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St Mary's Quay, Isles of Scilly – Statement of Community Involvement (SCI)

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1.0 INTRODUCTION

This Statement of Community Involvement (SCI) has been prepared in support of a Detailed Planning Application, Listed Building Consent and Conservation Area Consent for works to St Mary's Quay, Isles of Scilly. Its purpose is to describe how the community of the Isles of Scilly were involved during development of the proposals, how they were kept informed of design evolution and how they were able to record their views on the proposals

Whilst there is no statutory obligation for submission of such a Statement we believe that it is important to capture and present the views of the islands community, major stakeholders and users of the Quay, in order to give an understanding to the current proposals.

2.0 BACKGROUND

This statement builds on the major body of work already developed up by the Route Partnership in 2003 for the transport infrastructure improvements between the Isles of Scilly and the mainland. This work consisted of "improvements to the harbour facilities at St Mary's and at Penzance, procurement of a new combined passenger and freight vessel to operate between St Mary's and Penzance, and appointment of an operator for the new vessel and shoreside facilities associated with the vessel."

The Route Partnership was formed between the Council of the Isles of Scilly, Cornwall County Council, the Duchy of Cornwall and the Isles of Scilly Steamship Company (IoSSCo.).

Major Scheme Bid consultations with the above major stakeholders were held in 2001 and 2002 on previous options. Further consultations were held with users of both the air and ferry services in 2003.

A further Option Review Study by Scott Wilson (now URS) involved two public consultation exercises in April and June 2004. The Study included exhibitions, presentations, meetings, workshops and questionnaires. In addition to the public consultations, 3 formal meetings were held with the major stakeholders as follows:

- May 2004 where the shortlisted options were presented
- Oct. 2004 where the chosen option was presented
- Dec. 2004 where further details of the chosen option were presented

A further 2 public exhibitions were held in July and October 2008 as part of a revised scheme Planning Application by Birse Coastal and Halcrow. Birse / Halcrow also produced a website, newsletters and had various publicity generated on the revised scheme. Other consultees on their revised scheme were Natural England, Environment Agency, English Heritage and RSPB.

3.0 MAIN PRINCIPLE

The main principle behind this Statement of Community Involvement is to identify, record and report on the consultations held with the local island community and major stakeholders.

This Statement will also give a record of how the comments received through consultation have influenced the design proposals contained within the accompanying Application, and will demonstrate how community and stakeholder engagement has been an integral part of the quay development proposals and will continue to be an essential element of the development.

4.0 COMMUNITY INVOLVEMENT

As part of the overall design process Archial and Aecom have carried out both public and stakeholder consultations over design proposals. These have taken the form of public consultations, stakeholder meetings and one to one meetings with interested parties such as English Heritage.

Public Consultations

The principle behind the public consultation exercise is to inform the island community of the design proposals, give them the opportunity to respond to these proposals through the use of feedback forms, and to review the design proposals in light of the feedback forms. It is intended that further presentations will be made to the public to demonstrate that the current proposals have incorporated some of the feedback received.

The first public presentation of the current scheme was held at the Wesleyan Chapel, Garrison Lane, St. Mary's on 25th April 2012.

A document was issued on 2nd May 2012 to the major stakeholders (listed out below) summarising the main issues raised, decisions taken, reasons for the decisions, and actions to be taken. This is now included within the Feedback section following.

A second public consultation will be held on 29th Aug, during the planning consideration process, to present the current proposals as submitted and give the public a further opportunity to comment.

Stakeholder Consultations

The major stakeholders of the current proposals are:

- The Council of the Isles of Scilly
- The Duchy of Cornwall
- Harbourmaster (and through the H/M the Harbour Users Group)
- The Isles of Scilly Steamship Company

This trio of stakeholders have met regularly with the Design Team since their appointment in December 2011 to discuss and inform design development, and will continue this ongoing consultation through the Planning Application review period.

Other interested stakeholders that have been consulted through the design development are the local Planning Authority (Craig Dryden) and English Heritage (Simon Ramsden).

5.0 FEEDBACK

Feedback from the various consultations are summarised below.

