

Morgan Sproates

From: Consultation
Sent: 12 March 2013 10:55
To: Amanda Berry
Subject: FW: Air Quality Action Plan Consultation - FSB Comment
Attachments: 130312 Air Quality Action Plan Consultation FSB Response.doc

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: 12 March 2013 10:41
To: Consultation
Cc: [REDACTED]
Subject: Air Quality Action Plan Consultation - FSB Comment

Dear Sir,

Please find attached a comment on the Thanet District Council, Air Quality Action Plan Consultation, from the Federation of Small Businesses.

Should you have any questions, or require any additional information, please do not hesitate to contact me.

Yours sincerely,

[REDACTED]
[REDACTED]
Kent & Medway
Federation Of Small Businesses
Email: [REDACTED]
Tel: [REDACTED]
Mob. [REDACTED]
Web www.fsb.org.uk/151

The FSB Conference 2013 website contains a wealth of useful information about the forthcoming Conference in Leicester in March 2013. Visit www.fsb.org.uk/conference2013

National Federation of Self-Employed and Small Businesses Ltd. (Federation of Small Businesses), Sir Frank Whittle Way, Blackpool Business park, Blackpool, FY4 2FE. Registered in England No: 1263540 VAT No. 997342763

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**Thanet District Council
Air Quality Action Plan Consultation
Federation of Small Businesses
March 2013**




The Federation of Small Businesses represents 300 members in Thanet providing employment for 1,250 people. Economic growth and business development is a priority and proposals that might inhibit job creation in the borough must be avoided.

The report states air quality across Thanet is excellent and well below health objectives set by government. To include an area from Birchington through Margate, Broadstairs and Ramsgate appears to be excessive when it is stated that *“two small areas exceed the recommended annual objective level for nitrogen dioxide (NO₂): High Street, St Lawrence and The Square Birchington”*.

The report states *“the likely source of nitrogen dioxide is from transport and in particular from heavy goods vehicles, buses and congested traffic.”* Both these areas are busy road junctions and on main routes coming in to Thanet and there is no practical alternative route for road transport. Any solution to improve air pollution must be dependent on highway improvements and alternative routes for traffic. Most goods and many services can only be delivered by road transport and improvements to ensure efficient movement of commercial traffic is essential to preserve and improve business development and the economic regeneration of Thanet. The council should prioritise their proposal *“to work with the local highway authority, Kent County Council to help secure improvements to the (road) network”*.

Many people and organisations including Thanet District Council have worked hard to secure funding opportunities to encourage and enable business investment and job creation in the borough. We call on the council to focus on solutions that will enable efficient free flowing traffic and avoid the congestion that is said to be the cause of the poor air quality in two select locations.


Kent and Medway region
Federation of Small Businesses
12 March 2013

Morgan Sproates

From: Consultation
Sent: 11 March 2013 09:34
To: Amanda Berry
Subject: FW: Air Quality Action Plan

Follow Up Flag: Follow up
Flag Status: Flagged

emailed in yesterday.

Sharon

From: [REDACTED]
Sent: 10 March 2013 12:23
To: Consultation
Subject: Air Quality Action Plan

To whom to may concern:

I feel the air quality in Thanet could be vastly improved if parents collecting children from school by car resist from parking (sometimes nearly an hour before the school is due to actually close) and leaving their engines running. Be it for heating or air conditioning, making it a all year problem. This should be an offence for private vechicles as it currently is for buses.

Patrolling wardens could issue on the spot fines to ensure the law is upheld.

Morgan Sproates

From: Consultation
Sent: 11 March 2013 15:36
To: Amanda Berry
Subject: FW: TDC Air Quality Action Plan 2013
Attachments: Road Layouts.docx

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: 11 March 2013 14:38
To: Consultation
Subject: TDC Air Quality Action Plan 2013

Dear Sirs,

I have been made aware there is an open consultation regarding the air quality and traffic issues relating to Birchington Square. I therefore ask that you will consider my brief report. Regrettably, I do not currently have access to Ordnance Survey online or CAD for producing detailed maps or drawings, and so I apologise for the poor quality reproduction the Word attachment maps.

The problem of traffic congestion at The Square, Birchington, is a problem that has been well documented over decades. And of course the Birchington issue is linked with the ever growing traffic problems in Acol as drivers seek easier ways to avoid road congestion. Indeed, in 1970 it was intended by the local authority to build a relief road between Brooksend Hill and Manston Road to reduce traffic flows to both Birchington and Acol. Of course, just like all other plans and proposals ever since, nothing was done.

