

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Summary of at Open Floor hearing on 22 May 2019 Gillian Anlezark 20019632  
**Date:** 29 May 2019 16:21:09  
**Attachments:** [Open floor hearing presentation.docx](#)  
[RLU Comments on NMU of Stonehenge area and routes 14MARCH2017 \(1\).pdf](#)  
[Appendix 1 A303 NMU.docx](#)  
[Non-Motorised User Study Area \(2\).pdf](#)  
[STONEHENGE2009IMPORTANTCYCLEROUTES-2 \(1\).pdf](#)

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Please find attached the written summary of my oral presentation made at the Open Floor Hearing on 22nd May and additional material illustrating the requests by Highways England for information and what was provided by me and other cyclists that are IP in the Examination.

Gillian Anlezark  
COGS

Open floor hearing presentation, Salisbury 22<sup>nd</sup> May 2019

I am representing local cyclists and other NMUs. I am a member of COGS, a local cycle campaign group and also national cycling charities, Cycling UK and Sustrans. I want to highlight the considerable amount of work carried out by volunteers outside the formal consultation process at the request of Highways England and ask how the suggestions and ideas put forward can be translated into something lasting for a wider area than the narrow corridor of the A303 itself. The road presents a considerable barrier and deterrent to most cyclists, walkers and horseriders, collectively known as NMUs, suppressing demand to such an extent that usage is very low unless there are safe crossings. We emphasised this when we responded to the first consultation. After this, in March 2017, I and a number of others responded to a series of questions about NMu use of minor roads and PRoW. We were encouraged by this because the Study Area included all the roads between the A36 and A303, as far east as Cholderton and westwards towards Codford, extending to just north of Salisbury and encompassing some of Salisbury Plain as far north as Fittleton. We provided detailed replies and asked for a copy of any report that was prepared. We have heard nothing since. In July 2018, following the second formal consultation, there was an NMu workshop in Salisbury attended by 2 cyclists' representatives where PRoW and routes for NMUs were discussed and notes of the meeting promised but never supplied. We were still hopeful that a wider view was being taken. However, our responses to Scheme consultations were often met by HE with responses such as "this is not part of the Scheme" or "this is a matter for the local highway authority to deal with". Both these seem slightly disingenuous as HE are well aware that the local highway authority has no money and the Scheme has effects well beyond its narrow borders. Another common response during consultations is that "you don't need to have everything all at once, what you want can be implemented gradually".

Forgive us for being a little cynical and sceptical, but in dealing with large organisations such as HE, our experience is that they are keen to talk to local representatives during the consultation phase of a project, but as soon as

consent for the project is granted, it is difficult to get anything implemented that was not enshrined within the formal planning process. For example, we are still waiting for the reconvening of the World Heritage Site Sustainable Access Group since the Visitors Centre was granted permission in 2010. The formal rejection of anything outside a narrow view of the Scheme is very disappointing, but we don't know how to take forward our ideas as possible Legacy projects or who will decide which projects are funded. We know that there is a possibility of funding for Legacy projects but the selection process remains somewhat mysterious. In October 2018, a Legacy Workshop in Salisbury was attended by about 60 people and outlined how projects identified might be taken forward and funded, but the decision making process is far from clear. The role of the Local Community Forum that meets regularly may be pivotal in this process, but I am not convinced it is reaching a wide enough range of viewpoints.

How can we be assured that HE really mean to provide a Legacy and that it is not just a box-ticking exercise. How can a lasting legacy be obtained that betters the lives of those of us who have to live here long after the developer has departed?

## Non-Motorised User Stakeholder Engagement: Response from Roger Upfold

The current Stonehenge/A303 scheme provides a huge opportunity to provide, in addition to meeting the main environmental and road traffic objectives:

- **significant benefits to all NUMs by returning safe access** through the immediate area (WHS),
- **reconnecting the various villages with Amesbury**, particularly for cyclists and equestrians who are currently very adversely affected by the existing severance,
- **promoting sustainable transport access** to both the wider WHS and Stonehenge Visitor Centre
- **improving overall visitor experience and tourist benefits** to the area in a highly sustainable way

1 How do you use the current pedestrian, cyclist and equestrian facilities within the study area shown in the attached drawing?