Planning

Summary from a meeting with Craig Dryden (Council of the Isles of Scilly Planning Dept.) dated 14th March 2012:

- Review of window positions to new freight office to create a better balance
- Re-using existing sea wall dressed stone on new sea wall to south of Harbourside building was acceptable
- CD was unwilling to support the removal or alteration of the existing granite setts to create a flatter walking surface
- External materials for the new build elements to be sympathetic / match those of the adjacent buildings
- Mermaid walkway – now no longer within scheme
- CD is considering whether the EIA would need to be reviewed from a Planning point of view
- Coursing lines of facing material to new quay extension to line up with those on existing quay
- The public consultation process has already been described above, and it is fair to say that a good deal of local interest has arisen out of these proposals, reflecting the importance that the quay holds within the community.


English Heritage

Discussions have occurred since January 2012 with English Heritage over the current proposals. The following is a summary from a meeting with Simon Ramsden of English Heritage dated 29th March 2012:

- SR was briefed on the reduced proposals, and agreed that these were much less onerous than the previous ones put forward by the Route Partnership
- SR stated that any new street furniture should be robust and simple, matching any historical precedents on the quay
- Mermaid walkway – now no longer in the scheme
- SR stated that the principle of relaying the setts to form a flatter pedestrian foot path was broadly acceptable. Potentially relaying the setts closer together may be more visually acceptable, a sample panel could then be agreed with both EH and the local Planning Authority
- However, justification for works to the setts would need to be made to English Heritage as part of the Listed Building Application.
- SR called for a Statement of Significance, highlighting existing hard surfaces on the quay, containing any historical references such as photographs etc.

Public Consultation

As noted previously the first public presentation of the revised scheme for improvements to the passenger quay at the Isles of Scilly was held at the Wesleyan Chapel, Garrison Lane, St. Mary's 1pm through to 8pm on 25th April 2012. The following table sets out the main issues raised, decisions taken, reasons for decisions, and actions to be taken.

Item No	Feedback Comment	Commentary/Reason for Decision	Outcome/Action
1	What will be depth of water left at entrance to harbour between new quay and Taylors Island?	<p>The map below gives an indication of the harbour entrance and indicates a stretch of water to Taylor's Island of over 500m, as indicated below:</p>  <p>© Google Maps</p> <p>Currently there is a stretch of water of some 270m wide towards Newford Island where the sea bed level is between 3.3 and 3.8m below chart datum. The length of the proposed quay is constructed over the less deep water and is not considered to restrict the current navigational channels. It is proposed that any rock armour protection will be laid at a level to match the current seabed level around the existing and proposed quays.</p>	A recent bathymetric survey was carried out by the Duchy of Cornwall, which has identified little change to the sea bed levels in the vicinity of the berthing Quay.

Item No	Feedback Comment	Commentary/Reason for Decision	Outcome/Action
2	Consider introduction of new steps to seaward side of quay extension (the idea being to enhance available access routes to the quay when busy, such as for cruise ship tenders).	Two new flights of steps are included within the design for the new Quay extension, which is thought to be a significant improvement to the existing situation and will help to alleviate the pressures on the existing steps. A further flight on the seaward side is considered to be highly inadvisable because it is likely that they will be unusable for much of the time due to their exposure to the weather and sea swells. In addition they would reduce valuable new surface area on the Quay extension which is required to ease pedestrian and freight movements.	No further action at this time.
3	Width of new steps for easy access to boats. (Concern that wide steps can be dangerous, requiring difficult 'reach' to handrail on far wall, especially if steps slippery.)	<p>Several items of legislation apply to this comment, the most relevant one being BS 6349-1:2000, which requires a minimum width of 1.5m for 'public' use (although a lesser width is allowable for regular 'staff' users).</p> <p>This Design Standard would appear to exacerbate the problem of the width between vessels and the handrail, since they introduce a large distance over which to stretch from boat to a supporting handrail. Unfortunately despite consideration no outer edge handrail is possible because it would obstruct embarkation/disembarkation at higher tides.</p> <p>Despite the design guidance and given that the steps are usually attended by ferry staff during normal daily access to and from the boats, we consider a narrower width would be more suitable in this situation, and propose a nominal width around 1100mm from outer stair edge to handrail.</p>	Reduced stair width to be incorporated into the design. Current design has steps at 1300mm width.

