

Dear Mr Madge

Further to our telephone conversation this morning, I should be grateful if the following comment be included in late correspondence for the Strategic Planning Committee Meeting at Antrobus House, Amesbury on 20th January.

The officer's report (point 21.7) states that the gated access for cyclists at Stonehenge Bottom should be open during the opening hours of the stones. However, access times were not specified in the Planning Application and the clear intention of the applicant is that the access for cyclists and pedestrians should be available 24/7 (please see below excerpts abstracted from the Transport Assessment and Outline Travel Plan). If 24/7 access is not specified this would considerably disadvantage cyclists and pedestrians who would have no alternative to walking or cycling on the A303(T) outside the opening hours for the stones.

Best regards

Gill Anlezark
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From the Transport Assessment

7.2.4

In order to retain a route for cyclists from Stonehenge Bottom to Byway AMES12 along the former line of the A344 the following is proposed:

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The maintaining of cyclist access rights along the former bed of the A344 by securing agreement with partners. Given that there is desire to 'grass over' the whole section of the former A344 between the A303(T) and Byway AMES12, suitable surface reinforcement/drainage will be provided to accommodate use by cyclists whilst fulfilling the environmental objectives associated with the setting around the Stones;

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A gated access providing access to/egress from the existing crossing point over the A303(T) at Stonehenge Bottom. As previously stated this simple 'dropped kerb' crossing would remain unaltered;

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To permit ease of access to this crossing from the A303(T) for westbound cyclists the provision of a dropped kerb entry to the footway some 10m east of the crossing, with

this short section designated as 'shared use'. Cyclists would then be required to dismount to cross the A303(T) to the gated access to the permissive route;

From the Outline Travel Plan

5.8

Increasing Cycling

5.8.1

Cycling is a key mode of travel in terms of sustainable transport. It is important therefore to encourage staff and visitors to cycle to Stonehenge. **Chapter 4** outlined the current and proposed National Cycle Network and discussions are ongoing to develop potential links to the wider cycle network. English Heritage will also work with Sustrans, other cycle groups, Wiltshire Council, the Highways Agency and other stakeholders to consider methods for addressing constraints to accessibility on foot and by bicycle caused by the A303(T).

5.8.2 In addition to cycle parking provision at the Visitor Centre and subsidies to staff purchase of cycles the strategy for maintaining and enhancing cycling and pedestrian access to the Stones and beyond includes the following measures:

- Traffic Regulation Order to restrict motorised vehicles from the A344 between Byway 12 and Airman's Corner and Byways 11 and 12;

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Stopping up the A344 between the junction with the A303(T) and Byway 12 to remove motorised vehicles;

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Provision of a reinforced grass surface over the bed of the former A344 between the former junction with the A303(T) and Byway 12;

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Securing (with partners) agreement to access by cyclists and pedestrians (24/7) over this land/reinforced grass area;

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Providing (with Partners) repair works and enhancements to the condition of existing permissive and formal rights of way close to Stonehenge e.g. Byway 12 to connect with north of the A303(T);

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Supporting partners with the enhanced maintenance of existing formal and permissive rights of access close to Stonehenge e.g. Byway 12 to connect with routes north of the A303(T), where necessary; and

- Providing enhanced signage indicating pedestrian and cycle routes close to the Stones and within the WHS.