thankful for your efforts to investigate the road surface on New Road however I think it has failed to look at the sound pollution which the road surface is omitting.

It is vital that noise levels are measured on street level and potentially in home to be able to give a proper indication of what the detrimental effects can be.

As you may be aware noise pollution is quite complex as it depends on various db frequencies, some frequencies are very hard to block out through preventive measures such as secondary glazing.

So there are various factors I'd like to be considered to ultimately reassess the priority rating of 4, as I fear with a rating like that it will take many many many many years for something to happen. I myself cannot bear this noise pollution for much longer and it has caused a lot of unnecessary stress in my household due to sleepless nights and having no peace and quiet. A home should be somewhere you go to relax and distress not restress.

Please consider the following:

1) Road needs to be checked from a noise omission perspective, on street and in home. I'm very happy to allow anyone into my house for these purposes
2) I'd like the council to look at history of road surface as I have been made aware that the road was previously resurfaced with a special noise reducing surface.. this was obviously done as there was a feeling that the road was noisy
3) When this was resurfaced (some time ago, at least 8+ yrs) this was when there was less traffic on the road
4) An understanding that tyre on road noise is more prevalent with free moving traffic so definitely in the evening, through to early morning
5) Some empathy that the noise is affecting quality of life and potentially the value of our properties, I myself have to sleep in a back bedroom as I can't sleep in front bedrooms even though I have secondary glazing. Even in back bedroom when two doors are closed I can still hear traffic but it obviously isn't as bad. However not being able to use the master bedroom is not ideal, I'm sure you would not be happy if this was your house.
6)

I have moved from London and spent quite a lot of money to improve my house as I really love the house itself but the traffic noise is making it unbearable to live. This does not just apply to bedroom but applies to ground floor and first floor as well. We cannot get a minutes rest without being disturbed by traffic noise. It is driving me insane.

I and my fellow residents who live on New Road, would really benefit you giving this the attention it deserves as our lives are really being impacted upon with this excessive tyre on road noise pollution.

I'm waiting to discuss this matter with Vince Maple and so this is not my complete reason for appealing on your decision, I will let you know if I would like to add anything further. Conscious of time limit so wanted to at least get this to you today.

I look forward to hearing from you about all of this.

Many thanks

John
(Lead petitioner)

APPENDIX H

Medway Council

Serving You

Please contact: Leigh Ann Thurgood
Your ref:
Our Ref: RC/GE04 07 /2015

Date: 9th February 2015

Mr Trevor Peen

Director's Office
Regeneration, Community & Culture
Medway Council
Gun Wharf, Dock Road
Chatham, Kent ME4 4TR
(DX56006 STROOD)
telephone@ 01634 331022
facsimile: 01634 331729
Minicom (text): 01634 331300
Email: leighann.thurgood@medway.gov.uk

Dear Mr Peen

Petition to request improvements to access the River Medway at The Strand in Gillingham

Thank you for your petition relating to improving access to the River Medway and concerns over the condition of the slipway known as Commodore's Hard.

A full condition survey was carried out in 2011. Dredging of the slipway was carried out by GPS Marine at the beginning of 2014 to remove the mud which had built up. A site visit was carried out by officers in October 2014 to assess the condition of the slipway and to look at the approach road.

Having looked at the slipway itself we feel that the current state of repair is of an acceptable level and is fit for purpose. It is certainly in comparable condition to other similar slipways such as the Harty Ferry on the Isle of Sheppey.

To carry out longer term repair works to the slipway would cost a considerable sum of money which we simply do not have in our budget. However, we will be looking at developer contributions which could possibly be used in the future to improve the approach road and the slipway.

You (the lead petitioner) may ask for the matter to be reviewed by the relevant Overview and Scrutiny Committee if the petitioner feels that the Council has not dealt with the petition properly. The petitioner should do this by giving notice to the Head of Democratic Services at the postal address above or by email (democratic.services@medway.gov.uk) within 10 days of receiving the response. It would be helpful if you could provide reasons should you decide to request a review.

Yours sincerely

Robin Cooper
Director of Regeneration, Community & Culture

APPENDIX I

Subject: FW: RC/GEO4 07/2015

To whom it may concern

I wish the relevant Overview and Scrutiny committee to consider the response received from the council regarding the above.

