A303 Amesbury to Berwick Down
SUBMISSION ON BEHALF OF CYCLING UK

I have been representing Cycling UK, as an accredited representative, relating to on-road use of the main A303. The other Cycling UK and COGS representatives gave evidence for Cycling UK related to leisure use and the proposed provision for NMUs.

This is a response to the submissions on behalf of the Consortium of Archaeologists and the Blick Mead Project Team TR010025-001960 and the 26 June 2020 letter from the Stonehenge Alliance TR010025-001961 and the 16 July 2020 TR010025-001962-200716 A303 Stonehenge DCO Second Consultation Letter.

It is also a late submission on behalf of Cycling UK of further evidence requested by the Panel of Inspectors in the Examination in Public on the occasion of my giving evidence.

Summary

The discovery of an unprecedented partial ring of substantial monumental Neolithic pits, apparently centred around Durrington Walls henge, increases the significance of Durrington Walls and Woodhenge in the public imagination. This makes it more likely that members of the public will want to visit the vicinity of both Stonehenge and Woodhenge. This in turn highlights the harm to the public interest, caused by the proposed prohibition of cyclists from the A303 between the two roundabouts, failure to provide tracks for cyclists and other non-motorised users (NMUs) along the existing A303 alignment between Stonhehenge Bottom and Countess Roundabout, and reliance on poor or no cycle provision on existing non-trunk roads into and out of Amesbury as a substitute for the current right to ride on the Amesbury Bypass. As stated below, a cycle journey from Stonehenge Bottom to Woodhenge would take an estimated 36 minutes via Church Street (in Amesbury), instead of 13 minutes via the A303 (source: Google Maps).

Provision for cyclists, cyclist safety and the promotion of cycling are established public policy and stated to be Highways England policies. This is congruent with public policies to reduce air pollution and greenhouse gases, and to promote public and personal health and reduce illness.

There is independent evidence, and some Highways England evidence, that pedal cyclists are frequent and regular users of the A303 throughout the Scheme area and elsewhere. Highways England evidence on this is sparse, unreliable and inadequate. I particular, cycles have not been counted at times of day or week when they probably use the A303 in significant volumes.

There needs to be continuous cycle provision both on and in the alignment of the proposed A303 through the scheme. The main proposed off-road NMU route would not provide this, as it will lie only between the Longbarrow Roundabout area and existing junction with Stonehenge Road, Amesbury. Between Stonehenge Road and Solstice Park, the proposed "provision" consists of existing local roads through Amesbury, which are not Highways England's provision or responsibility, are unsuitable in some places and form no part of the Amesbury Bypass. The lack of provision is contrary to public policy and should not be allowed to prevail.

Pedal cycle users are a diverse category of road users, with a variety of needs, levels of experience, attitudes to risk and travel purposes. Hence there need to be three layers of provision for cycling, along the A303 alignment through the scheme.

1. **The off-road NMU provision is important in itself, even though it has drawbacks such as shared use with walkers and horse-riders, and a proposed lack of night lighting. It needs to continue east-west between the point where it runs north-south and is diverted, connecting with Stonehenge Road, Amesbury. This provision would be in the form of road-side cycle tracks next to both carriageways, between the tunnels and Countess Roundabout. This is likely to require, among other things, a greater land-take than is currently proposed.**

2. **Cyclists who are prepared to use the existing single and dual carriageways of the A303 require permission to use the proposed tunnels, which are two-lane in each direction. This is a wholly exceptional situation, and Highways England has made no coherent or valid site-specific safety case against it. Safety for cyclists on the carriageway is likely to be at least as good as it is on other A303 dual carriageways, where cycling is permitted. There are methods of further improving cycling safety and mitigating possible effects on traffic flows.**

3. **For cyclists who need or wish to use the tunnel, but prefer, or are unprepared, to use the carriageway, there should be provision for them to use the strips currently referred to as emergency walkways. These are wide enough for useable provision, even though it they are technically sub-standard for that purpose, like many other cycle facilities in England.**

In the traffic data there is evidence of significant cycle use in the Bulford area. The A303 causes community severance between Amesbury to the south and Bulford, Bulford Camp and Tidworth to the North. The stopping up of the A303 crossing at Amesbury Road, which is partly a lane or byway, worsens this severance. The opportunity should be taken to provide a "green bridge" for non-motorised users, likely to be more heavily used for everyday travel than those already proposed to the West.

Due to the absent and inadequate provision for cyclists as road users, the CPO should not be approved nor should Development Consent be granted, without modification.

Introduction

The "Highways England Strategic Road Network Initial Report, December 2017", states (p.7),

"As the operator of the SRN, our 3 imperatives are:

***Safety**: This is our top priority. This means safety for all who use or cross our roads (motorists, pedestrians, cyclists and horse riders), for our workers, and for the communities who live and work alongside them. […]" (p. 7).*

"The SRN is part of a wider transport network which should: […] support sustainable travel choices by connecting to public transport and providing safe, high quality facilities for pedestrians and cyclists." (p. 8).

"We're also committed to improving connectivity on and around the network for non-drivers by delivering safe and accessible routes. Improved cycling routes can provide far-reaching advantages - helping to reduce the congestion caused by motor vehicles and improving public health, lowering NHS costs […] Our major highways construction projects factor in improvements for cyclists. For example, the A1 Leeming to Barton scheme provides enhanced access for equestrians, pedestrians and cyclists through a new continuous local access road and 11 new or upgraded crossings. As we build toward transforming our busiest A-roads into expressway corridors, such provision will allow us to safely segregate these vulnerable road users from high speed motor vehicles." (p. 17).

Unfortunately, in the case of the present Scheme, Highways England's approach has been to treat pedal cycle users as an essentially "off-road" category, to be give provision alongside pedestrians, horse-riders and trail-riding motorcyclists. This approach fails to treat cyclists as road users, with the right to use the carriageway. One suspects that such use has been treated as negligible, but it is in fact significant.

Going forward, it is Highways England's stated intention to convert the A303 into an "Expressway". This type of road is motorway-style, and cycling is expected to be prohibited. If this vision does in fact go ahead, there will be an obligation to provide continuous on-line or adjacent alternative provision. It would be the worst possible precedent for the Scheme, as the first truly "Expressway-ready" scheme on the A303, to make no valid, or inadequate, provision for cycling along the A303 corridor. Such an omission is unacceptable.

It is exceptional for an A-road to prohibit cycling. There are only two other instances in the South West, and the counties adjacent to Wiltshire:

- The A38 Saltash Tunnel. This is an older 20th century two-way single carriageway tunnel with very narrow pedestrian sidewalks. There is an alternative route on B3271 North Road.
- Short sections of the A4142 Eastern Bypass Road, Oxford. There is continuous high-quality adjacent and parallel cycling provision, including to the prohibited and permitted sections.

Cycling on the A303

Although not conducted for the purpose, the Manual Classified Traffic Counts (MCTC) done in 2018 for the Scheme did capture instances of cycling on the A303. There were inconsistencies, where cycles counted at one location had “disappeared” at adjacent junctions. See Appendix A.

The counts were carried out between 12 noon and 6pm for the Summer (August) day and 07:00 to 19:00 for the Neutral (October) day. Informants in local cycling clubs and cycle shops have told me that most cyclists using the A303 for discretionary purposes (e.g. fitness) choose to cycle in the early morning or the evening. Therefore the MCTC counts have been timed to omit this significant category of cycle flows.

