



**A303 Amesbury to Berwick Down
(Stonehenge) Wiltshire
TR010025**

**Wiltshire Council (A303-AFP022)
Response to Proposed Changes
Consultation Report (Non-Statutory)
[REP8-015]**

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1. Introduction

- 1.1 Wiltshire Council has reviewed Highways England's (HE's) Proposed Changes Consultation Report (Non-Statutory) [REP8-015] submitted at Deadline 8. The Council's comments on this report are contained herein.
- 1.2 These comments are submitted without prejudice to any further representations the Council may wish to make during the Examination.

2. NMC-02: Countess Roundabout to be De-trunked

- 2.1 The Council, at the Traffic and Transportation Issue Specific Hearing on 22nd August, raised concerns in response to the detail of the proposals for the de-trunking of the existing trunk road at Countess Junction. Subsequently, the Council has liaised with HE with a view to establishing a drawing which, in the parties' views, shows an area for de-trunking which provides for the north-south footways on both east and west sides of the junction to be included within highways which will be vested in the Council; the de-trunking will follow a process in accordance with the provisions of the Side Agreement currently in draft. The extent of the de-trunking has been subject to the two authorities agreeing on the current boundary between Wiltshire Council and HE on both the south and north sides of the junction, this is in the absence of any known definitive records held by either party.
- 2.2 The Council is now satisfied that the extent of the de-trunking proposals, as shown in Figure 5.1 of the Proposed Changes Consultation Report (Non-Statutory) submitted by HE, is acceptable in all regards.

3. NMC-06: Public Right of Way to Stonehenge Visitor Centre

- 3.1 The Council welcomes the report's clarification of the position now to be taken forward, if accepted by the Examining Authority (ExA). Option B, as identified by HE in their report as the preferred option, has the support of the Council.

- 3.2 Paragraph 3.3.7 states:

"Accordingly, in the event that Highways England does not receive all of the additional land consents required to enable the Examining Authority's acceptance of NMC-06 Option B, such that the entirety of Option B (as described in the Proposed Changes Application [AS-067]) cannot be delivered through the DCO, then Highways England's request to the Examining Authority for proposed NMC-06 would instead comprise only the part of Option B which runs north / west alongside the A360 as this, if accepted by the Examining Authority, could be delivered through the DCO, thereby forming part of the substitute solution."

- 3.3 This alternative arrangement, Option B, whether undertaken through the DCO, or by landowner agreement, would result in an interface between a restricted byway and a cycle track at a point immediately adjacent to the southern boundary of the Visitor Centre overflow car park. There will presumably be a need for restrictive physical measures at this point to address the need to exclude motorised users from the restricted byway section of the route, and to allow movement onto and from the live A360 carriageway for north-south equestrian users. This feature will require particular care in terms of detail, and be subject to appropriate risk assessment measures.

- 3.4 The report does not appear to acknowledge that equestrians can, and do, choose to mix with visitor traffic on the C506, and provision is made for equestrian use of the C506 along its entire length to Byway 12. This is different from encouraging use of the C506 by equestrians.
- 3.5 Paragraph 4.8.1 is perhaps misleading insofar as it states, “*There are no existing public rights of way available to equestrians immediately north or west of Airman’s Corner*”. This is not correct in the sense that all equestrians have rights of access on the A360 / B3086 / C506, such rights existing within the limits of the highways concerns.
- 3.6 The Council welcomes the fact that HE, even at this late stage, appear to acknowledge (paragraph 4.8.12) the importance of the application of the correct legal definitions for elements of highway to be provided as part of the Scheme. To this extent, HE’s apparent acknowledgement that ‘cycle track’ is a correct term to apply to a highway to be used by cyclists (and also by pedestrians, as the case may be), and Option B would fall into this category. The Council would now wish to reiterate its position that the term be defined in the draft DCO (dDCO), as are, now, all the other classes of highway proposed in relation to the Scheme.
- 3.7 The Council notes the intention (paragraph 4.8.13) to have a substitute reference to the current “UA” reference in the dDCO and Rights of Way drawings, and not as indicated at Appendix C to the AS-067 document submitted by HE. This will presumably refer to the route as a cycle track, thus helping avoid confusion over status in the future.

4. Conclusion

- 4.1 Wiltshire Council has reviewed Highways England’s (HE’s) Proposed Changes Consultation Report (Non-Statutory) [REP8-015] submitted at Deadline 8. The Council’s comments on selected changes within this report are outlined above.
- 4.2 The Council wishes to also draw HE’s attention to its ‘Response to Deadline 6 Submissions’ [REP7-043], and specifically section 3, Comments on (Rev 4) Development Consent Order, which outlines some further changes to the dDCO, which will be required should the ExA accept the proposed changes.
- 4.3 These comments are submitted without prejudice to any further representations the Council may wish to make during the Examination.