

To: Highways England, A303Stonehenge@highwaysengland.co.uk

## A303 Stonehenge - Amesbury to Berwick Down – Supplementary Consultation

Please note this response is made in addition to the comments previously sent (dated 15 April 2018).

### Link between Byways 11 & 12

Preference for leaving Byway 11 as it is (to intersect with the new Stonehenge Byway on the alignment of the A303) and not create a new link, to Byway 12. This will avoid creating confusion for all NUMs consulting maps of the area, and as Byway 11 will become a cul-de-sac for motorised traffic, it may improve the amenity it currently provides for all NUMs by the link it provides out of the WHS south to the Woodford Valley at Lake and Wilsford.

### Green bridge near Longbarrow

The wider green bridge proposal is supported as this will reduce the impact of the dual A303 for all NUMs on the proposed new restricted byways, both north/south and east /west (in fact it is a pity that the tunnel can't extend to nearer the existing A360 to further reduce its impact on the western WHS).

### Rollestone Crossroads

The main concern here for cyclists is the safe use of the redesigned junction, in particular crossing the new 'curve', irrespective of which of the two layouts proposed is adopted. This junction is an important link in all directions, but especially further north on to Tilshead and then west to Chittern and on to the Wylve Valley, providing part of an important on-road longer minor road loop through much of Salisbury Plain, as well as the direct link from Shrewton to Larkhill.

Given that the road to Larkhill from here will be part of the emergency diversion in event of tunnel closure, on behalf of all types of cyclists (along no doubt with horse riders), we would also like to see an extension of the proposed restricted byway from Airman's Corner north to Rollestone Crossroads. Provided this has a suitable bound surface (as proposed further to the south) and a safe means to cross the 'curve', it will not only make use safer for all NUMs, but also reduce the disruption to traffic flow by providing an alternative to on-road use of this north/south link across the plain for slower moving traffic such as cyclists.

Although traffic flows may not be very high, this is a popular route used by local traffic and crossing two opposing lines of busy traffic (especially during use of this as the diversionary route) should be facilitated by at least the provision of a central island and appropriate speed limit as near to the junction as safe.

### OTHER ISSUES

As mentioned during the NUM Workshop which I attended on 24 July 2018:

- Further improvements to at least the part of the existing Byway 12 between the new Stonehenge restricted Byway (on the A303 alignment) and the surfaced remaining 'old' A344 should be made to open up realistic access to all cyclists (although the byway surface has recently been maintained, it remains challenging for narrower 'road' tyres). This would complement the proposed improvements being made with bound surfaces elsewhere and could facilitate a new 'loop' route taking in many of the major sights in the WHS from the new Visitor centre to the Stones, south to the new Stonehenge Byway, west to the Longbarrow group and then north back up to the Visitor centre, particularly for those with equipment requiring a high quality surface such as the mobility impaired and all types of cyclist.
- Measures to encourage cycling from much further afield to and through the WHS should be implemented, such as improved signage including multi-lingual (to explain the available routes as there are quite a few continental touring cyclists who visit the area, often with inadequate mapping), and in particular from the Youth Hostel at Cholderton which has good quieter road connections east towards Andover but is currently cut off from Amesbury by the busy relatively narrow trunk A338 or the very hostile A303 (the byway between the YH and Arundel Farm is not suitable for most cyclists due to deep mud and ruts).

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