The Automatic Traffic Counts combined statistics for cyclists and motorcyclists into one category, and of course the number plate recognition surveys excluded cycles, which have none.

STRAVA is an online application that is popular with cyclists, runners and water sportspeople. It uses smartphone and other GPS device data to allow individuals to record their routes and measure their times and speeds. It also aggregates this data to provide a “Global Heat Map” that shows the relative volumes of cyclists (or runners or both) across an area they have used. The brightness of the tracks is proportional to the volume of users. A limitation is that this is a relative, not absolute or quantitative, measure. The map can be viewed interactively, and a cyclists-only mode is available, as used here. The worldwide but zoomable map is freely available online. The higher zoom levels are available to those who register a free account on the site.

See https://www.strava.com/heatmap.

The following HeatMap screenshots show cycling activity on the A303 in the Scheme area. It is clear that there is significant cycling activity on the A303 trunk road.

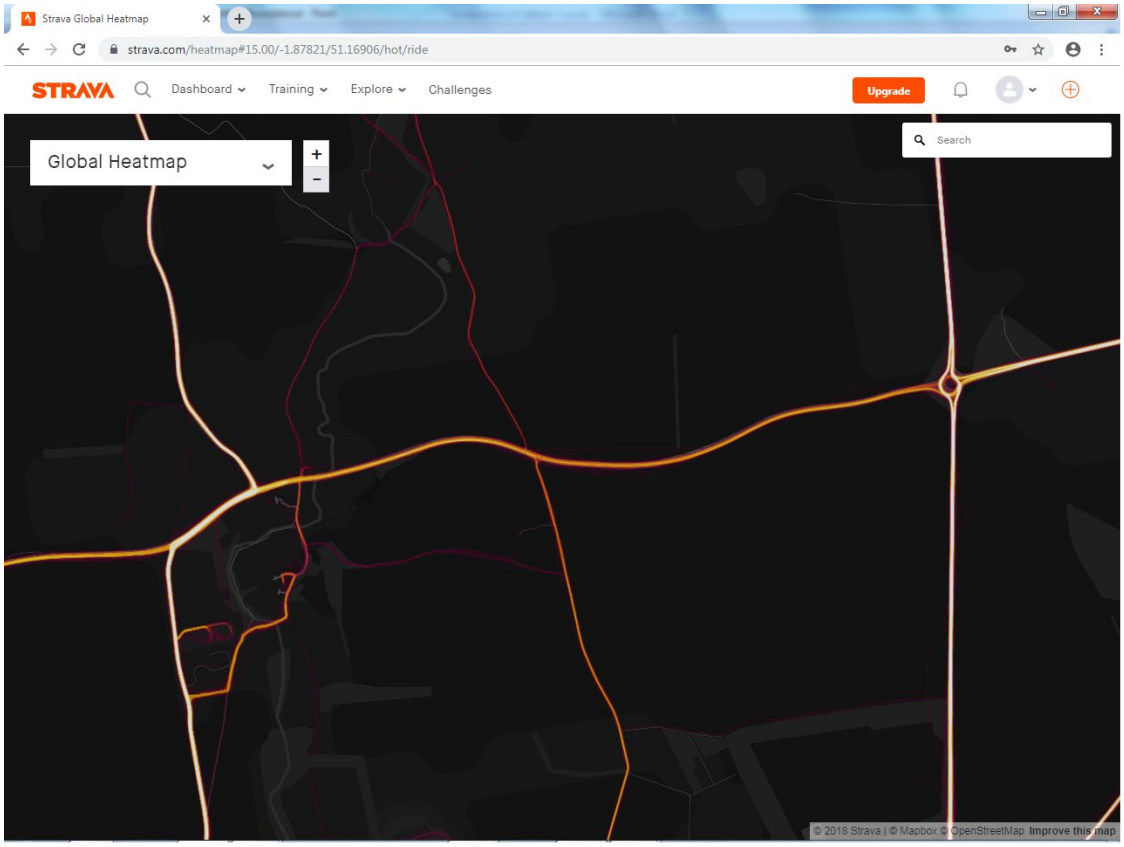

Figure 1. STRAVA Heatmap, A303 Winterbourne Stoke and Longbarrow Roundabout

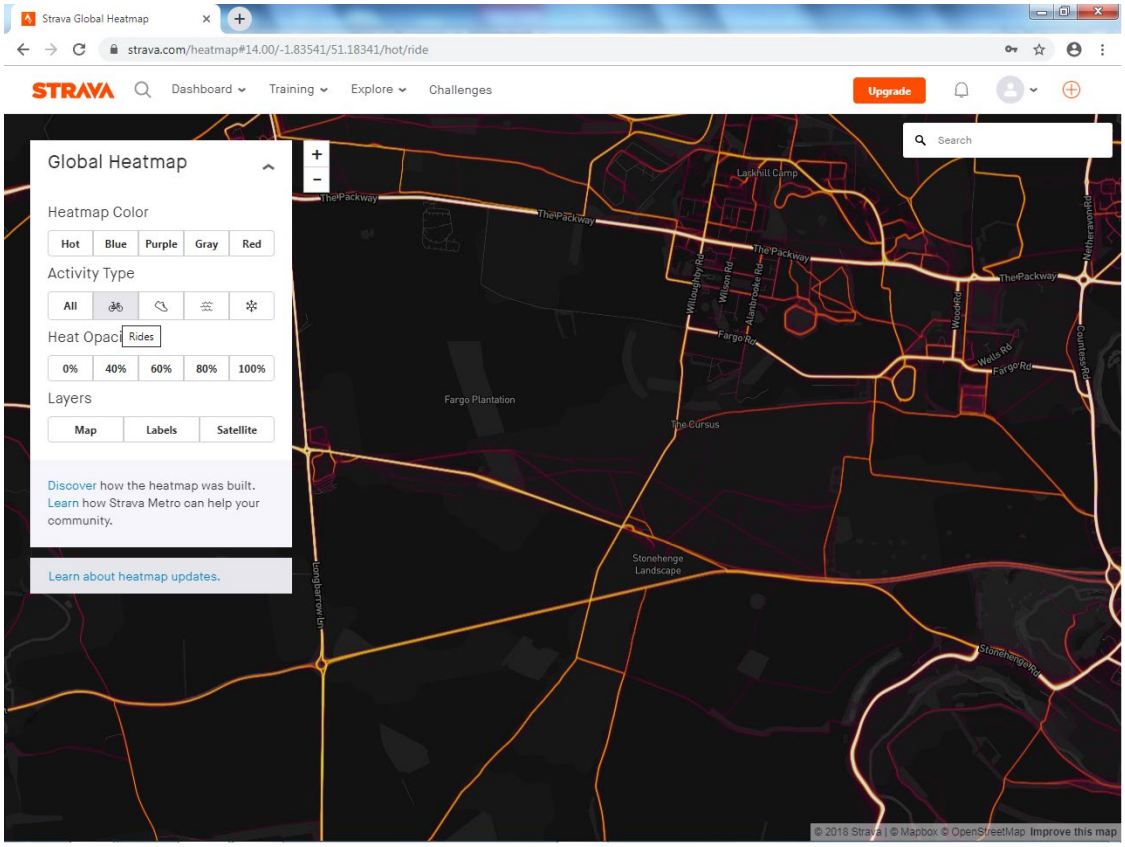

Figure 2. STRAVA Heatmap, A303 Stonehenge and Larkhill

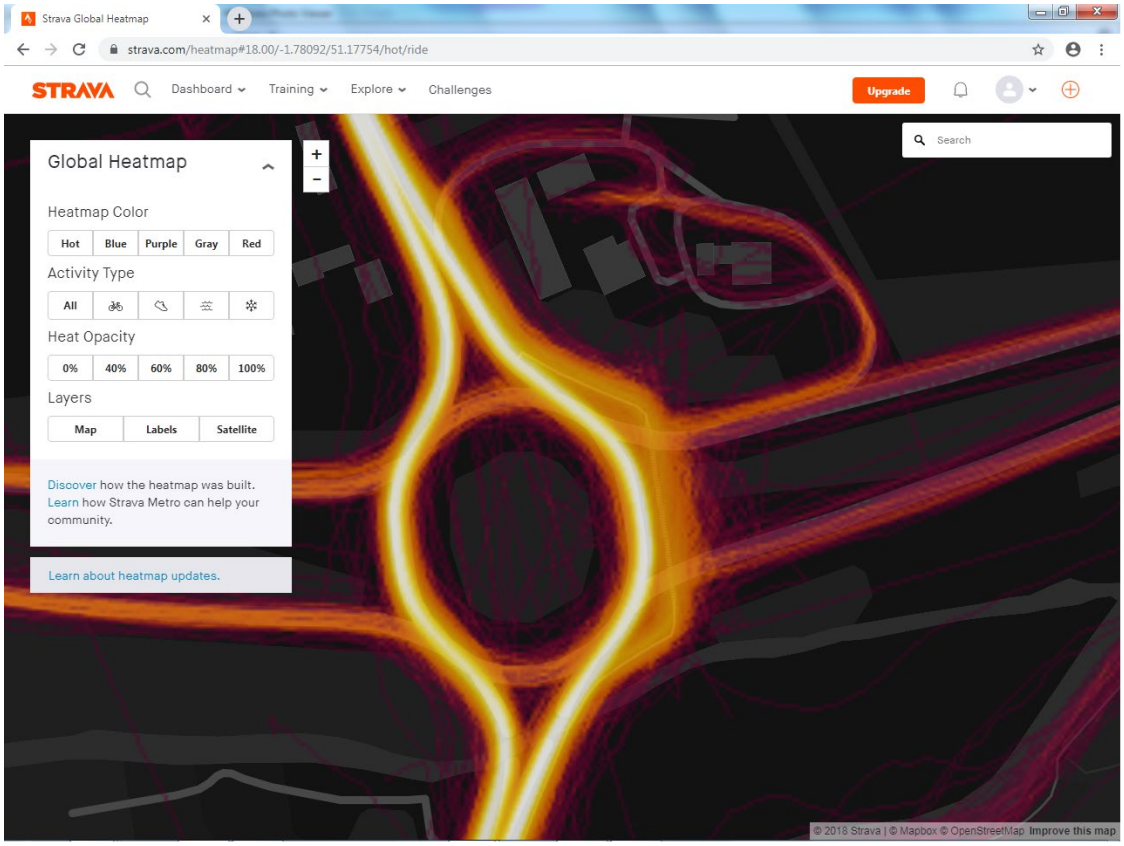

Figure 3. STRAVA Heatmap, Countess Roundabout

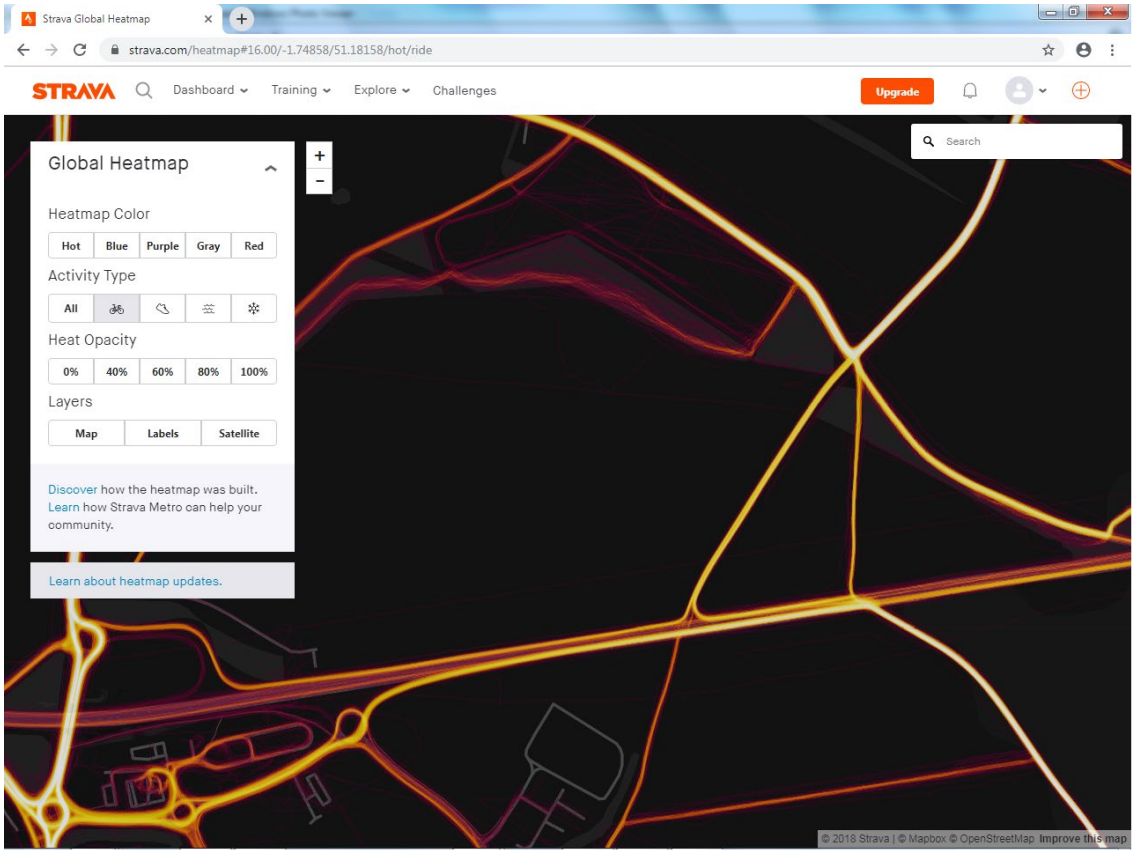

Figure 4. STRAVA Heatmap, Solstice Roundabout and Amesbury Road

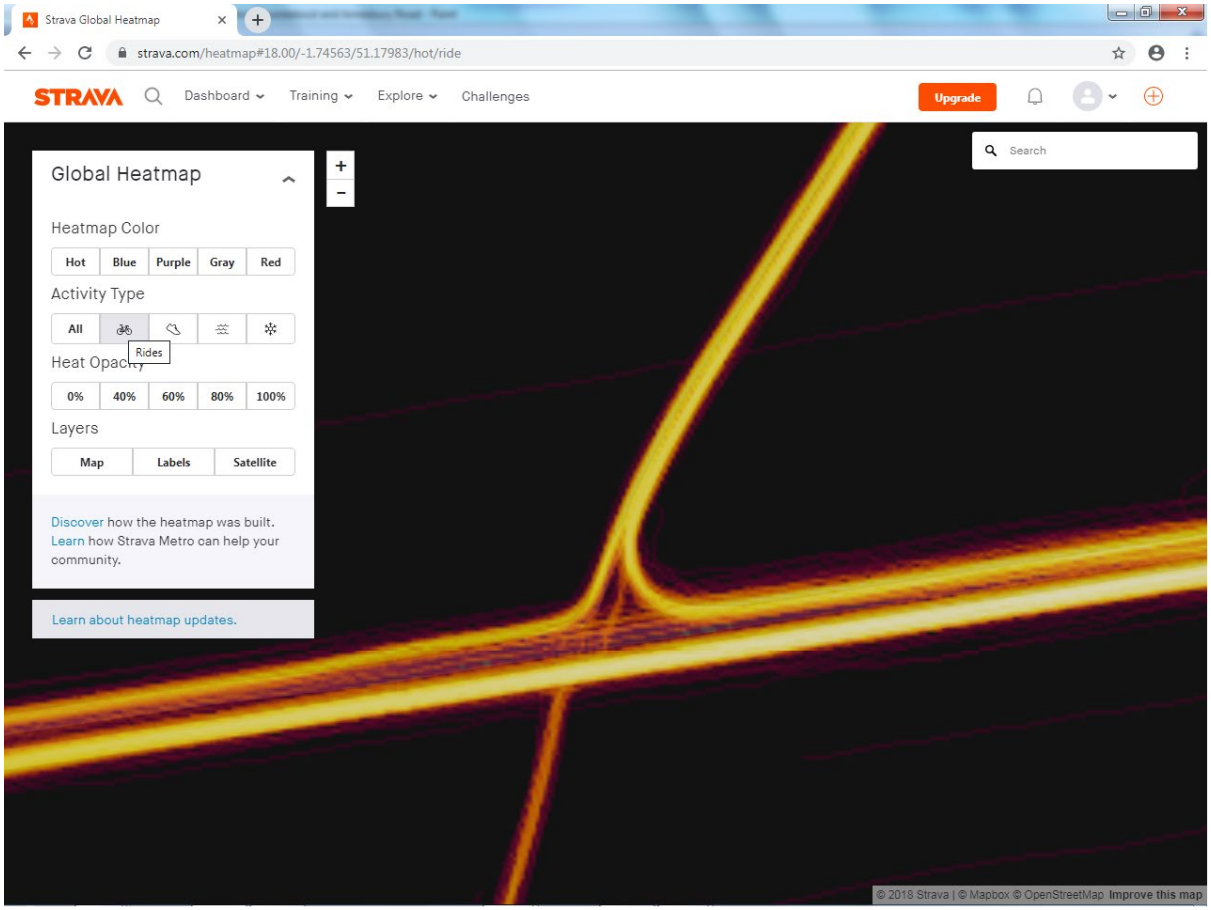

Figure 5. STRAVA Heatmap, A303 Amesbury Road crossing

The proposed alternative route

Figure 6. Pavement Cyclists, London Road Amesbury, Google Street View Aug 2018