My proposal (refer to attachment) is to have the aforementioned east to west relief road constructed, with roundabouts at each end, plus the closures of Margate Hill and Crispe Road, to through-traffic. A second Acol bypass road, north to south, from Shottendane Road to Columbus Avenue is required to eliminate the remainder of Acol's rat-run traffic and reduce the number of vehicles using Birchington as a through-way route. Adaptations at each junction and all approach routes will be required, including the removal of some minor roundabouts is essential; the easier and more direct a longer way round bypass is without obstacles means more drivers will be encouraged to use the new preferred routes, and not continue through Acol village or Birchington Square. Thanet drivers using Shottendane Road and Manston Road to and from Canterbury, Dover and London will now be able to avoid Birchington Square and Acol village.

All new roads and alterations will take place on open land, most of which is owned by the Quex Estate. No residential locations will be compromised. Quex will no doubt look favourably to releasing land for road usage as they will benefit with easier access to their caravan site, the museum and during all major public events held there – which currently disrupt roads and residents in both Acol and Birchington, and all other road users at those times. The emergency services will also benefit by obtaining quicker response times to call outs. Other businesses such as Two Chimneys caravan site (and soon to be, golf course) and farms for crop transportation etc will all enjoy these new routes.

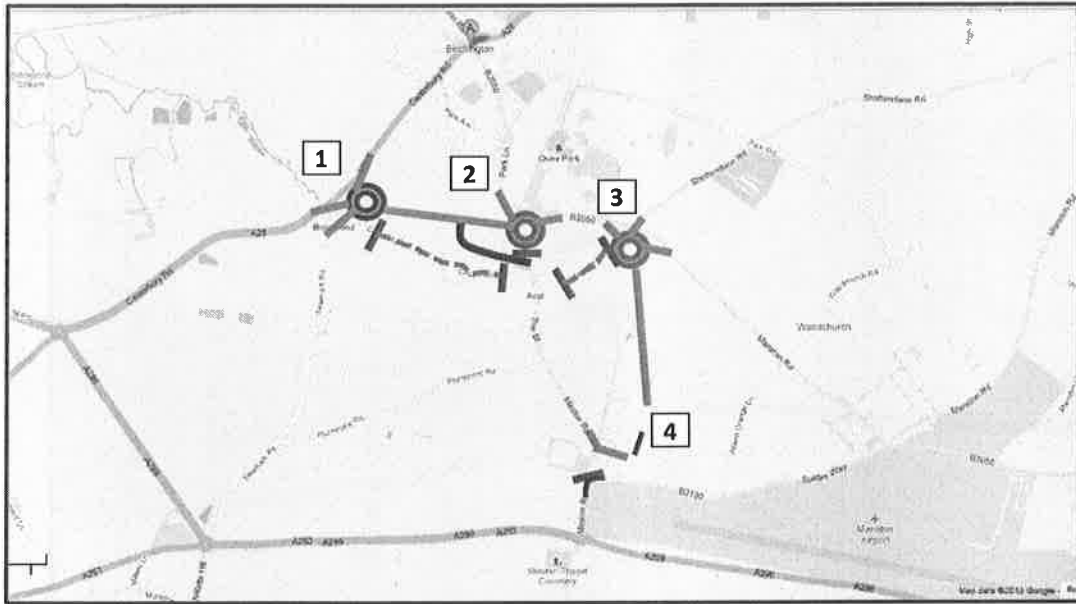
For Acol: All access lanes/roads are unclassified and not designed to take the traffic numbers now encountered; Some roads are just one-car wide in places, with limited passing places (Crispe Road even has a 2.4m drop one side and no barrier); There are virtually NO footpaths in the village; Some properties have blind egress drives; Some homes even have a front door opening directly onto the road. It will only be a matter of time that the minor accidents and many near misses will regrettably result in something more serious and even fatal.

Please, if you would consider discussing with me these proposals, whether formally or informally, then I would be most pleased to assist you. My qualifications and experience as a Building Surveyor have given me just a little highways, civil engineering and environmental knowledge over the years, both theoretical and practical, which I am most happy to share with you, if wanted.

