

Keith Buchanan  
Godrevy  
Hugh Town  
St Marys  
Isles of Scilly  
TR21 0LL

Dear Craig

As a Quay business operator since 1972, I would like to comment on the proposed alterations.

1. There has been very little Stake holder consultation. As a result the consideration of customer access to The Sail Loft, Sibley's Fuel, and C. Jenkins, which has been unsatisfactory for several years, has been ignored, indeed the pedestrian access created to the proposed new freight office is indicated as terminating there [P 12096 Proposed block plan amended 2]
2. The Proposed increase in access width to the rear of quay creating 'dual carriageway' at this point, I consider unnecessary. At present the single vehicle width is consistent along the length of the quay, which is shared by pedestrians, bikes, heavy goods vehicles and cars and is often crowded. The single width entrance/exit from the working area naturally regulates the speed and awareness of vehicles to other users. I see no advantage in this huge widening scheme only to encourage more, faster and heavier traffic on the Quay.
3. It is apparent this last season that the Tourism industry has dramatically slowed. One of the main identified factors is the increase in traffic activity on St. Marys' causing noise and air pollution and levels of danger close to, or exceeding, most visitors' home environment. The council recognizes in its 'Joint strategic needs assessment Isles of Scilly' the vital part tourism plays:  
*'Even if diversifying the islands' economic base is successful, tourism will remain vital to future prosperity and underpins the viability of the Islands economy'*

The document then goes on to identify  
*'The need to safeguard the outstanding environment which underpins the islands'economy'.*

I would suggest that this proposal runs contrary to this policy. The purpose of the proposed alterations is to increase the capacity and intensity of freight handling on the quay which will proportionally increase the traffic activity on the Quay and through the town.

These proposals if they go forward in their current format will lead to a net decrease in the quality of this historic environment and as a direct result, the quality of the visitor experience.

The intelligent way to improve freight handling is to receive it containerised and transport it to the Porthmelon Carriers depots prior to 9am for distribution from the Islands designated industrial estate. This would easily allow the Quay and the Town to be pedestrianized for the most of the day creating a hugely improved experience for visitor and resident alike.

This approach is encouraged in the Governments 'Active Travel Strategy' 2010, The Department of Health and Department for Transport have jointly published a new Active Travel Strategy. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment. The proposals as they currently stand, push walking and cycling to the periphery.

4. I agree that work is needed to improve the surface of the pedestrian allocated part of the quay. I consider a 1.5 metre pavement is not sufficient for the volume of pedestrian use and over spill would encounter the rough surface. I would suggest a diamond grade leveling tool could be hired to re-profile in situ the existing sets across the full width of the pedestrian area.

Sincerely Keith Buchanan