The alternative route for cyclists, via Stonehenge Road and Amesbury town centre, is unsuitable in its conditions and its location. It uses roads such as London Road, where cycling conditions are so poor that Sustrans left a gap in National Cycle Route 45 rather than endorse the use of this road. A cycle journey from Stonehenge Bottom to Woodhenge would take an estimated 36 minutes via Church Street, instead of 13 minutes via A303 (source: Google Maps).

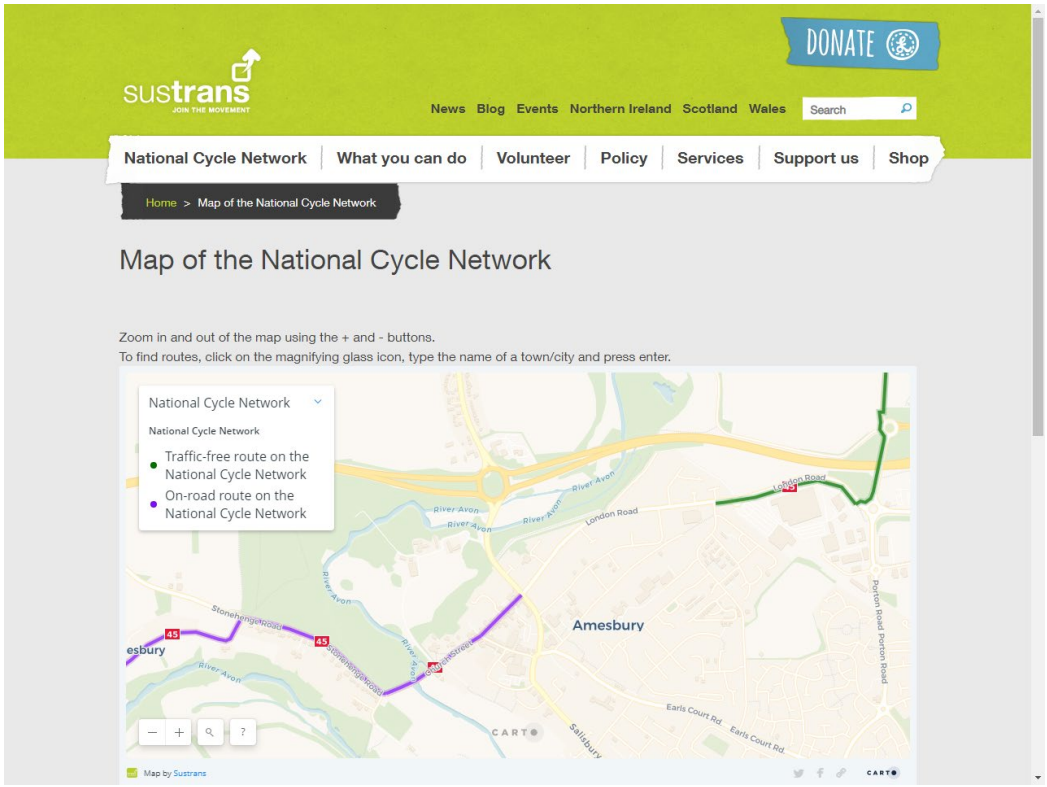

Figure 7. Screenshot, National Cycle Network Route 45 through Amesbury

Sustrans , the National Cycle Network provider, provided recent maps from their review of the network. These classify London Road, High Street, Salisbury Street, The Centre, Porton Road and the London Road-Porton Road roundabout as “VERY POOR” on their scoring system.