Commodores hard is currently in a poor state of repair with pot holes almost the full length which is 575 feet. Some of the edging has broken away making it difficult to safely identify the edge of the causeway. It is not relevant to compare it to Harty Ferry slipway which does not see the same amount of traffic and is also in a poor condition. There are at least three clubs that use the causeway one club with over 250 members, this without charities canoe clubs scouts and the public that rely on this resource.

I welcome the opportunity to actually see the condition survey which you say took place in 2011.

As to officers visiting the site to claim that the causeway is fit for purpose, I only hope that this took place at low water springs to fully assess the entire length. Actually trying to launch a boat in these conditions would have been a more practicable and thorough assessment.

The only way I could consider the causeway as fit for purpose would be to launch and recover boats by way of a tractor to cater for the uneven surface which is not a viable option due to the width.

In 2002 Assistant Director for Education and leisure Mari Jones thought that the causeway was in need of repairs. I was part of a small group that were tasked with putting a bid together, via the new Opportunities fund. Although we were successful, unfortunately six other council projects overspent leaving no monies for the 200k refurbishment.

Vital repairs are well overdue to ensure that it can be used safely in the future. Gillingham is the Cinderella of Medway's waterfront.

Trevor Peen

APPENDIX J

Medway Council

Serving You

Director's Office
Regeneration, Community & Culture
Medway Council
Gun Wharf, Dock Road
Chatham, Kent ME4 4TR
(DX56006 STROOD)
telephone@ 01634 331022
facsimile: 01634 331729
Minicom (text): 01634 331300
Email: leighann.thurgood@medway.gov.uk

Please contact: Leigh Ann Thurgood
Your ref:
Our Ref: RC/GE08 10/2015

Date: 2nd February 2015

Mr Richard Payne

Dear Mr Payne

Petition to consider adopting Florence Street, Strood.

Thank you for your petition received on 22nd January 2015 requesting that we consider adopting Florence Street in Strood.

The term "Private Street" is essentially a Highway Maintained at Private Expense, such status having been provided to Medway by KCC in April 1998 when Medway took over Highway Authority powers from KCC. There is a means by which private roads can become publicly maintained but here the frontagers have to contribute the cost of upgrading the street to adoptable standards in terms of carriageway, footway, surface water drainage, street lighting and surfacing before the Council will take on the responsibility (Part XI of The Highway Act 1980). Here, costs are apportioned on the basis of frontage, a long and torturous route for both residents and the Council and likely to be extremely costly for property owners

Florence Street is designated as a Private Street. It serves a total of 16 terraced houses (built in 1875) and has its junction with A228 Frindsbury. Surface Water Drainage is by way of street gullies. There are no turning facilities, so vehicles have to reverse from Frindsbury Road in order to serve the houses or park.

All frontagers should be made fully aware of their obligations to a financial contribution, if one resident opts out, then the whole process will fall apart. The Council has no funds to do the work required to bring the road up to adoption standard and no liability to do so. Indeed, the lack of turning facilities and the sub-standard width of the road make it virtually impossible to achieve the criteria for adoption, particularly as the road itself, is for access only and does not serve a wider purpose.

You (the lead petitioner) may ask for the matter to be reviewed by the relevant Overview and Scrutiny Committee if the petitioner feels that the Council has not dealt with the petition properly. The petitioner should do this by giving notice to the Head of

Democratic Services at the postal address above or by email (democratic.services@medway.gov.uk) within 10 days of receiving the response. It would be helpful if you could provide reasons should you decide to request a review.

Yours sincerely

Robin Cooper
Director of Regeneration, Community & Culture

APPENDIX K

10th February 2015

You're Reference: RC/GE08 10/2015

Petition to consider adopting Florence Street, Strood.

Dear Sirs,

Thank you for your response dated 2nd February, the contents of which I note. However, I would request that the petition be reviewed by the relevant overview and scrutiny committee as indicated in your letter.