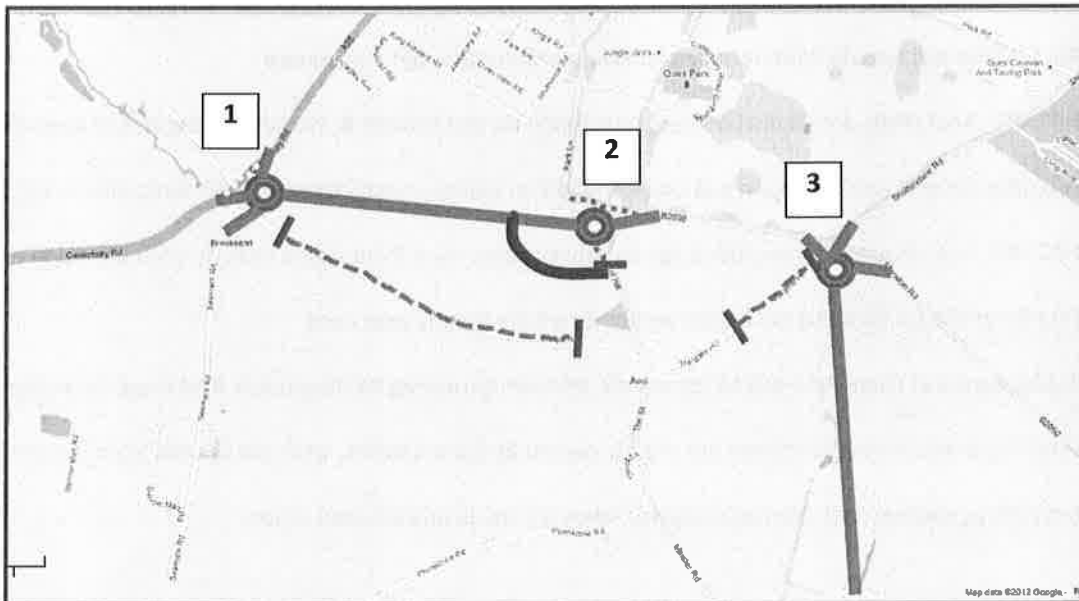
Yours sincerely,

[Redacted signature block]

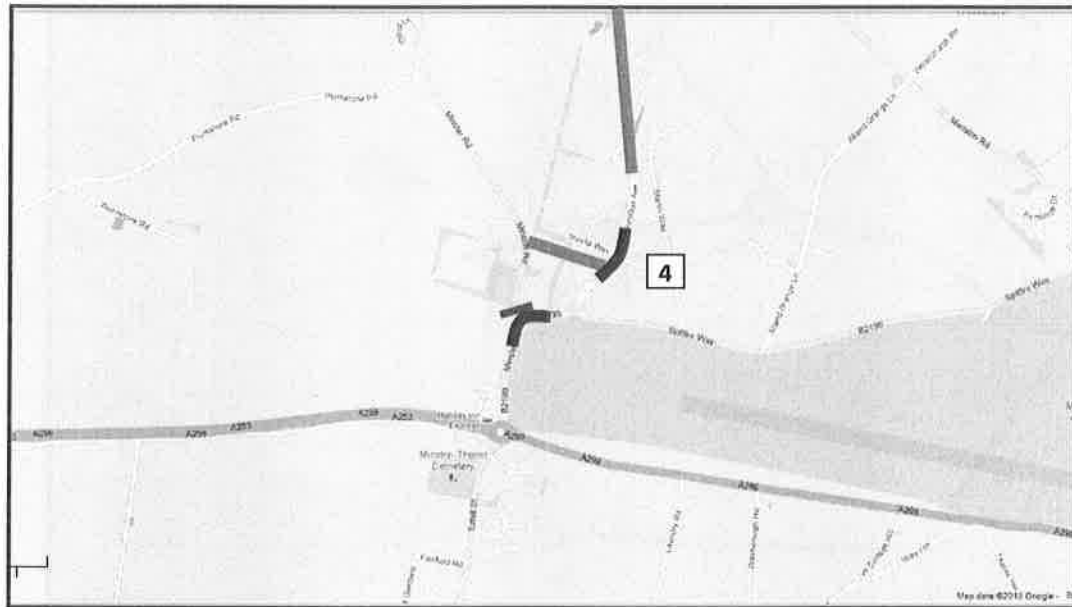
Proposal: Acol & Birchington Traffic Congestion Easing & Calming