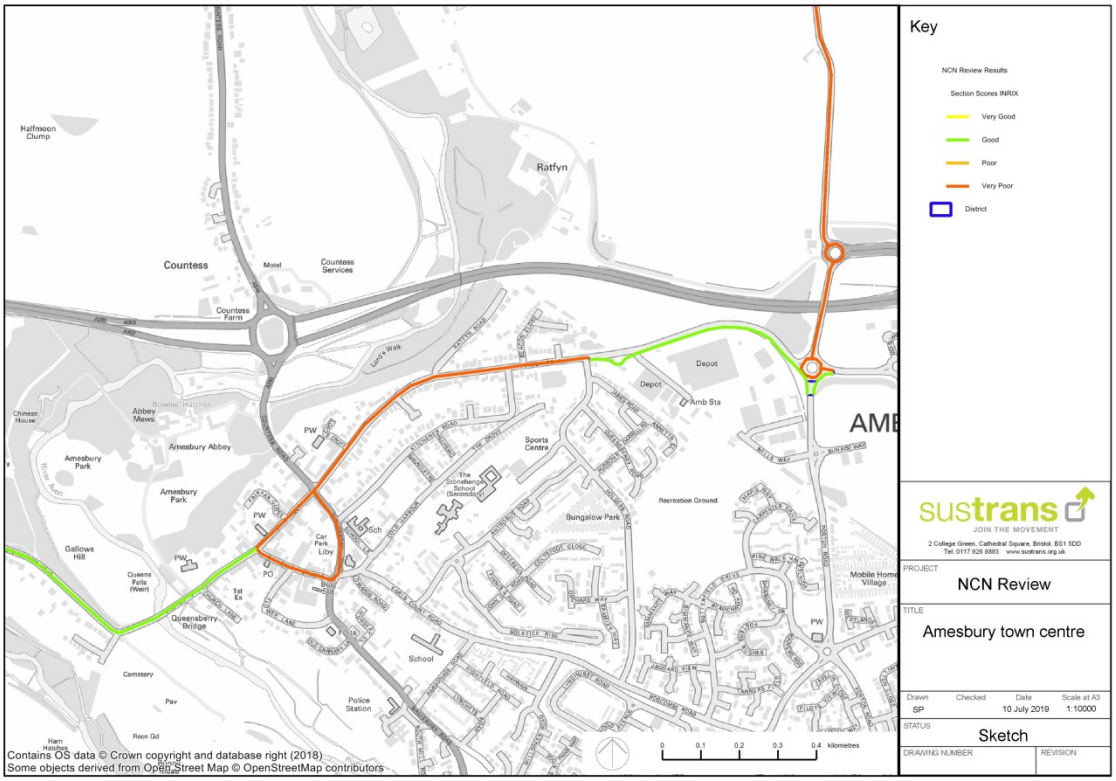

Figure 8. Sustrans NCN Review Map Amesbury town centre

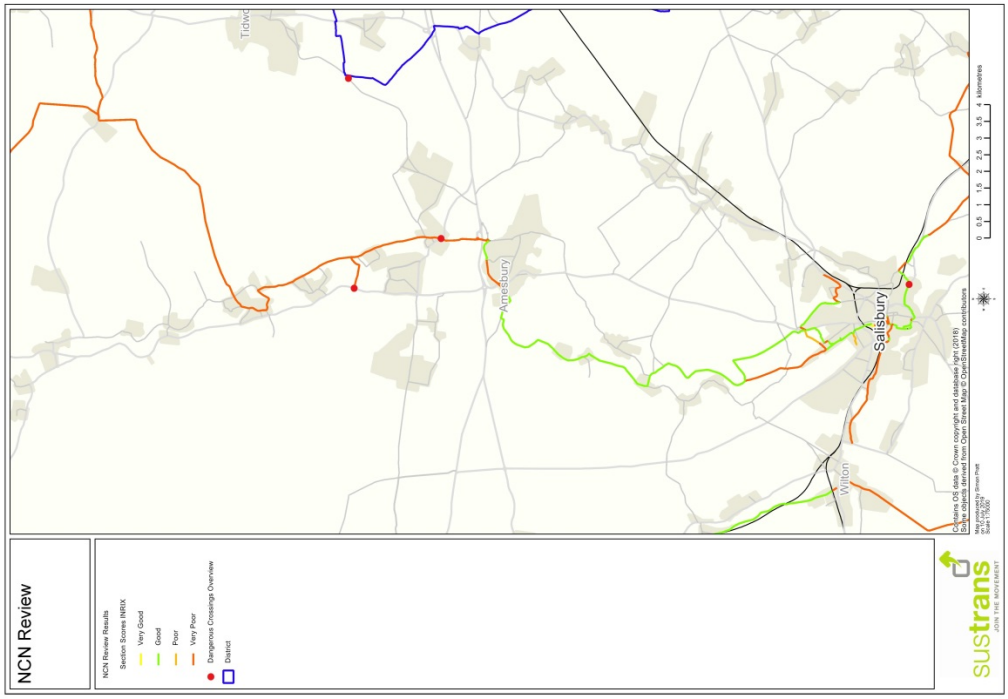

Figure 9. Sustrans NCN Review Map Amesbury

Tunnels with safety warning provision for cyclists

Following an oral representation I made to the Panel of the Examination in Public, the then Panel Chair and members asked me for information about tunnels in Norway and the USA, where there is a safety system to alert motorists to the presence of cyclists in tunnels. The following images show examples of such systems. They are largely self-explanatory. With the “smart road” signage in the proposed A303 Scheme, such a system is clearly feasible. Automatic detection of pedal cycles is a technology that is now as well established as automatic number plate recognition. Safety is after all the Promoter’s first priority.

Figure 10. Rya Tunnel, Norway - 'remember the reflective vest'