My personal use of the area is on foot, by road-going bicycle (both visiting and travelling through) and car (travelling through). As the WHS is less than 20 miles from home I frequently visit the area by bicycle, travelling through it by a variety of routes. I now have to use the A303 from Stonehenge Road at least as far as Byway 12 as no suitable alternative from Stonehenge Bottom along the removed A344 past the stone has been provided. However, because of the condition of Byway 12 to the remaining 'closed' A344, and the difficulty in crossing the A303 (now there is a No right turn), I often have to travel as far as Longbarrow roundabout, where the right turn has been made harder to negotiate by the more recent 'capacity improvements'. Alternative less direct and longer routes do not facilitate a view of Stonehenge or that part of the WHS, one of the main reasons for visiting.

Although I am a confident cyclist and at times have to become a 'moving road-block' where it is necessary for my safety (to discourage inappropriate or unsafe overtaking), the A303 in particular is still a very intimidating environment. At times the A360 is also a very busy difficult road.

In addition to local cycling groups and solo cyclists, I am aware there are a small but significant number of cycle tourists, both UK and overseas visitors to the area who specifically wish to see Stonehenge as they pass through to other places in southern England (eg I have seen and spoken to several visitors on heavily laden touring bicycles from Europe and Japan trying to cross the A303 at Stonehenge Bottom when the A344 was still open). I rarely see any horse riders because the road network and crossing points are now so unfriendly (I believe the evidence gathered for the previous A303 Stonehenge Scheme in 2004 also found little evidence of equestrian use because of traffic, use suppressed over decades).

2 What issues with the footpath and byway network do you consider have an impact on how you use these pedestrian, cyclist and equestrian facilities?

**The main issue is severance created by traffic volume and a lack of suitable facilities:**

**A303 at: Road from Allington to Solstice Park**

*East to west can use A303, but very intimidating, west to east almost impossible as requires right turn off A303, as well as use of A303!*

**Road from Allington to Bulford Camp**

*Virtually impossible to cross A303 dual carriageway here*

**Folly Bottom overbridge and roundabouts to A3028 in Bulford Camp**

*Busy road crossings from London Road (south side, including cycle facility at Lidl and diverted Bridleway through Solstice Park) and Ratfyn Bridleway (north side) to new*

*parallel off road surfaced path ending in steep steps (with inadequate cycle wheel gully guide) at northern end*

**Countess Roundabout**

*Poor provision, both at grade and via inadequate subway*

**Stonehenge Cottages**

*Virtually impossible to cross A303 dual carriageway*

**Stonehenge Bottom**

*Difficult crossing of two lanes with only virtual 'painted' central reserve*

**Byway 11 onto A303**

*Intimidating A303 or difficult southern verge to Byway 12 going south*

**Byway 12**

*Difficult crossing of two lanes with no central reserve, poorly maintained surface, particularly between A303 and A344*

**Longbarrow Roundabout**

*Multiple lane entry/exit, no provision at each arm*

**Full length of Winterbourne Stoke village**

*Difficult crossing of two lanes, except at light controlled crossing*

**Byway from Berwick St James to Berwick Down**

*Only verge of dual A303 linking to Byway crossing at Yarn bury Castle*

**Yarnbury Castle/Berwick Down**

*Virtually impossible to cross A303 dual carriageway*

**A36 at: Stapleford to Stoford (to link to NCN 24)**

*Difficult ½ mile section of twisty high speed 2 lane trunk road*

**A360 at: Druid's Lodge (south of Longbarrow)**

*Difficult crossing of high speed 2 lane A road*

**Longbarrow roundabout**

*Multiple lane entry/exit, no provision at each arm*

**Airman's Corner to Shrewton**

*Very busy (due to visitor centre) roundabout and (through route) along A360*

**A344: between Stonehenge Bottom and Byway 12**

*Failure to implement path along alignment of now removed A344*

**Also, the design/quality/construction/maintenance of all routes is an issue**, eg Ratfyn Bridleway across A303 very slippery and much narrowed due to vegetation encroachment, failure to consider the needs of NMU when junctions have been reconfigured (Longbarrow), failure to implement promised facilities (along alignment of now removed A344), poor surface of Byway 12 (even the old road surface of the closed A344 from Visitor Centre to Stones now has several deep potholes).