- 1: Brooksend Hill:** NEW r'bout - accident blackspot; NEW Birchington relief road; CLOSE Crispe Rd to stop Acol (East-West) rat-run traffic; Seamark Rd connects to new r'bout
- 2: Park Lane / Manston Road:** NEW r'bout - accident blackspot; Acol Hill diverted (West) to deter Acol (North-South) rat-run traffic
- 3: Manston Rd / Shottendane Rd:** NEW r'bout - accident blackspot; CLOSE Margate Hill to eliminate Acol (South-East & East-West) rat-run traffic; NEW relief road (South) connects with Columbus Avenue
- 4: Minster Rd / Columbus Ave:** Remove r'bout & CLOSE Minster Rd at B2190, NEW Acol access off Columbus Ave – to deter Acol (North-South & North-East) through traffic; Remove Columbus Ave r'bouts to ensure free-flowing bypass traffic



- 1 - 3:** New roads as shown will provide direct routes from the A28 & A299 Canterbury Rds to most Thanet areas for local traffic and ease congestion in Birchington. Emergency services will also benefit from the quicker, easier routes, as will nearby Quex & Two Chimneys caravan sites and Quex Park Estates.



4: Removal of unnecessary roundabouts will encourage through traffic to use the new North-South route and not continue via Acol village. Closure of Minster Road into Acol & a new slip road access created as shown will ensure Acol's rat-run traffic is eliminated.

Generally:

- A Birchington & Acol relief road was planned in 1970: Brooksend Hill to Manston Road
- ALL proposed NEW roads, roundabouts & junctions will be on open farmland
- ALL proposed highway changes will not compromise any residential locations
- Simple access to & from most Thanet areas will be possible by avoiding main bottlenecks
- Closed road areas can become bridleways, cycle and footpaths, linking to existing routes
- Birchington will benefit from reduced vehicle numbers through The Square
- HAZARD: Acol roads are all unclassified, unsuitable for the current & increasing volumes of speeding traffic
- HAZARD: Several Acol lanes are just one-car width in places; mostly there are NO footpaths in the village
- HAZARD: Acol properties have blind egress drives; some have front doors directly onto the open road
- Quality of Life for Birchington & Acol residents will be greatly improved
- Public events at Quex Park will be accessible without disrupting Birchington & Acol roads & residents
- Land required for new roadways are mostly owned by Quex Estates, who will benefit from the alterations
- Emergency services will shorten response times via the proposed new routes

Miss [REDACTED]

**Acol
BIRCHINGTON**

Tel: (Thanet) 01843 [REDACTED]

Email: [REDACTED]

8th March 2013



To: Amanda Berry, Environmental Health Officer
Morgan Sprates, Environmental Protection Manager
Thanet District Council

DRAFT AIR QUALITY ACTION PLAN 2013

Public consultation open until 14 March 2013

INTRODUCTION

The second paragraph on your Public Consultation page of the TDC website refers to the harm to public health caused by air pollution and I would like to comment that this should have been addressed before previous decisions were made to approve planning applications for excessive building of homes and shopping areas. I should also like to emphasise that you identify the elderly as being particularly vulnerable. The Square in Birchington is one of your two highlighted hotspots and the present problems could easily have been avoided. It is well known that the majority of residents in Birchington are elderly, as is the case throughout Thanet.

One way in which many of these problems could have been avoided would have been if TDC had honoured its promises in the Local Plan 2006. One in particular that comes to mind is the promise that any developer wishing to build a commercial property, and obviously expecting to profit handsomely from its operation, would be required to contribute towards the cost of infrastructure improvements. TDC redirected funds that had been allocated by KCC for the Harbour Approach Road in Ramsgate to build a dual carriageway and five roundabouts on to farmland, anticipating businesses being enticed to build on what had been Grade A agricultural land but, conveniently, redesignated Manston Business Park (or "Kent International Business Park"). None of the thirteen businesses currently in situ have ever been asked to contribute to these costs. Cummins alone could have paid for a new road with ease.

PROPOSED SOLUTION

Columbus Avenue could be extended to join with Shottendane Road to create a by-pass for Birchington Square and Acol. It would also act as an entrance/exit to and from Thanet directly using the A253, the B2050 and Columbus Avenue. The length of this road would be approximately 800m and would take traffic away from Birchington Square, Acol, Manston and Westwood Cross. Once drivers reached Shottendane Road, they would have a clear run all the way to London, or even Scotland!

TDC and Kent Highways have, however, previously built the 1,270m long, unnecessary, premature and ineffective New Hains Road purely for access, the criterion that apparently takes priority over safety to the public. To date TDC has failed to attract/entice further businesses to build on the already overcrowded Westwood Cross or Europark. I believe that the land in question, between Shottendane Road and Columbus Avenue, is owned by Quex Estates, but I would like to hope that they would be supportive of such a project as there are many problems with congestion, as well as many accidents in Acol, and the resulting exhaust pollution, every time they hold their many popular events. No doubt Two Chimneys might also support this idea, as a new road would provide much easier access to their caravan park and the new golf course currently under construction.