Item No	Feedback Comment	Commentary/Reason for Decision	Outcome/Action
4	Clarify further how passengers are directed off-ship to a safe walkway (concerns about clashes between freight handling & passenger flow).	<p>Having reviewed the options it has been determined that the provision of a pedestrian route along the North West side of the quay from the ferry to the Harbourside building remains the safer option for the segregation of pedestrians from freight movements on the quay.</p> <p>The Scillonian III passengers will be controlled at each end of their route to and from the Vessel, in order to ensure that the transfers are effected in as few groups as possible. A crossing point can be marked on the quay at the two crossover points, to confirm pedestrian priority at those periods of time, and railings will provide separation elsewhere along the route.</p>	<ol style="list-style-type: none"> 1. Pedestrian crossings to be marked on new quay. 2. Consideration to be given in relation to the management of ferry passengers. 3. Freight handling operations to be further considered in terms of circulation routes, set-down locations, timing of activities etc.
5	Possible additional fuelling station on North East corner of quay extension to segregate fuel provision from public/smokers.	<p>A new fuel point at the North East corner of the Quay extension would be susceptible to the weather, swell etc. and may be unusable for much of the time.</p> <p>Also, fuelling may be unavailable when both the new steps to the side and end are in use (i.e. Scillonian III and Off-Island boats moored at the same time) and, as such, this provision would not greatly improve the existing situation.</p> <p>The existing fuel point location is also owned and managed by Sibley's and as such this is not an asset in which the Council of the Isles of Scilly, Duchy of Cornwall or Isles of Scilly Steamship Company are able to invest. It is also noted that the fuelling point has only fairly recently been installed and as such is considered to be adequate. Ensuring the continuing safety of this provision is a management issue undertaken by Sibley's.</p>	No further design to be undertaken.

Item No	Feedback Comment	Commentary/Reason for Decision	Outcome/Action
6	Investigate new freight extension area to north of yard, including turning circles and give indicative costs (concern being that Freight Store extension onto the rear of the Harbourside Building cuts into vehicle manoeuvring space).	<p>Following the Consultation exercise a number of arrangement options were studied to investigate the adding of an additional length of sea wall in a 'cranked' plan layout in the area of the existing 'lean-to' sheds. On first appearance this provided a greater floor area of new freight stores and additional turning space for vehicles.</p> <p>The location of this wall falls outside the current line of the previous Marine Management Organisation (MMO) consent. One of the key drivers behind the design of the current scheme is to ensure that the new scheme does not compromise the environmental statement process agreed under the previous scheme. This arrangement required a longer length of seawall to that on the original scheme, which introduces additional cost to the scheme (estimated at £1.65m). It is considered that this cost and considerable maintenance burden outweighs the potential benefits of the additional storage area, and that adequate vehicle turning space can still be achieved within the space available. The new freight storage areas will also reduce the need for the current set-down use on the open yard, which should be managed accordingly.</p>	Continue with existing proposal, but use vehicle tracking diagrams to demonstrate capability for vehicle manoeuvres within space available; possible relocation of freight drop-down points.
7	Review baggage handling / check-in arrangements. What percentage of Island Operator Baggage is delivered to Containers? No provision for improved baggage handling. Proposal will not help very much as baggage will be placed in the containers	<p>There was concern that the new check-in area was not considered to be a great improvement, as baggage will simply be placed in a container(s), as is the current process.</p> <p>The proposed St Mary's Quay scheme is to review and where possible improve the baggage handling from the Scillonian to the quayside. There will need to be a separate review of the current arrangement in place for the handling of luggage from the Quay side to the off Island boats. This will need to be undertaken by the Duchy of Cornwall and the system improvements incorporated into the main quay scheme. HOW DO WE GET THIS INITIATED</p>	<ol style="list-style-type: none"> 1. Project Team to review check-in and baggage handling arrangements. 2. Duchy to potentially hold discussions with off-island boat operators re: baggage handling arrangements.

Item No	Feedback Comment	Commentary/Reason for Decision	Outcome/Action
8	Consider levelling of the surface to the pedestrian area.	<p>There are differing opinions about whether the granite setts to the pedestrian part of the Quay are recent, having been laid as part of the Quay infrastructure works approx. 10 years ago, or part of an earlier Quay widening project, perhaps up to 100 years ago. If these setts were part of an earlier project it is thought that they may have been re-laid without an especially level finish during more recent works. Whichever is the case, the prevailing view seems to be that they are much more uneven now than previously, and there is an ongoing safety concern that pedestrians use the smoother, but more hazardous flagstone vehicle way because the setts are uncomfortable, difficult and perhaps even dangerous, to walk on.</p> <p>A Quay widening project could be a plausible reason for the different paving; the original dressed flags were a high-quality material and undoubtedly expensive at the time, and the setts may have been an expedient solution in later, more 'stretched' times.</p> <p>One view is that English Heritage required the setts to be carefully re-laid during the 'recent' works to the same wide spacing as before, to maintain their alignment with the adjacent larger flagstones and preserve their historical appearance. Our ability to justify their replacement with another product would require a strong argument, and there is a debate to be had about the relative merits of historical accuracy over the safety and comfort of pedestrians.</p>	<p>More research has been carried out in conjunction with the St. Mary's Museum to seek to establish more precise dates and sequence of events.</p> <p>This research has been included in a Statement of Significance accompanying the application, and will help to justify the preferred solution of replacing the setts with flagstones.</p>