Taking into account the council's statutory responsibilities and any Acts of Parliament that may cover such matters, I would take the view that all of these things can, at first reading, seem to be insurmountable problems; but, when subsequently reviewed through different eyes, (for the benefit and well-being of the residents of Florence Street), these obstructions can be overcome.

I base my concerns mainly on the environment within Florence Street and the health of the said residents; in short, my case for the improvement of Florence Street has become one of an Environmental Health and a Health and Safety issue.

This street is typical of the Victorian workers cottages that were built in their thousands the length and breadth of the country; and with good but basic amenities for their time. Modern road traffic was not a consideration at that time, and so many streets did not have to go anywhere in particular, and did not have to accommodate motor vehicles. The road surface of Florence Street when laid down in 1875 was adequate for horse and cart access and/or bicycles, or indeed, your own two feet.

The health of the nation was not a great consideration at this time, and I can scarcely recall seeing a house of this period that did not have a boot scraper set into the outside wall, which allowed only rudimentary removal of animal faeces and mud, and whatever else may have been dropped onto the road surface. Goodness only knows how much more of this filth did in fact get carried inside the home? I think we all know that disease was common-place and that life expectancy was nothing like what we would expect today.

Some 140 years have now passed and this original road surface has deteriorated to such an extent that I am fearful for the health of my family.

Firstly, the road, being made up of rubble and subsoil is absorbent. Therefore, for the last 140 years, all manner of animal (horse/cat/dog/vermin) faeces, and any human waste etc, has seeped into the surface and must by now be at a dangerous level of contamination. Clearly, due to the porous nature of the road surface, any filth that is deposited upon becomes trapped within the subsoil, and is not washed away by rainwater.

Even a modest amount of rain reduces the surface to mud which can be brought directly into the household on the soles of your shoes. Any filth that is deposited upon the surface is disguised within this morass, and therefore one cannot easily pick their way around it as it is very difficult to spot. In short, the road surface of Florence Street has reached the point where it has become an open sewer.

During the hot summer of 2014 I was horrified to see a good number of the resident's children playing and crawling around on the road surface when it was dry. If they had been dressed in period clothing I could have been looking at a scene from the end of the 19th century. They were filthy and were covered in whatever lurks within that road surface. I would be interested to know what levels of contamination would be revealed by a soil test should one be carried out?

I must also point out that the road surface is so disturbed that there are possibly hundreds of severe trip- hazards, to which my wife and young daughter have both succumbed.

The method of directing rainwater away and into a drain is also 140 old and is no longer functional (if it ever was). The only surface drain is located at the end of the street where it adjoins the Frindsbury road. There are two loose-brick gullies (one bordering the pavement on either side of the street) that are now in a poor state of repair. They cannot direct the water down the street and into the drain due to their poor condition, and they are frequently blocked by loose stone and rubble and general dirt build-up etc. I would imagine that the original builders were trying to take advantage of the slight slope that the street is on in order to hurry the water away, but the poor condition of everything is against this method.

The gullies are not cleared as the street is not swept by our local council.

The bulk of rainwater falling directly upon the road is absorbed into the road surface, turning it to mud.

Rainwater from the house guttering is simply directed onto the pavement and is supposed to find its way into the gullies and then into the drains at the end of the street? This is, to say the least, a very hit and miss affair. Not only that, but during freezing weather the paved surfaces become glacier-like; the only option when leaving your house is to take to the uneven road, thus avoiding the pavement altogether. Not a happy alternative.

I would agree with the council that the routes to adoption of Florence Street would indeed be torturous if those routes outlined in your letter were followed. What I would ask is that the council would consider a compulsory adoption on the grounds of environmental health and health and safety, and would ask the council if they could explore a route whereby special funding could be obtained from central government to bring streets like ours up to date on both environmental and health grounds.

Finally, I would like to extend an invitation to council members to my home, to discuss this matter on a more personal level if that would help to explain further, and I will provide plenty of tea and coffee. I am not suggesting this as a gimmick for publicity reasons, I just want this matter to be placed upon a serious footing with a view that sometime in the not too distant future, the residents of Florence Street can enjoy the basic facilities that we should all expect in the present times that we live,

Yours Sincerely,

Richard Payne.