OBSERVATIONS

The East Kent Access Road has recently been completed that has, in effect, provided a by-pass for Cliffsend. I am aware that additional expenditure has been incurred in order to provide traffic calming for Sandwich Road and Canterbury Road West. Having seen the spending of millions of pounds on a "by-pass" it is puzzling to those awaiting allocation of funds for traffic calming to understand this extra outlay of apparently "unavailable" public money.

I have also noted that Birchington Parish Council appear to have succeeded in acquiring some traffic calming measures for the junction of Park Lane and Brunswick Road due to a number of accidents and near misses – but no fatalities. Birchington have stressed that a fatality can be expected at this junction, which is why measures have been taken.

In Acol we have been reporting accidents for years; collisions, near misses, even pedestrians being struck by speeding, inconsiderate motorists, and yet we have been clearly advised by Kent Highways that nothing will be done "unless there is a fatality". This situation is appalling and unacceptable. Cliffsend have straight roads and pavements; the line of vision at Park Lane/Brunswick Road could be improved and there are pavements. Here in Acol we have sharp, blind bends, narrow roads (cart tracks that have been tarmacked over), rat-run and speeding traffic at approximately 5,000 movements per day (at the last count) and a mere few yards of pavement in two parts of the village. Two of our lanes are single track with passing places, but we cannot even acquire appropriate signage for them.

I should also like to address your bullet-pointed "proposed actions" as follows:

- "influencing freight strategy to redirect HGVs away from key hotspots"
I do not recognise this as "action"; it is merely talking or corresponding with freight companies and there is little point in trying to persuade them to avoid hotspots when there are no alternative routes. Due to the continued encouragement from TDC for increased building and migration into Thanet, that has thereby increased the island's population, the demand for HGVs to deliver produce and commodities to the shops has become essential to existence.
- "investigating junction configuration to improve traffic flow"
"Investigation" is also not "action". What would you intend to do with the results of the investigation? If traffic flows are rearranged to give clear passage to one line of traffic, it will then delay traffic in the opposite direction. This is akin to rearranging the deck chairs on the Titanic!
- "promoting sustainable methods of traffic through development planning – i.e. moving away from personal car use"
It is not possible for you to promote "moving away from personal car use" in the absence of control of the public transport systems. Train and bus companies are private, profit-making enterprises and will only operate routes that are commercially viable. Neither local nor national government can influence their decisions – unless they are, once again, nationalised.

Thank you for allowing me to submit my opinions upon this very emotive predicament.

[REDACTED]

[REDACTED]

Amanda Berry

From: Consultation
Sent: 19 February 2013 09:54
To: Amanda Berry
Subject: FW: air pollution

Follow Up Flag: Follow up
Flag Status: Flagged

From: [redacted] in [mailto:[redacted]]
Sent: 18 February 2013 10:20
To: Consultation
Subject: air pollution

Whilst I agree that action needs to be taken improvement will not be gained by introducing traffic schemes which delay motorists causing queues of idling engines.

[redacted]

Amanda Berry

From: Consultation
Sent: 30 January 2013 10:26
To: Amanda Berry
Subject: FW: How to reduce Nitrogen Dioxide

Follow Up Flag: Follow up
Flag Status: Flagged

I think this is Air Pollution consultation.

Sharon

From: [REDACTED] [mailto:[REDACTED]@shoo.com]
Sent: 29 January 2013 17:55
To: Consultation
Subject: How to reduce Nitrogen Dioxide

Happy new year all.

In Margate many say sea air is good for you. This may be true for some people, but the salt in the atmosphere can also be corrosive in many ways. Kent also has the reputation of being the garden county of England, if this boast is still true then every road in Margate could and should be tree lined. I am not suggesting huge oaks, small leafy trees when full grown between 15ft-20ft high maximum would be enough. relating to air pollution and air quality in the area, one way Thanet District Council can show care and proactive action that is affordable and easy to do is plant trees, lot of trees everywhere. The benefits to the area are many including the reduction of Nitrogen Dioxide NO2, these are:

- a) Provide much needed oxygen.
- b) The right choice of small trees provide colourful blossoms in spring with a type of beauty all residents in Thanet would appreciate.
- c) Provide shade, greenery and cooling breeze in hot summers.
- d) Offer rustic colour in autumn.
- e) Display stark beautiful shapes in winter.
- f) Above all, public tree lined streets add real value to a neighbourhood.