Item No	Feedback Comment	Commentary/Reason for Decision	Outcome/Action
9	Introduction of Mermaid walkway to segregate pedestrians from traffic at Napoleonic gateway.	<p>There are a number of matters which have been considered in relation to the walkway to the Mermaid Quay area:</p> <ol style="list-style-type: none"> 1. Separating pedestrians and vehicles might actually encourage vehicles to travel faster and increase the hazard to pedestrians. 2. The section of the quay wall affected by the proposed walkway is from the 15th century and one of the most visually iconic sections of dressed stone on the Scillies. As such it is likely that objections would be raised by English Heritage if the wall was affected / hidden by any proposals. 3. The Mermaid slipway width would be severely restricted, preventing safe access to the foreshore by emergency vehicles, private and marine services. 4. The walkway would prevent people with running lines near the old quay getting trailer access, and could also preclude smaller craft from lying alongside and drying out for repairs etc. <p>As a result of these factors it has been agreed that the Walkway to the Mermaid Quay area should not be pursued, but instead a more managed solution should be implemented. It is not anticipated that this will involve gates and barriers as these are not considered necessary, and may be difficult to implement within the historic context</p>	Investigate more managed solution to traffic in conjunction with the Duchy of Cornwall. Walkway now not included within Application proposals.
10	Potential for some granite steps down to fore-shore by pier entrance / slipway.	<p>As with the Walkway to the Mermaid Quay, efforts to take pedestrians away from the vehicle route could increase vehicle speeds, increasing the danger.</p> <p>As noted above, a review of the current arrangements should be undertaken to develop a managed solution, once the proposed improvement to the new Quay passenger transit and freight handling have been implemented.</p>	No action.

Item No	Feedback Comment	Commentary/Reason for Decision	Outcome/Action
11	Suggestion for walkway from pier entrance to Atlantic Hotel slip (with lifting bridge for closest slip), leading pedestrians completely away from both quay and restricted one-way system.	<p>Unfortunately a canal type 'lifting-bridge' at the Mermaid slipway would not improve access to the waterfront, particularly for emergency vehicles.</p> <p>Efforts to take pedestrians away from the vehicle route could increase vehicle speeds, increasing the danger.</p> <p>All work on the Mermaid walkway area is in abeyance, pending the outcome of discussions on a 'managed' traffic solution, as noted above.</p>	No action.

The feedback forms from which the above matrix was generated are included within the Appendix to this Statement.

6.0 FUTURE CONSULTATIONS

The intention of the Project Team is that the results of the first public consultation that have been incorporated into the current proposals are presented back to the public in the form of a second presentation scheduled for the 29th August 2012.

Feedback forms will be available at this second presentation in order to record further public comments. These will be collated and reviewed by the Project Team, and the proposals reviewed in light of these comments.

7.0 APPENDIX – Public Consultation Feedback Forms

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

PETER REYNOLDS

ADDRESS:

PICK HOUSE

CONTACT NUMBER:

07769151617

EMAIL:

Any Comments:

Proposal for walkway
on the mermaid slipway will
stop access for boats & vehicles
on a regularly used slip
by ~~boats~~ private & marine services
A managed traffic & pedestrian system
would be less intrusive and
probably cheaper. I think the
loss of access to this slip would
be a great shame an inconvenience

Signature:

P Reynolds

Date:

25.4.12

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME: PATRICK BROWN

ADDRESS: LITTLE DOWNS, TRENOWETH, ST. MARY'S

CONTACT NUMBER: 07958759620

EMAIL: patricknbrown49@gmail.com

Any Comments:

Proposed walkway (south)
could preclude small craft (eg. yachts)
from lying alongside Old Harbour wall,
further up the beach. This at present
keeps them out of the way of larger
deeper boats who wish to dry out on
Old Harbour wall.