3 Do you have any other comments regarding pedestrian, cyclist and equestrian activity/facilities?

Surveys of NMU access in the study areas will find some evidence of use, but because of the severance issues outlined above which have significantly increased in the last 5 decades, they will not give a true picture of the potential for promoting sustainable NMU of the area. Demand, particularly by cyclists and horse-riders is seriously suppressed in certain locations, and over such a long period of time that it will not suddenly appear (generations have now grown up unable to even contemplate using certain routes because of the intimidating

dominance of large volumes of motorised traffic). But this is no reason not to provide world-class facilities as part of the scheme. However, to maximise the benefits of sustainable utilitarian travel and tourism in the area there will also need to be an active promotion of the use of well designed and constructed facilities by all the relevant parties (Highways England, Wiltshire County Council, English Heritage, National Trust, Sustrans, Cycling UK (CTC), British Horse Society, Ramblers Association, to name but a few).

The following are considered to be some of the key NMU objectives of the scheme to deliver the above aims:

### **PRIMARY OBJECTIVES**

- 1 A 24/7 usable, 4m wide durable bound surface from Longbarrow to Stonehenge Road (A303 alignment) to enable disabled, road, touring, etc cyclist use, alongside soft surfaces for other NUMs (4m to ensure 3m residual surface due to inevitable vegetation encroachment. This would also facilitate essential utility vehicle use avoiding 'chewing up' rest of green byway surface. It could be of a 'green' colour to blend into landscape, and should be a smooth surface to provide sufficient contrast to surrounding grass etc for safe use in the dark by appropriately lit cyclists)
- 2 Grade separated NMU friendly crossings by new dual A303 of all existing roads/Row
- 3 Safe reconnection of Byway 11 to Byway 12 (deliverable by 1 above)
- 4 NUM friendly infrastructure at Longbarrow junction, so re-linking to Winterbourne Stoke, and Berwick St James/Shrewton beyond (the latter thus avoiding needing to use the busy A360)
- 5 NUM friendly infrastructure at Countess Interchange improving link between the significant population centres of Durrington/Larkhill and Amesbury
- 6 NUM friendly infrastructure at busy Airman's Corner to permit easier access east/north, and to visitor centre by all NUMs
- 7 Off road 24/7, 3m wide bound surface from road to Allington to Solstice Park, providing much needed east-west link from Amesbury to Cholderton, Thruxton, & link to NCN 246
- 8 Improvements to deliver and maintain all-year round surface usability of Byway 12 between A303 and A344 for all types of cyclists
- 9 Completion of route NCN 45 between southern Amesbury and Bulford

### **SECONDARY OBJECTIVES**

- 1 New/improved signed links from Stonehenge Visitor Centre and A344/Byway 12 junction to all existing and future NCN routes
- 2 Sympathetically designed secure cycle parking at various locations within WHS (to facilitate further exploration on foot away from the main cycle-usable routes)
- 3 Grade separated crossing north/south at Yarnbury Castle
- 4 New NCN route east via roads to Ellington, the Hostel and on to Cholderton, Thruxton, and beyond to Andover, to link to NCN 246,
- 5 Cycle friendly improvements on A36 between Stapleford and Stoford, and
- 6 New NCN route west across WHS to Winterbourne Stoke and on to NCN 24 in the Wylde valley.

