

IN THE MATTER OF:

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE COUNTY OF WILTSHIRE
(STONEHENGE WORLD HERITAGE SITE,
PARISHES OF AMESBURY,
BERWICK ST JAMES, DURRINGTON,
WILSFORD CUM LAKE,
WINTERBOURNE STOKE AND
WOODFORD) (PROHIBITION OF DRIVING)
ORDER 2010

REFERENCE KAD/TRO/AMES

COMMENTS AND REASONS
(BASED ON THE STATEMENT OF REASONS -
APPENDIX 2 REFERRED TO, AND
ARRANGED BY THIS DOCUMENT'S
PARAGRAPH NUMBERING ETC)

OF:-

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CRITIQUE OF REASONS FOR A TRAFFIC REGULATION ORDER ON ROUTES WITHIN THE STONEHENGE WORLD HERITAGE SITE

- 1 A main point and overarching 'relevant issue' is that it is a mis-description to use the title of 'Stonehenge World Heritage Site' alone. The Official Name of this UNESCO DESIGNATED IN 1986 World Heritage Site is: 'Stonehenge, Avebury and associated sites World Heritage site.' It is a unitary site, integrating both Stonehenge and Avebury in one, co-ordinated World Heritage Site.
- 2 In this way readers' attention is carefully drawn to the 'Statement of Reasons' at paragraph 4.10 and the associated NOTE 2 on page 5. It highlights 'Wiltshire Council is now (since 1 April 2009) both the (Stonehenge/Avebury WHS) planning authority and the local highway authority (where NOTE 2 page 5 refers).
- 3 It is important to realise that Wiltshire Council acquired planning authority obligations from the erstwhile Kennet District Council, for AVEBURY (part WHS), also on 1 April 2009. Thus Wiltshire now has the overarching obligations of planning authority functions, besides highway authority functions, integrated for the totality of both parts - STONEHENGE AND AVEBURY of the 'Stonehenge, Avebury and associated sites World Heritage Site.'
- 4 It is vitally important that these integrated planning authority and highway authority key functions, now be exercised in accordance with the following overarching integrated context. This will be detailed further later.
- 5 List the
 - 5A Climate Change Act 2008
 - 5B Planning Act 2008
 - 5C New Deal (ITWP) 1998 post KYOTO 1997
 - 5D Copenhagen 2009 (as altering the above)
- SE *circular* → 5E In these terms, the WHS Circular 07/09 (published jointly by the Department of Communities and Local Government; DCLG/DCMS, the Department for Culture, Media and Sport - Protection of World Heritage Sites, DCLG/DCMS the Department for Culture, Media and Sport → 6 → Road Traffic Regulation Act 1984', is out of date. It is long past its sell-by date; and urgently needs revision on the lines set out herewith. This is by careful integration of the ITWP with the Acts of Parliament and Copenhagen Accord. The Planning Act 2008 provides for drawing up 12 National Policy Statements, including the lines set out herewith *current context*.
- 7 In the 'Statement of Reasons' at the end of paragraph 1.2 on page 1 there appears 'The reason... This final sentence sets out 'The reason for this TRO is to improve the amenity of the area.' By integrating the analysis of paragraphs 1 to 5 inclusive above the area is firmly established as the UNESCO designated 'Stonehenge, Avebury and associated sites World Heritage Site.'

8 Thus we are integrating attempts to improve at minimum the amenity of the Stonehenge/Avebury WHS. In the 'Statement of Reasons' paragraph 1.3 on page 1 very substantial improvements are claimed to the landscape setting of (sic) Stonehenge (in fact the setting of the unitary Stonehenge/Avebury WHS). It also promises very substantial improvements to the experience of the (almost one million) visitors to the (sic) Stonehenge (in fact the unitary Stonehenge/Avebury WHS) World Heritage Site.

line missing →

9 'Statement of Reasons,' paragraph 1.3 on page 1 continues by referring to making 'a significant contribution to delivering the vision set out in the Stonehenge WHS Management Plan,' which is claimed to be supported by Wiltshire Council.

10 Going to 'Statement of Reasons' on page 14;- the heading '10.3 Public transport provision and sustainable access' appears. 'A key issue is ... to explore ... alternative and more sustainable methods of reaching the WHS, through better use of coaches and (rail) public transport.'

11 'Improving opportunities for (almost one million) visitors to access the (Stonehenge/Avebury) WHS; by (integrated rail/bus) public transport from bus stations in Salisbury, Amesbury and Devizes (new interchange rail station at Lydeaway on the A342); and the (interchange) rail stations at Salisbury, (Wilton - new interchange and Swindon) should be considered (most carefully in this integrated context) in the future.' Please see the paragraphs ... setting this out in the enclosed Reports.