I do hope Thanet District Council will respond positively to this genuine plea.

With my best wishes,

Ms [REDACTED] resident.

Amanda Berry

From: Consultation
Sent: 28 January 2013 09:13
To: Amanda Berry
Subject: FW: St lawrence

Follow Up Flag: Follow up
Flag Status: Flagged

Consultaton email inbox

From: [redacted] [mailto:[redacted]@co.uk]
Sent: 26 January 2013 19:16
To: Consultation
Subject: St lawrence

I think you should compulsory purchase a 1 meter section of the church front, move the wall back. Install put double yellow strips on kerbs so people are not allowed to mount them.

Reduce parking around the area near the roundabout.

Install a " use your indicator sign" as half the problem is around communications at the roundabout. It may be that by opening the area up by reducing parking may enable people to concentrate on driving and they may start using them.

Where possible reduce the pavement depth allowing the road to be wider giving cars clear sight of the route ahead of them. This will give car confidence to move quicker.

[redacted]

Amanda Berry

From: Consultation
Sent: 28 January 2013 09:13
To: Amanda Berry
Subject: FW: Environmental Monitoring and suggestions for Birchington Square NO2 Levels

Follow Up Flag: Follow up
Flag Status: Flagged

from consultation email inbox

From: [mailto:redacted@redacted.com]
Sent: 27 January 2013 16:11
To: Consultation
Subject: Environmental Monitoring and suggestions for Birchington Square NO2 Levels

Hello,

Please find some thoughts towards AQMA and monitoring of locations.

First of all as there is only one static monitoring site (reference site) in Birchington Square, located very close to the road network and parking areas. Therefore readings are or cannot be averaged over the area (spot monitoring)

Birchington Square has buildings which many over two story. This has the same effect of a canyon, which in short causes the NO2 and particulates to remain within the area unless blown by a strong wind.

In the summer the overhanging trees(canopy) when in full green bloom will also cause the NO2 and particulates to remain as this will act as a cover unless again blown by strong winds.(replant % of trees which are less likely to keep NO2 near to the ground)

Suggestion would be to look at other devices which can measure the effects along the main route rather than spot monitoring. e.g Motes device attached to street lighting which can detect environmental events are a good start. These devices are lightweight and can be fitted as stated earlier to street infrastructure. The device is self powered and wireless reporting back to a gateway then either fed into a central system or potentially back to a device which can control other traffic related sub systems plus they are cheap to make and the device can also monitor noise. (I have been involved in rolling out this project with another local authority)

Some improvements to look would be the bus stops located in Birchington and observe if the bus operators idle engines long term or switch off while stationary. This may require stakeholder engagement to develop the working process. (signing this at the bus stop with an engine idle time limit)

Other measure to include more physical measure to reduce the flow and congestion coming into the square but this will then have a knock on effect over the strategic network.

One other option to include weather monitoring which can be associated to Air Quality and conditions. e.g. Snow and Ice ,slow use of vehicles not driving at optimum engine operating conditions.

Bus operators using older fleet or buying second hand fleets from other operators who have changed to the new environmental friendly fleet caused by other Local Authorities declaring AQMA.

Parking in or around the roundabout has a big effect on the traffic movement within the square plus the pedestrian crossing, perhaps look to a Puffin design to reduce the red time to vehicles at the crossing and improve the flow (Not known if the crossing is Pelican or Puffin?)

Regards



Amanda Berry

From: Consultation
Sent: 28 January 2013 09:12
To: Amanda Berry
Subject: FW: Traffic Flow Birchington Square

Follow Up Flag: Follow up
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From the consultation email inbox

From: [redacted] [mailto:[redacted].com]
Sent: 27 January 2013 17:55
To: Consultation
Subject: Traffic Flow Birchington Square

Sir or Madam.

My recommendations for Birchington Square.

- 1 Make access into Park Lane B2050 One way (going from Birchington to Manston as the direction)at the Junction with the A28 Canterbury Road with no right turn into Park lane from the A28.
- 2 At the actual square you have in effect a mini roundabout and an unused island outside the New Dragon Chinese take away and the former Pub. Remove this unused island and some of the unused pavement that was put down to restrict traffic flow to increase the road size and flow towards London. Make one larger roundabout with part time lights at Peak times.

Yours Sincerely

[redacted]