On 7 March 2017 at 10:53, a303 stakeholders  
<[a303.stakeholders@arup.com](mailto:a303.stakeholders@arup.com)> wrote:  
By Email:

Dear Ms Gill Anlezark,

Highways England is progressing its investigation into options for improving the 7.5 mile section of the A303 between Amesbury and Berwick Down. Our consultation on the proposed option for a tunnel past Stonehenge and a bypass north or south of Winterbourne Stoke concluded on 5 March 2017. As we consider the results of this consultation, we are also continuing our design development work.

As part of this design development work, we are collecting information to help consider the specific needs of Non-Motorised Users, considered to be pedestrians, cyclists and equestrians.

Please confirm your interest by replying to this correspondence before 13 March if you wish to contribute your views on this subject. Please note that this engagement is in addition to any response you have made to the consultation which concluded on 5 March.

Should you agree, we would like to follow up this email with a scheduled telephone conversation at your convenience. Please let us know of your contact number and a specific time that suits you within the next two weeks.

Alternatively, you can continue this correspondence via email if you prefer. To help us collect the required information, please respond to the following questions:

1. How do you use the current pedestrian, cyclist and

- equestrian facilities within the study area shown in the attached drawing?
2. What issues with the footpath and byway network do you consider have an impact on how you use these pedestrian, cyclist and equestrian facilities?
  3. Do you have any other comments regarding pedestrian, cyclist and equestrian activity/facilities?

We look forward to hearing your thoughts about the above, and should you have any queries or concerns, please contact us on 02920 266681.

Yours sincerely,

**Toria Thomas**  
**AAJV Non-Motorised User Lead**  
A303 Amesbury to Berwick Down

[REDACTED]  
Email: [a303.stakeholders@arup.com](mailto:a303.stakeholders@arup.com)

Tel: [REDACTED]

Dear Toria and Alec

Following your phone conversation with Roger Upfold yesterday, I am submitting further comments on behalf of the Cycling Opportunities Group for Salisbury (COGS), a voluntary organisation of 140 members seeking to improve cycling facilities in Salisbury and South Wiltshire. We work in partnership with Cycling UK and Sustrans, and with Wiltshire Council via the Salisbury Cycle Liaison Panel.

How do you use the current pedestrian, cyclist and equestrian facilities within the study area shown in the attached drawing?

There are relatively few formal cycling facilities within the study area. Sustrans National Cycle Network (NCN) routes 24 and 45 are signed on minor roads, but they are both adversely impacted by the A303 and A36 east of Amesbury and west of Salisbury respectively. Salisbury



and Amesbury are transport hubs and centres of population and both have growing populations and new housing areas. There is a need to improve facilities to encourage and establish the use of sustainable modes of travel by residents for short journeys and for visitors to the WHS and other attractions in the area bounded by the red line.

The main access routes used by on-road cyclists in the WHS are summarised in the map attached (Stonehenge2009importantcyclerroutes.pdf). Off-road cyclists and equestrians can use bridleways and byways, but these are not suitable for all types of bike or in all weather conditions. Pedestrians other than residents of Amesbury, Bulford and Durrington would need to use some other means of transport to access the study area. Amesbury is well-served by buses from the north and south, but the nearest buses to Stonehenge stop in Amesbury and Winterbourne Stoke, both ideal places to approach the WHS on foot in terms of distance.

**From Salisbury and Wilton**, the Woodford Valley route on the west side of the Avon valley (NCN45 and Wiltshire cycleway) is the most direct surfaced route to Amesbury and Stonehenge and gives access to minor roads in the northern part of the study area as well as tracks on Salisbury Plain. Cyclists and pedestrians wishing to access the southern part of the WHS off-road use the bridleway from Lake across Normanton Down. NCN 24 and 45 can be linked by taking the minor road between Middle Woodford and Stoford and make a circular route from Salisbury or Wilton or to access minor roads and tracks to the south and west. Cyclists travelling west from Salisbury use NCN24 on the south side of the Wylve Valley that avoids the A36 west of Wilton

**From Amesbury**, a route frequently used by cyclists to the south descends into the Woodford Valley via Boscombe Down and Great Durnford. To the north it is possible to cross the A303 at Countess roundabout, the footbridge at Ratfyn, or Solstice Park roundabout. A section of surfaced off-road path has been opened recently to assist cyclists and pedestrians on the hill between Solstice Park and Bulford. The only alternative surfaced route to the west avoiding the A303 from Amesbury is via Durrington, Larkhill and Shrewton since the closure of the A344

2. What issues with the footpath and byway network do you consider have an impact on how you use these pedestrian, cyclist and equestrian facilities?

