

From: [REDACTED]  
To: [REDACTED]  
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Subject: Stonehenge A303 - 15th of March 2019 - Summary of oral presentation given on 30 August 2019 (REF: 20018352)  
Date: 02 September 2019 16:36:23

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To the Planning Inspectorate

As a local cyclist (and speaking on behalf of the cycling groups COGS and Cycling UK, whose representatives were not able to attend), I made the following points at the ISH on the draft DCO on 30 August 2019:

In the Outline Environmental Management Plan (OEMP) 8.47 it states that "PRow's to have a bound surface where appropriate to their use". This is too vague as cyclists of all types must have a good a surface to ride on as the existing/new roads, using routes with minimal diversion, particularly where understandably they may not on safety grounds be permitted to ride, eg through the tunnels - in any case most NMUs do not want to use the tunnels, preferring to be safely away from the dual carriageway with quiet views of the landscape and its heritage.

The OEMP also says: Surface of PRow to be agreed with adopting authority. We wish to see that the DCO/OEMP sets objectives consistent with the previous submissions made by the cycling groups/representatives, so this detail is not left to re-interpretation by others at a later stage.

Additionally, the OEMP states a maximum 3m wide bound surface: However, where possible, eg the new restricted Stonehenge Hwyway on the alignment of A303, we seek 4m out of the 8-10m available to allow for some degree of vegetation encroachment whilst leaving adequate width to avoid any user conflict, and permit shared use by statutory utility vehicles and those with private means of access, yet still leaving room for cyclists to pass a vehicle whilst remaining on the bound surface.

Further, for all new PRow's, there should be a commitment on drainage to minimise damage, reduce the ongoing maintenance burden, prevent flooding/ponding and to minimise risk from ice in winter (as manageable adverse effects on all NMUs, but especially cyclists), not least to take account of the greater likelihood of more extreme weather events as a result of climate change.

With regard to route surfacing we wish to draw attention to the use of an innovative material on a new shared greenway for all NMUs in the Rosedale area, see: <https://gh01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fvimeo.com%2F301281499&data=02%7C01%7Ca303stonehenge%40planninginspectorate.gov.uk%7Cd69405b122845d216a06d72b88349%7C5878df98688848a9322998ce570884%7C1%7C0%7C637030341828238680&mod=datar-fP5wkrpgf8GLJYrZJZHCe732152yAPW6eOmM%2B7Dz7o%3D&reserved=0>

Finally, the DCO/OEMP should cover PRow road crossing points, and specifically where and what type of traffic controlled crossings are to be provided (eg Pegasus, essential at Longbarrow) to minimise severance for all NMUs, especially as traffic flows are likely to increase over time?

In summary, on behalf of NMUs we wish to see these matters covered by the DCO or OEMP, and defined as objectives and specific detailed commitments, rather than just as principles.

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