Figure 11. South entrance to the Ryatunnelen - Cycletourer 2019

Figure 12. Lowest point of the Rya tunnel - Cycletourer 2019

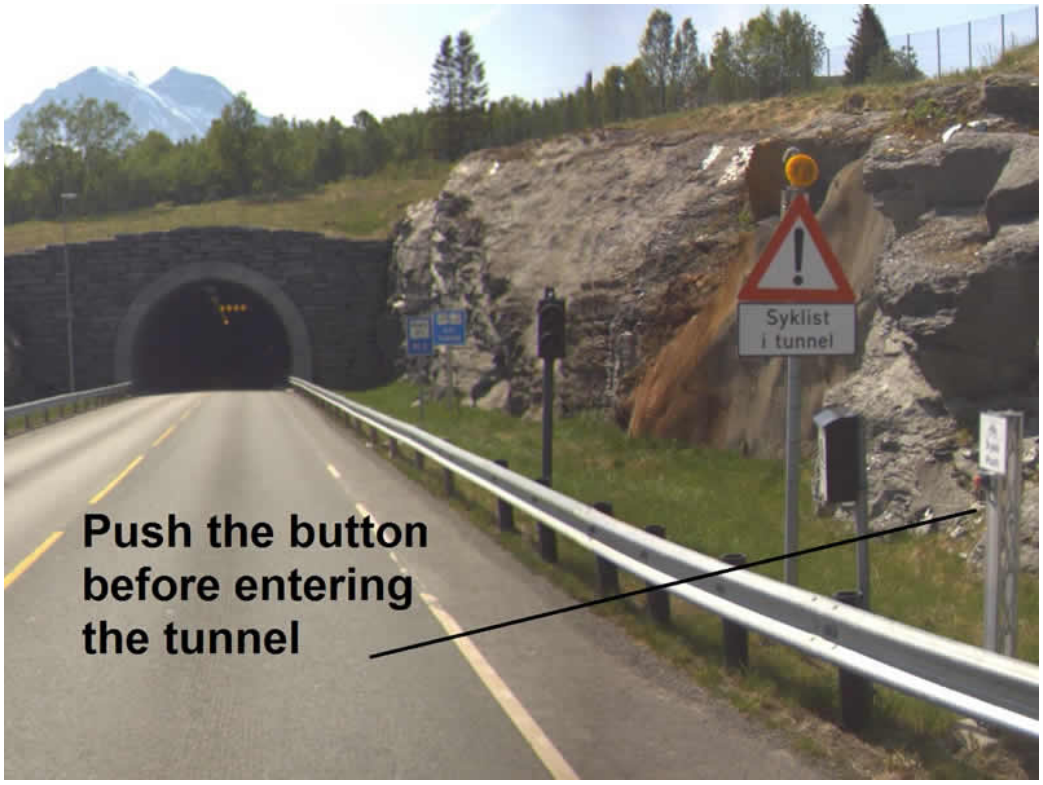

Figure 13. North entrance of the Rya tunnel - Cycletourer 2019

Norwegian Tunnel Map Data eBook

Open	District	Name	Road	Length	Lighting	Type	Comments	Alternative route
	Troms	Svarthammartunnelen	848	113m	Yes		A short easy tunnel.	
	Troms	Ryatunnelen	858	2675m	Yes		High standard Tunnel, new build, now open for bicycles. Remember when you enter the tunnel to push the button that you driving through the tunnel, so cars and lorrys get warned by lights that a cyclist is in the tunnel. Very low car traffic on	No Alternative road
	Troms	Breivikatunnelen	862	2634m	?			Go on the local road.
	Troms	Sentrumtangenten	862 side	1628m	?			Go on the local road.
	Troms	Flypasstunnelen	862	152m	?		Shown as banned on the Statens Vegvesen Norguide, but there is a cycle path that goes through the tunnel.	

Figure 14. Norwegian Tunnel Map Data eBook page 128

Norwegian Tunnel Map Data eBook

Open	District	Name	Road	Length	Lighting	Type	Comments	Alternative route
	Nordland	Geitskartunnelen	862	2147m	Good lights.		This was originally on the banned list but seems to have been upgraded. I went through this tunnel in August 2009. It is a new wide tunnel with good lights. There was no 'forbidden' signs for bicyclist so I assume it's allowed to enter it. Also all other tunnels on the route 862 are perfectly cyclable. Update June 2013 -I passed through Senja on the way, and can confirm that the Geitskartunnelen is definitely fine to cycle through (and legal -- it has the special cycle-alert lights, etc). In my opinion it's	No alternative route.
	Nordland	Steinfjordtunnelen	862	1265m	Yes		This is one of three tunnels on this stretch of road that has a button at each end that you can push to activate warning lights to alert cars to the fact that there are cyclists passing through it and so to drive carefully. Cyclists can also burrow a reflective vest before the first tunnel and give it back	
	Nordland	Svartholla	862	310m	Yes			

Figure 15. Norwegian Tunnel Map Data eBook page 129

Figure 16. Tunnel in Washington State, USA

Figure 17. 'Our first tunnel….we pushed the button and all the speed limit changed' [Oregon]

Figure 1-34: Bike symbol for loop detection placement

To help bicyclists trigger a signal, stencils placed over the most sensitive area of the loop detector indicate to cyclists where to place their bicycles for maximum sensitivity.

Tunnels & Bridges

Where substantial bicycle traffic is expected in a narrow tunnel, the signs OBR10-10 and OBW1-8 may be used; it can be adapted for use on long narrow bridges, especially where there are sight distance constraints.

The push-button sign should be placed at a location that allows cyclists to proceed at a normal speed and enter the tunnel as lights begin to flash. The duration timing of the flashing lights should be based on normal bicycle travel speed, plus an extra margin of safety (though leaving the flashing lights on for too long may render them ineffective if motorists enter the tunnel and cyclists are no longer present).

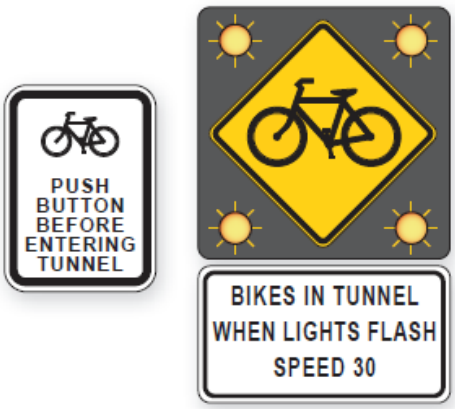

Figure 1-35: OBR 10-10 and OBW 1-8

Touring Routes

Special signs have been created to guide cyclists along state and national touring routes, such as the Oregon Coast Bike Route, Oregon Scenic Bikeways and US National Numbered Bike routes:

Figure 1-36: OBD 11-3

These signs should be used sparingly, mainly at intersections (with right or left turn arrows) to guide cyclists along the route.

Figure 1-37: OBM 1-8

Figure 18. Oregon Bicycle and Pedestrian Design Guide screenshot page 1-26

Bicycle Time Trials on A303

To illustrate that the A303, a trunk road, is in active use by the cycling community, here is a list of Time Trial courses elsewhere on the A303. Time trialling is a very popular form of bicycle competition, originating in Britain and with a strong UK tradition. Riders set off at typically one-minute intervals, along a measured course e.g. 10, 25 or 30 miles, but as short as 5 miles or as long as 24 hours, riding against the clock. Modern 'TT' courses are often on dual carriageways, as they are straight, fast and well surfaced. An event may consist of several laps, with a turn at a roundabout or intersection. The normal time of the week is very early on a Sunday morning, to minimise traffic. The proposed 'improved' A303, with its tunnels, would make an excellent short time trial course. Cycling Time Trials (CTT) is the National Governing Body for time trials in England, Scotland and Wales. See https://www.cyclingtimetrials.org.uk/articles/view/7 for more about CTT.

Partly dual carriageway, west of Stonehenge:
U30/10 Podimore - Ilchester Bypass - Tintinhull
https://www.cyclingtimetrials.org.uk/course-details/u30-10
U30/25 Podimore - Ilchester Bypass - South Petherton
https://www.cyclingtimetrials.org.uk/course-details/u30-25
U30/25R Podimore - Ilchester Bypass - South Petherton
https://www.cyclingtimetrials.org.uk/course-details/u30-25r

Mainly dual carriageway, east of Stonehenge:
P612/10 A303-A34 intersection – Picket Twenty (nr Andover)
https://www.cyclingtimetrials.org.uk/course-details/p612-10
P612-25 A303-A30-M3 intersection – Andover Bypass
https://www.cyclingtimetrials.org.uk/course-details/p612-25
P612/30 A303-A30-M3 intersection – Andover Bypass
https://www.cyclingtimetrials.org.uk/course-details/p612-30

Other locations of frequent cycling at tunnels and other structures

There is nothing specifically inherent to a road tunnel that makes it dangerous for cycling, or for pedal cycles to share road space with motor vehicles. Here are some examples of tunnels and other structures where cycling takes place either integrated with traffic, alongside it, or integrated with walking.

Euston Road Underpass, London has Eastbound and Westbound carriageways of two lanes each. It is busy day and night, with tens of thousands of vehicles daily. It has steep ramps down and up, and vertical sidewalls, with no walkways or emergency access facilities. Here, many cyclists and motor cyclists share the road with general traffic including HGVs. The left side of the left lane is popular with cyclists, but so is the gap between the left and right lanes, because it tends to be wider and enables riders to make progress more efficiently.

