

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Subject:** Support for submission from Roger Upfold (20018352) re details of design and surfacing of new and improved PRoW  
**Date:** 26 August 2019 23:26:03

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On behalf of the Cycling Opportunities Group for Salisbury, I wish to endorse and support Roger Upfold's submission regarding details of the design and surfacing of new and improved PRoW. We have been informed by Highways England during the consultation phase of the Scheme that these will be determined at the detailed design stage, but at that point, if not legally binding by inclusion in the final DCO, details could be subject to a number of constraints, not least budgetary, and there is a danger that the resulting construction might not meet the needs of NMUs who are excluded from using the tunnel. Mr Upfold's submission is copied below.

Regards, Gillian Anlezark (20019632)

To the Planning Inspectorate in connection with the current Stonehenge/A303 application and draft DCO

On behalf of cyclists and other NUMs, and in the apparent absence of specific content on the following issues in the draft DCO, I make a formal request in relation to the detailed content of the final DCO for the Stonehenge/A303 scheme, that it includes:

legally binding design and construction details (at minimum in the form of precise functional objectives to be achieved) on the characteristics of the new and improved Byways, Restricted Byways and Bridleways and their highway crossing points, with particular reference to: minimum widths, the nature of their surfaces (especially where they must be 'bound' to meet specific user group needs, as we have in previous submissions highlighted), drainage and vegetation aspects, to meet the needs of all NUMs both in the near future and much longer term, including likely growth in their use by NUMs

because if these matters are not covered in enough detail by the DCO and left to the detailed design stage there is a danger that the needs of NUMs may not be adequately met in the face of economic or other challenges/requests, and also because Wiltshire Council as the inheritor of these PRoW may be put in difficulties in meeting their legal responsibilities for their long term upkeep, especially those arising from climate change.

The reasons for making this request are as follows:

- whereas the new and modified/improved roads of various classifications must meet established highway design and construction standards, it is my understanding that the legal definitions of public rights of way do not in themselves specify minimum design and construction standards, eg on issues such as minimum width, surface characterises, drainage or other aspects such as vegetation encroachment from each side/overhanging (for example, established guidance appears to only refer to: "Maintenance should be such that ways are capable of meeting the use that is made of them by ordinary traffic at all times of the year." and not their inherent design (see 6.5 of DEFRA Rights of Way Circular (1/09) available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69304/pb13553-rowcircular1-09-091103.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69304/pb13553-rowcircular1-09-091103.pdf)),
- that local authorities such as Wiltshire Council have very limited and finite resources for their rights of way network which understandably they struggle to look after in the current and foreseeable economic climate (eg WC draft CAF paper available at: <http://www.wiltshire.gov.uk/downloads/16501>), and so need to 'inherit' as a result of schemes such as this the highest quality robustly constructed facilities to enable their long term maintenance at minimum cost to facilitate anticipatable future demand by increasing NUM use, especially that likely to arise from the scheme's removal of existing severance caused by the current surface A303 and other busy highways within and near to the WHS, and its promotion as an much improved landscape destination of visitors,
- and with the likely effects of future climate change (highlighted in the above WC CAF draft), the need for well designed and constructed facilities which are resilient in the face of more extreme weather effects arising from increasing average global temperatures, eg higher localised rainfall events with consequences for flooding and vegetation growth.

I hope to attend the planned ISH on the draft DCO on Friday 30th August 2019 and would welcome a positive response from the Applicant on these issues.

Roger Upfold (Cyclist Representative) REF: 20018352