Lying alongside and drying out, for
a small shallow draft yacht, could be
for emergency repairs etc.

Signature: 

Date: 25-4-2012

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME: TANIA REYNOLDS

ADDRESS: PIER HOUSE

CONTACT NUMBER: 01720 423061

EMAIL: taniaandpeterreynolds@btinternet.com

Any Comments:

I believe that better management of pedestrian access during times when there are bigger boats + The Scillonian coming and going.

I am against a walkway blocking off the slip by The Mermaid because it would make people with running lines near the Old Quay getting harder access.

Perhaps a key access bollard to allow only those with priority could work.

Signature:

Date:

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

ANON

ADDRESS:

St Mary's

CONTACT NUMBER:

EMAIL:

Any Comments:

① Where is the advantage for taxpayers?

Duchy get a safer quay

ISSCO get to keep their monopoly

Passengers get nothing.

② What about a footbridge from the end of the old quay to the Atlantic Slip? Lifting bridge needed of a simple design - like canals have.

Signature:

ANON

Date:

24 APR 72

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

R. J. Terry

ADDRESS:

Genevra Mgt St. Mary's

CONTACT NUMBER:

EMAIL:

Any Comments:

The slip at the Mermaid
is for access to properties by Emergency
services and should not be restricted.
Remove the gate pillar or manage
the pedestrian and vehicle traffic
by speed restriction and closing the quay
to vehicles at peak times ie 9.30 to 10.30
am
and whilst the "Scillanian" arrives
approx 11.45 to 13.45, and leaves 15.30
to 16.30.

Signature:

Date:

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME: Mark and Susie Groves

ADDRESS: Nowhere, OLD TOWN, ST. MARY'S

CONTACT NUMBER: 01720 422732

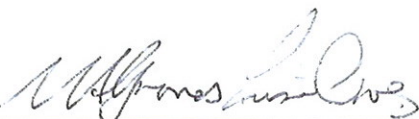
EMAIL: mark.susie@iscaldice.co.uk

Any Comments:

Very keen to have the extra steps on the end of the extension and indeed, if possible to have a set of steps on the seaward side of the extension.

On a big Spring tide, and when cruise ships are in the pressure on our existing steps is huge.

Signature:



Date:

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

ADDRESS:

CONTACT NUMBER:

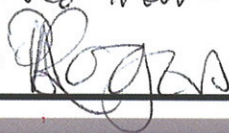
EMAIL:

Any Comments:

Seems much more realistic
than previous schemes.

Hooray: there is no big shed on
the end of the quay
there are no massive
structures + kept granite blgs.
the original quay is more
preserved than in the previous plans.

Signature:



Date:

25-4-12

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

ADDRESS:

CONTACT NUMBER:

EMAIL:

Any Comments:

Length of quay - how much
water is left at entrance to harbours
between quay - & Taylors Island?

Reservations re walkway but
see it is a difficult problem.

Signature:



Date: 25.4.12

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

JOHN PEACOCK

ADDRESS:

ST AGNES BOATING,

CONTACT NUMBER:

0799 074 2982

EMAIL:

JOHN.PEACOCK@BTCONNECT.COM

Any Comments:

WHAT % AGE OF ISLAND
OPERATOR WAREHOUSE IS
DELIVERED TO CONTAINERS?

Signature:

Date:

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME: CHRIS PEAT

ADDRESS: PELORUS, CHURCH ROAD, ST. MARY'S

CONTACT NUMBER: 0789 999 6493

EMAIL: chris.peat@gmail.com

Any Comments: IT IS VERY DISAPPOINTING TO SEE
THAT THERE IS NO PROVISION FOR IMPROVED
BAGGAGE COLLECTION. THE PRESENT SYSTEM
IS SOMETHING OF A SHAMBLES UNLESS ONE
WANTS TO PAY FOR DELIVERY. THE COVERED
WALKWAY IS A GOOD IDEA. THE CHECKIN AREA
WILL NOT HELP VERY MUCH, AS BAGGAGE IS
SIMPLY PLACED ^{IN} A CONTAINER AT PRESENT -
NO WAITING INVOLVED!

Signature:



Date:

25/4/12

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

Mary Leathers

ADDRESS:

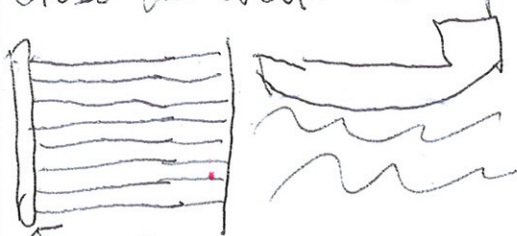
25 Little Porth.