M48 Severn Bridge, a Highways England structure, is the older of two motorway bridges between England and South Wales. The emergency access lanes have been opened for walking and cycling. It is a very popular route and has become a destination in itself, receiving events such as the weekly Chepstow Parkrun, visits by groups of touring cyclists on weekends, and mass sponsored bike rides.

The Bath Two Tunnels Greenway is part of the National Cycle Route Network and runs through two (1/4 mile and 1 mile) tunnels, each built for a single-track railway line and hence low and narrow. Fears and predictions before construction, that potential users would be frightened to enter relatively dark and confined spaces, proved unfounded and the Greenway hosts over a million users a year.

Comparative Cyclist Safety Analysis – Tunnel vs Surface Road

Aspect	Tunnel	Generic dual carriageway	Existing surface A303 at Stonehenge
Journey times	fast	Similar but a little slower	Similar but a little slower again in heavy traffic
Gradients	Easy	Medium	Medium
Total Ascent & Descent	LLess	Greater	Greater
Sightlines	Very good	Good	Fairly good
Lighting	Very good	Depends on location	Poor
Night time conditions	Very good	Depends on location	Poor
Traffic noise	Higher	Lower	Medium
Wind noise	Lower	High	High
Head/tailwinds	Moderate		
Crosswinds	Very low	Weather dependent	Weather dependent
Visibility	Very good	Good	Acceptable
Temperatures, seasonal	Very even	Normal extremes	Normal extremes
Rain	None	Normal	Normal
Surface Water	Minimal	Moderate	High in place
Air Quality	Moderate, controlled	Moderate at times	Poor at times
Driver Behaviour/psychology:			
lane discipline	Good	Variable/good	N/A
distraction	Low	Variable/Medium	High at Stonehenge
Cyclist behaviour/psychology			
anxiety	Lower	Moderate	Moderate/High
Distraction	Lower	Variable/Medium	High at Stonehenge
weaving	Little	Variable	Variable
Lane widths	Wide	Wide	Narrow
Width consistency	High	High/variable	Medium
Nearside clearance	Wide	Variable	Variable/narrow
Collision avoidance space	Wider	Wider	Narrower
Accident escape routes	Good	Good	Poor/Variable
Motor traffic speeds	Fast	Fast/Variable	Variable/low
Congestion	Low	Low/variable	Variable/high

Wholly exceptional case of A303 Stonehenge Tunnels

Although WebTAG guidance dating from the 1980s or before advises that cycling is to be prohibited in road tunnels, it provides no rationale or evidence base for this dated policy, which has been rendered obsolete by modern ‘smart highway’ technology.

Other recent, current and forthcoming pro-cycling/climate/health government policies also render this blanket guidance obsolete.

Exceptionality of the proposed A303 tunnels

WebTAG guidance provides that cycling may be permitted in "wholly exceptional" cases. This is such a wholly exceptional case for a number of reasons.

The very high cost/investment in the scheme means that equity demands significant benefit to cyclists, not just detriment.

This is a World Heritage Site & tourism centre

Compensation for losing the view

High visitor demand

Access to monument

Replaces existing well-used road on same alignment

Close to settlements, communities

There are exceptional tunnel conditions: extremely wide walkways, low flow/capacity ratios.

There is a high time/effort/safety/convenience cost involved in cyclist use of the alternatives

This is a different design from the Hindhead, Stockbridge, Saltash and other more typical Highways England tunnels – it has the widest bore by a significant margin.

At this time Highways England has access to smart signage and sensors that can automatically detect the presence of cyclists and has the opportunity to warn drivers of their presence in real time, to make for safety.

There is a high degree of wasted value involved if cycling is prohibited: the potential of the designed wide access walkways and smart technology would be wasted if not adapted for cycling in the tunnels.

Conclusion

Whereas pedal cycles are road vehicles, and users of the A303 carriageway throughout the area, the Scheme promoter has grouped them together with pedestrians and equestrians as NMUs and sought to provide for them only by way of segregated off-road facilities and off-line protected on-road routes, not suitable for fast cycling or efficient origin-destination journeys through the area, least of all on the line of the A303. Furthermore, this segregated/off-line provision is incomplete and has an approx. 1-mile gap. Yet the promoter's vision is for an "expressway-ready" scheme that does and will prohibit cycling on or adjacent to the carriageway, and is intended to be propagated along the A303 as a whole. Cycles are even contrasted with vehicles in some relevant Highways England publications.

The promoter has failed to carry out surveys focused on pedal cycle flows on the A303, or cycling journey patterns such as time of day, route or journey purpose. The cycle flows captured *en passant* in general traffic surveys are restricted as to time of day, and have inconsistent results and low validity. Even so, there is evidence that cyclists do use the main A303 single and dual carriageways.

There is independent evidence, e.g. from the STRAVA app and website, that cyclists are making significant and regular use of the A303 through the scheme. Elsewhere on the A303, well-established official UK cycle Time Trial courses lie on dual carriageway sections of the A303, such as the Andover and Ilchester bypasses. It should be open to the cycling community to establish a new time trial course on the A303 through the Scheme, with its interesting tunnel section, should it wish to do so in the future, as cyclists have a general right to use the highways except for motorways and narrowly defined wholly exceptional cases. The Scheme is neither of these. In line with Highways England's top priority of safety for all who use their roads, there is a clear requirement for cycling to be permitted, and safely provided for, along the A303 through the Scheme.

Cycling on a fast dual carriageway is not inherently dangerous for experienced cyclists. Many of the hazards met on urban roads are absent, such as limited visibility, parked cars, side roads, mini-roundabouts, pedestrians, poor road surfaces and other obstacles. Driver behaviour is more predictable, as is cycling behaviour. Such cyclists are generally better equipped and their vehicles are typically in good condition. The vast majority of such cyclists are also experienced motorists.

The alternative route for cyclists, via Stonehenge Road and Amesbury town centre, is unsuitable in its conditions and its location. It uses roads such as London Road, where cycling conditions are so poor the Sustrans left a gap in National Cycle Route 45 rather than endorse the use of this road. A cycle journey from Stonehenge Bottom to Woodhenge would take an estimated 36 minutes via Church Street, instead of 13 minutes via A303 (source: Google Maps).

Provision that will encourage cycling, provide for cyclist safety and provide one or more adequate alternatives in the A303 scheme must include these three facilities:

1. **Additional complete and continuous roadside cycle tracks along the proposed former and existing A303 extending between the eastern tunnel portals and the A303 east of Countess. This is likely to require more land, so the CPO and DCO are unfit for purpose.**
2. **No prohibition of cycling on the new A303 and its slip roads, including the tunnel sections.**
3. **Provision to cycle one way along the proposed tunnel emergency walkways, with suitable modifications to the approaches and the design within the tunnels (though not the bore).**

Appendix A: Traffic Data

Summary

- Cycle traffic data was not properly acquired and is defective.
- MCTC data was only 12:00 to 18:00. Cyclists use mornings and evenings.
- There are implausible or inconsistencies in the data. See table.

Cyclists use the A303 here in significant numbers. See Strava heat maps.