For cyclists this depends on the type of bike being ridden and the age and experience or confidence of the rider. Not everyone rides an off-road bike that is suitable for use on rough tracks and many cyclists are not comfortable riding on or crossing heavily-trafficked main roads, thus **severance of byways and other Rights of Way is an important issue for NMUs in the study area**. Using the example in point 1 above, off-road cyclists, equestrians and pedestrians from Salisbury via the Woodford Valley can use byway AMES11 to access the WHS, but this does not join up with byway AMES12 without a hazardous route on the verge of the A303 where there is no footway. The condition of AMES12 is very poor with numerous deep potholes. **There is no crossing facility for NMUs from one side of the A303 to the other between Countess roundabout and Winterbourne Stoke**. Although there is an agricultural underpass from Stonehenge Road, Amesbury to the north side of the A303 near Stonehenge Cottages, it is on private land and not available to the general public.

In the study area **between Wylie and Cholderton**, numerous rights of way are severed by the A303 and A36, sometimes necessitating NMUs to cross several lanes of traffic without any formal or informal crossing point. For example, east of Amesbury, the minor road from Allington crossing Boscombe Down as well as a bridleway reach the A303 and anyone wishing to cross needs to risk traffic travelling at the national speed limit over both carriageways. For cyclists travelling north, this is particularly hazardous as one needs to travel across the downhill carriageway, access the right hand lane and then cross the other carriageway to reach the minor road to Bulford Camp. At the other crossings of the A303, north and east of Amesbury, the preferred route would be at Ratfyn where a bridleway (AMES44) crosses a bridge over the A303. However the gradient is very steep and most cyclists would have to dismount travelling south, although the route is quiet and almost traffic-free. Countess and Solstice Park roundabouts are intimidating and not well-designed for cyclists. There are no facilities for pedestrians or cyclists on much of the A345 north of Countess.

**West of Amesbury**, Rights of Way SLAN1, 2 and 3, BSJA3 and 3A end at or are bisected by the A303. SLAN2 and 4 end at the A36. In some of these locations the main roads have footways or the footpaths/bridleways continue as farm tracks but these are not public rights of way.

The roundabout at Longbarrow presents a hazardous approach to Stonehenge Visitor Centre for anyone cycling or walking, for example from

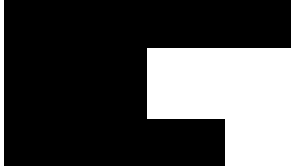
Winterbourne Stoke or along the A303 from Amesbury. Since the closure of the A344, the A303 has the only surfaced route to the Visitor Centre from the east