APPENDIX L

Please contact: Hayley Taylor
Your ref:
Our Ref: RC/GE12 14 /2015

Date: 16th February 2015

Mr G Stringer

Director's Office
Regeneration, Community & Culture
Medway Council
Gun Wharf, Dock Road
Chatham, Kent ME4 4TR
(DX56006 STROOD)
telephone@ 01634 331022
facsimile: 01634 331729
Minicom (text): 01634 331300
Email: hayley.taylor@medway.gov.uk

Dear Mr. Stringer,

PETITION REQUESTING THE REPLACEMENT OF BARRIERS WITH A KISSING GATE ON ACCESS LEADING INTO NORTH DANE WOOD

I refer to your petition relating to a request to have an existing barrier replaced with a kissing gate.

Whilst I appreciate your comments that the existing barrier prevents most, but not all motorcycles from using this route as an access point into the woods, it does still permit other users with pushchairs or mobility scooters from gaining access if they so wish.

The existing barrier complies with DDA (Disability Discrimination Act) requirements in that it can be used by the mobility impaired, such as those with a mobility scooter and allows for easy access for pushchairs to manoeuvre through. A kissing gate at this location would not allow easy access for pushchair users or mobility scooters, as there is insufficient width at this point to install such a gate. This would make the opening of the gate too small with little or no manoeuvrability for such users to navigate their way through it.

To install any other form of motorcycle inhibitor at this location is not an option as they are designed for narrower paths where you can only go through it and not around it. The width of the path is too large for this type of inhibitor and would not therefore prevent motorcycles from gaining access from the space to the side of such barrier.

I sympathise with the problems anti-social behaviour causes, but also have to give consideration to other users of the highway. Therefore with the limited available space at this location to install a kissing gate, I am unable to grant approval for your request on this occasion.

You (the lead petitioner) may ask for the matter to be reviewed by the relevant Overview and Scrutiny Committee if the petitioner feels that the Council has not dealt

with the petition properly. The petitioner should do this by giving notice to the Head of Democratic services at the postal address or by email (democratic.services@medway.gov.uk) with 10 days of receiving the response. It would be helpful if you could provide reasons should you decide to request a review.

Yours sincerely,

Robin Cooper
Director of Regeneration, Community & Culture

APPENDIX M

Subject: FW: Resubmitted Petition for Overview & Scrutiny Committee

24th February 2015
Ref: RC/GE12 14 /2015 (Refusal of Petition to install Kissing Gate at the corner of Fowey Close).

Dear Head of Democratic Services.

Following the refusal letter from a Mr Robin Cooper in regards to the refusal of a kissing gate at the corner of Fowey Close, I would like the matter to be reviewed by the Overview and Scrutiny Committee on the following grounds:-

a) You state that the existing barrier complies with the Disability Discrimination Act to allow access to the green space behind the houses.

Reply: Without undertaking a detailed study of all the mobility scooters on the current market or their physical size and turning radius, the access is very limited to only a few small Mobility scooters.

b) You state that pushchair uses have to have access to the green space behind the houses.

Reply: Yet again single pushchair users will be able to manoeuvre around the barrier. However, a larger pram or a twin (side by side) pram will also have trouble gaining access via this barrier.

So, you base your refusal for a kissing gate to comply with the law and access to the space for pram users. However, in our replies, access is already limited to only certain types of Prams and Mobility scooters.

If by installing a kissing gate access will be restricted to the aforementioned access requirements, there is the same type of current access gate at the end Tay Close that will allow access to the green space behind the houses.
May I also add that in the thirty plus years I have lived here I have never seen a mobility scooter come down Fowey Close to get to the space behind the houses.

To conclude, you have based your refusal to allow the kissing gate to be installed for access to the space behind the houses due to Mobility scooters and Pram Users requiring access under the aforementioned DDA. However, by
using the other access gate via Tay Close access can be still provided to the green space. Also, access to the green space by Mobility scooters and Pram users might happen occasionally or even not at all! However, Anti-Social behaviour
and robberies in the Close are happening <u>now</u> (on Police Records).

I would strongly recommend that you reconsider your refusal.

Regards Mr Graham Stringer (Lead petitioner)