Cyclists also use the 303 East and West of this area, in dual carriageway sections, for Time Trials. See maps and tables.

- There needs to be continuous surface cycle-track provision for the length of the scheme, between Longbarrow and Countess Roundabouts.
- Cyclists should be permitted to use the tunnels, with the walkways serving as one-way cycle tracks.
- Cycling should not be prohibited on the carriageway in the tunnels. There is no valid safety case.

The need for provision of roadside cycle tracks west of Countess Roundabout means that the land-take is inadequate and the **Compulsory Purchase Order should not be granted**.

Cycle traffic data was not properly acquired, and is defective.

ANPR (automated number plate recognition) files by definition exclude pedal cycles because these do not have number plates.

ATC (automatic traffic count) files have classified motorcycles and pedal cycles into one category, so pedal cycle counts cannot be separated.

MCTC (manual classified traffic count) files:

There are inconsistencies in the counts, where cyclists seen at one junction are not counted at and adjacent upstream or downstream junction. A few of these might be explained by cyclists turning onto byways. However, it is very common, in the experience of Cycling UK, for manual counts of all vehicle types to yield very poorly validated counts of pedal cycles, typically underestimating flows.

In the following analysis, the quoted times are the start times of 15-minute segments.
Summer Survey date: Sunday 18 August 2017
Survey time 12:00-18:00 [only]

Sites 1 to 10 are on Packway.
Sites 11-20 (there is no site 15) are on Packway or A3028 near Durrington.
Sites 21-24 are at Bulford on A3028
Site 25 is B3086/Packway junction.

Site 26 is A360/B3086/Stonehenge Visitor Centre junction.
3 cycles turned from A360 Northbound to Visitor Centre, at 12:30.
4 more ditto, at 15:15.

Site 27 is A303 and A3083(N):
1 cyclist Westbound on A303, turning R onto A3083, at 17:45. See Site 29.

Site 28 is A303 and A3083 (S):
No cycles counted.

Site 29 is A303 and Winterbourne Stoke Church Street:
No cycles counted. **Cycle counted at Site 27 not recorded here, 150 m upstream.**

Site 30 is A303/A360 Longbarrow Roundabout.
3 cycles counted turning from A303 Westbound to A360 Northbound, at 12:15.
4 more ditto, at 15:15, seen at Visitor Centre Junction, not counted here.

Site 31: A303/A345 Countess Roundabout (Amesbury Bypass/Countess Road)
2 cycles counted on Countess Road (Southbound). 1 at 15:30, 1 at 17:30, 1 at 17:45.
1 cycle on Countess Road Northbound at 15:30. None at 16:00 or 17:15
See Site 43: 8 cycles counted there.

Site 32: A303 and Stonehenge Road
6 cycles counted joining A303 (Westbound) from Stonehenge Road: 1 at 15:00, 5 at 16:00.
None of these were recorded at Longbarrow Roundabout to the West.

Site 33: Solstice Park Roundabout
1 cycle counted.

Site 34: Porton Road-London Rd (Amesbury)
35 cycles counted.

Site 35: Porton Road/Salisbury Road (Bulford)/A303 Amesbury Bypass Eastbound slip roads.
37 cycles counted, none on A303 slip roads.

Site 36: Solstice Roundabout (Solstice Park Avenue/Meridian Way/Midsummer Place)
17 cycles counted.

Site 37: A303/Allington Track/Unnamed track opposite.
1 cycle Westbound, from Allington Track onto A303, at 15:15.
5 cycles Eastbound, turning across dual carriageway from A303 onto Allington Track, at 17:15.

Site 38: A303 and Amesbury Road (Cholderton).
1 cycle Eastbound on A303, 16:15.

Site 39: A303 and Amesbury Road (Bulford-Amesbury).
No cycles counted.
The 5 eastbound cycles recorded at Site 37, 300m East, not seen here.
The 1 westbound cycle recorded at Site 37, 300m East, not seen here.

Site 40: A338 and A303 (Eastbound) on-off slip road.
1 cycle counted Southbound at 1500,
1 cycle counted Northbound at 12:45.
No cycles counted on/off A303.

Site 41: A338-B3084
1 cycle counted 15:00 Southbound from A338 (Site 40) (also counted at Site 40).
1 cycle counted Northbound, 12:45 at Site 40, not seen here 350m south.

Site 42: A303 W. of Longbarrow and "Eden Livestock" lane.
No cycles counted.

Site 43: A345 Countess Road/ Services exit road.
?6 cycles Southbound to Countess Roundabout. E.g. 3 at 14:30, 1 at 15:30, 1 at 16:45.
?2 cycles Northbound from Countess Roundabout: 1 at 16:00, 1 at 17:15.
? See Site 31: Only 3 cycles there.

Site 44: A303/Services entrance road (Only Eastbound traffic counted).
No cycles counted.

Site 45: A3028 Double Hedges and Amesbury Road.
5 cycles Southbound on Double Hedges at 17:15. These can be identified as the 5 seen crossing the A303 at Site 37, having presumably used the Byway.

There is no Site 46 (summer count).

Site 47: A338/Amesbury Road (Cholderton).
Site 48: Bulford Droveway/Bulford Road (North of Bulford).
28 cycles, of which 16 at 13:45.
Site 49: Bulford Road/Amesbury Road/Marlborough Road, S. of Bulford.

Site 50: Sheepbridge Road/Tidworth Road, North of Bulford.
17 cycles, of which 11 at 14:00.
Site 51: Countess Road and Fargo Road.
Northbound: 1 cycle at 14:30, 1 at 17:30. See Site 43.
Southbound: 1 at 17:45.

Neutral Survey Date:
Wednesday 4 October 2017
07:00-19:00
Selected Sites:

Site 26:
1 cycle Southbound, 16:45
Site 27:
2 cycles 11:30, 11:45
Site 28:
No cycles
Site 29: No cycles
Site 30 Longbarrow
1 cycle Southbound, 16:45.

"3606-WAL Stonehenge - Sites M31 – M40 Report.xlsx" not present
Site 41: 5 cycles. 3 before 12:00.
So 3/5 were outside of 12:00-18:00 (the Summer survey coverage).

Site 42: No cycles
Site 43: 40 cycles:
8 before 12:00,
40 cycles. 8 cycles 07:00 to 12:00. 26 Cycles 12:00-18:00. 6 cycles 18:00-19:00.
So 14/40 cycles 5 were outside of 12:00-18:00 (the Summer survey coverage).

6 after 18:00.
So 14/40 were outside of 12:00-18:00 (the Summer survey coverage).
Site 44: No cycles
Site 45: 7 cycles.3 before 12:00.
So 3/7 were outside of 12:00-18:00 (the Summer survey coverage).

"Site 46 was aborted due to roadworks."
Site 47: 7 cycles. 2 before 12:00, 1 after 18:00,
So 3/7 were outside of 12:00-18:00 (the Summer survey coverage).

Site 48: 34 cycles, of which 7 at 13:45. 8 before 12:00, 1 after 18:00;
So 9/34 **were outside of 12:00-18:00 (the Summer survey coverage).**
Site 49: 31 cycles. 07:00 to 12:00: **9 cycles.** 12:00 to 18:00: 19 cycles. 18:00 to 19:00: **3 cycles.**
So 12/31 were outside of 12:00-18:00 (the Summer survey coverage).