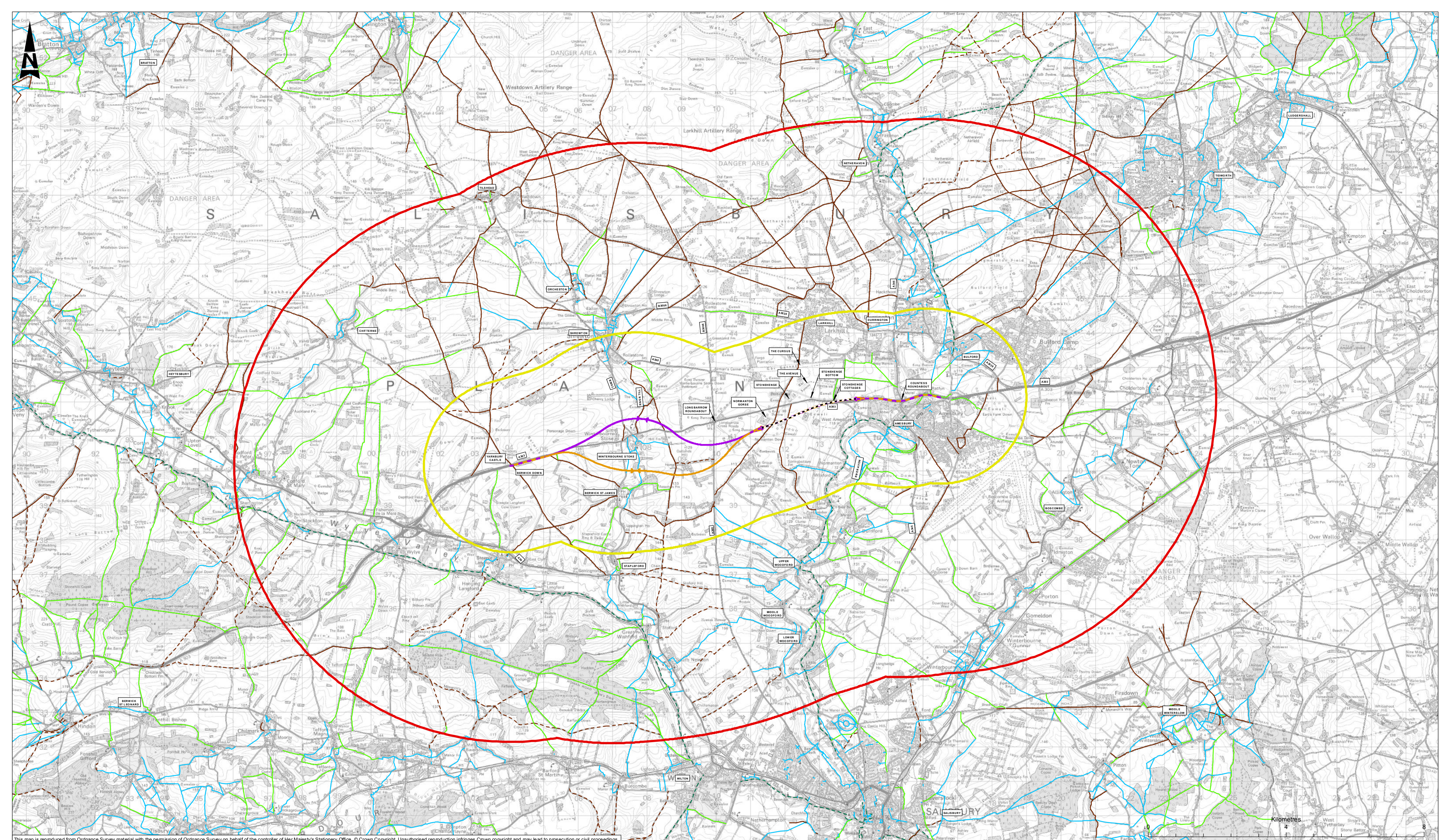
### 3. Do you have any other comments regarding pedestrian, cyclist and equestrian activity/facilities?

I attach my submission to the A303 consultation that covers other points I wish to make. In addition, the A36 impacts links between NCN routes 24 and 45 using the minor road between Stapleford and Winterbourne Stoke. There is a section of the A36 without a footway that is narrow, and carries heavy traffic moving at 50mph between Stoford and Stapleford. Pedestrians could avoid this using rights of way in the Wyllye Valley or on the downland above the valley to the north.

We are anticipating that the opportunity to design and implement a comprehensive network of signed routes for NMUs will be taken whilst the A303 is being redesigned for motor traffic.

Gill Anlezark  
Hon Membership Secretary, COGS





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<b>LEGEND</b> 	<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b> In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			Drawing Status <b>FIT FOR INTERNAL REVIEW AND COMMENT</b>		Suitability <b>S3</b>		Project Title <b>A303 AMESBURY TO BERWICK DOWN</b>												
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# STONEHENGE 2009 VITALLY IMPORTANT CYCLE ROUTES