CONTACT NUMBER:

EMAIL:

Any Comments:

Can anything be done to help people cross the bottom steps to the boats.



Handrail

It can be a bit daunting to cross to the boats if one is somewhat unsteady, as the person helping people on or off is not near enough.

Signature:

Mary Leathers.

Date:

25.4.2012

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME:

A. MARTIN

ADDRESS:

Council 108

CONTACT NUMBER:

EMAIL:

ajmartin@scilly.gov.uk

Any Comments:

End Mermaid walkway
by pillar. Granite steps & ramp
down to beach to cause
pedestrians to walk up
Mermaid ship. Accessibility
issues at top of spring tide
but fine otherwise.

Signature:

Alex J. Rath

Date:

25/4/12



PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME: VICKIE HEANEY

ADDRESS: 3 THE WRAS, LITTLEPORT, ST. MARY'S.

CONTACT NUMBER:

EMAIL: vickieheaney@yahoo.com

Any Comments:

REDUCED MASTERPLAN LOOKS GOOD - THOUGH STILL
A SHAME TO LOSE THE ROUTE (ANTICIPATED)!

IMPROVED KEYWAY STORAGE + COVERED WALKWAY GOOD.

NOT SURE ABOUT PLANS AT QUAY BY MERCHANT
- WHAT ABOUT RESTRICTION OF TRAFFIC DURING
MOST BUSY PEDESTRIAN TIMES?

LEVELING OF SURFACE WHERE MADE UNEVEN IN
PREVIOUS DEVELOPMENT (PEDESTRIAN BOLLARDS) VITAL

- NO ONE WANTS TO WALK ON 'TRIPPY' BITS SO ALL
IN THE VEHICLE HALF!

Signature:

Date:

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME: *Bonnie Nuttall*
ADDRESS: *5 Harbour View St, Marys*
CONTACT NUMBER: *(01720) 422 504*
EMAIL:

Any Comments: *Generally, pretty good although I'm not sure of the need for a covered walkway on sunny Scilly!*

However, I'm strongly against the walkway proposals adj. the Mermaid. Separating vehicular & pedestrian traffic will cause the former to travel faster thereby increasing risk. There is no accident record so I think it's best not to try to "fix it". If having considered all of the safety issues doing nothing is considered the best answer the so be it.

Perhaps the Duchy/Police could monitor the speeds & threaten, if necessary, to revoke a few Quay permits.

Signature: *B. Nuttall*

Date: *25 April 2012*

PUBLIC PRESENTATION FOR PROPOSED WORKS TO ST MARY'S QUAY

Feedback Form

NAME: BRIAN SANDFORD.

ADDRESS: CORREGAN HOUSE, CHURCH RD
ST. MARY'S.

CONTACT NUMBER: 01720 422331

EMAIL: brian.sandford@btopenworld.com

Any Comments:

I THINK THE "PATHWAY" IS A BETTER
OPTION THAN THE DREADFUL ORIGINAL
OPTION OF ROAD BEHIND QUAY.
I STILL CAN'T SEE THE REASON TO
CHANGE BECAUSE ALL VEHICLE USERS
KNOW THERE ARE PEDESTRIANS &
DRIVE ACCORDINGLY. AS THERE
HAVE BEEN FEW MINOR ACCIDENTS
& NO MAJOR VEHICLE / PEDESTRIAN
ACCIDENTS IN ALMOST 50 YEARS
THAT I HAVE LIVED HERE.

THE COBBLES ON MAIN QUAY INSIDE
BOLLARDS NEED ATTENTION AS
UNSUITABLE FOR PEDESTRIANS.

Signature:

Date:

**PUBLIC PRESENTATION FOR PROPOSED WORKS
TO ST MARY'S QUAY**

Feedback Form

NAME:

J TERRY

ADDRESS:

SCILLONIA THE BANK. HUGOY TOWN

CONTACT NUMBER:

07775612608.

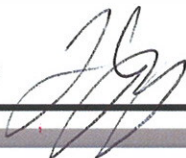
EMAIL:

Any Comments:

Not to narrow the slipway
at the Quay/Mermaid.

Take away the Pier/column
making the narrow point.
(causing the problem).

Signature:



Date:

25/4/12.