



**Cllrs. Crozer, Pearce and Sands
The Independent Group
on Medway Council
Hoo & High Halstow Ward**

C/O 17 Grandsire Gardens,
Hoo,
Hoo Peninsula,
Rochester,
Kent,
ME3 9LH

Sunday 10th March 2024

Richard Hicks (Chief Executive)
Medway Council
Gun Wharf
Dock Road
Chatham
Kent
ME4 4TR

CC: Adam Bryan (Director of Place), Sunny Ee (Assistant Director of Regeneration), Cllr. Vince Maple (Leader of the Council), Cllr. Simon Curry (Portfolio Holder for Climate Change and Strategic Regeneration) and Medway Councillors.

Re: Local Cycling and Walking Infrastructure Plan (LCWIP) Consultation.

Dear Medway Council,

We write to you as the three Independent Councillors for Hoo and High Halstow Ward on Medway Council - representing the communities of Chattenden, High Halstow and Hoo on the Hoo Peninsula. This representation is in response to the Local Cycling and Walking Infrastructure Plan (LCWIP) Consultation, particularly the proposed Priority Cycling Route 9 along Peninsula Way, Four Elms Hill and Wulfere Way (A289).

Segregated footway/cycleway between Main Road Roundabout and the Broadwood Road junction.

We don't support the introduction of a segregated footway/cycleway (keeping cyclists and pedestrians separate) along this section. There isn't an explanation as to why this part of the route is proposed to have a segregated footway/cycleway but the rest of the route is unsegregated. Segregation would require additional metres of space being sacrificed from either the attractive grass verge and mature hedgerow or the highway, and we can't see the justification for this. When questioned about segregation of the new cycleway on Four Elms Hill, Medway Council Officers said to us that segregation measures are not effective as they are generally not adhered to by users.

Priority hierarchy at footway/cycleway and highway junctions.

The proposed route will cross the very busy highway at several locations. This includes the layby and access for properties 53 to The Binnacle along Main Road/Peninsula Way, the Broadwood Road Junction, the petrol station (both the entrance and exit), the Beacon Hill Lane Junction and the Upchat Road Junction. For health and safety reasons, the priority at these crossing points should remain (and clearly marked) for vehicles on the highway and not users of the Priority Cycling Route 9.

Proposed route along Wulfere Way (A289) and a more appropriate alternative route through Upnor.

We are particularly concerned with the proposed route along Wulfere Way (A289). This part of the Wainscott bypass towards the Medway Tunnel is a 70mph highway and it would be unprecedented locally to have pedestrians and cyclists situated so close to vehicles travelling at this speed. The consultation document doesn't explain if there is a proposal to reduce the speed limit with the introduction of a new shared footway/cycleway. With the recent severe disruption on Four Elms Hill caused by the new cycleway works, we are also particularly concerned with the potential disruption caused by this proposal. The carriageway cross-section in the consultation document also suggests that a lane on the Highway will need to be sacrificed in order to accommodate the new 3m footway/cycleway. We strongly argue the proposed route should instead turn off Four Elms Hill at the Upchat Road Junction and then follow Upchat Road/Upnor Road heading towards Berwick Way.

Thank you and yours faithfully,

George Crozer

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