12 "The potential of promoting rail stations ... could be investigated" in the forthcoming Planning Act 2008 National Policy Statements on Rail and power, given the Electrification announced for the GWR main lines on which the above listed stations provide important 'hubs' for connecting WHS destinations further afield, such as Avebury and Bath. The Act is listed since 1999 as a WHS. Please see

13 The 'Statement of Reasons' at paragraph 4.1 on page 3 cites the Road Traffic Regulation Act 1984, Section 1 (i). It is set out if "it is expedient to make it - (f) for preserving or improving the amenities of the (Stonehenge/Avebury WHS) area through which the road runs."

14 It is herewith argued that the significant extra distance imposed by the re-routing of A344 traffic via the A303 has four most damaging (A to D) to amenities effects. When balanced against the small claimed benefits it is submitted this damage to key material interests renders it is essential that the order be refused.

15A The first damaging effect is the extra distance imposed on the vast majority of Stonehenge/Avebury WHS visitors, who originate from London, Heathrow, Gatwick and the South-East. Only a small proportion originate from the West and North. This extra distance is cumulatively equivalent to substantial extra carbon dioxide emissions, when International and National Government Policy is to reduce this by 80% by 2050. (Climate Change Act 2008 applies).

n.b →

- 16B The second damaging effect is the flouting of 'The New Deal for Transport - The Integrated Transport White Paper (ITWP) Cm 3950, published 20th July 1998. This ITWP requires, at paragraph 1.35 page 16 that improving the amenities of the Stonehenge/Avebury WHS necessitates 'an absolute reduction in traffic' in the WHS, *as GOVERNMENT POLICY*.
- 17 Far from there being absolute reductions in traffic under *ITWP* paragraph 1.35; car parking *increases* from 123 spaces existing to 360 (proposed) at Airman's Corner. So this flies in the face of Government Policy, more than doubling car parking.
- 18 There is the opportunity cost of foregoing the Countess Visitor Centre, as modified here at paras ... The Visitor Centre should be on the train, with no actual buildings, halving the cost.

This REPORT continues in manuscript.

(19) D. AS far as the totality of the Stonehenge, Avebury and associated sites World Heritage Site requirement to obtain future 'absolute reductions in traffic'; for careful incorporation into the essential EXEMPLARY GREEN TRANSPORT PLAN; is concerned - the TRO etc. must sufficiently contribute to this context.

Three stages are identified that now must be carefully integrated and set in train.

(a) The Swindon - Avebury (part WHS) - Devizes etc - Stonehenge (part WHS) - Salisbury integrated bus service is required. Please see the accompanying paragraphs 61 to 69 of the earlier REPORT where these are described more fully. Please also note English Heritage (National Monuments site) at Swindon ex-rail workshops, is required by ITWP paragraph 5.23 page 143, to have ^{integrated Swindon/} Stonehenge/Aveb WHS co-ordinated EXEMPLARY GREEN TRANSPORT PLANS, as EH is self-evidently a Government Agency.

(b) The next stage is to incorporate routes to Stonehenge (part WHS, with almost a million annual visitors; within the Western route studies for electrification and high-speed rail. HS-3, the high speed rail route to the West, from London via Heathrow was published in Parliament on 15th January 2009 by previous Transport Secretary Geoff Hoon (also ex-Defence). Lord Adonis is the current Transport Secretary of State.

The route advised is via Heathrow (detail available on request) from London.

PAGE 5

(19) continued This route proceeding via Reading, will then encounter the curvaceous part, when it follows the Kennet and Avon Canal between Hungerford and Bedwyn. It is thus not optimal for high speed transit, and there is an alternative via Basingstoke, Andover, and (west of) Grateley, to Amesbury for Stonehenge.

Returning to the route which enters Wiltshire at Bedwyn; one would proceed via Grafton (-Burbage M.S.W.J.R. junctions near Wolf Hall - to be mentioned historically later) to Ludgershall (immediately north of); and continue on the Tidworth - Tidworth Garrison - Slings - Bulford to Courtess alignment, in reaching Stonehenge (part WHS)

The above link would be achieved, like the Stonehenge stones final link herein; by conjoint peoplomover and sewerage pipeline, medium-sized (about 5 metres diameter like Heathrow Express) tunnels.

Both Larkhill and Tidworth would be resewered from private systems, into the central Rolfryn, Amesbury system. There would be substantial associated water quality advantages in this process.

(c) A further stage is to extend the above described high speed lines to the west, in parallel with the eventual fully integrated Stonehenge A303 bypass, relocated significantly to the south.

This scheme is described more fully in the accompanying REPORT, at paragraphs 82, 83, 1.7, 1.8, 4.4, 4.7, 4.8, 4.9, 4.10, 4.11, 4.12 and 4.16.

In these ways the A303 fast lanes for the future, would become 180 miles per hour plus high speed train tracks.

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PAGE 7 — NEXT PAGE IS PAGE E

(19) (continued) The writer adds a few final points directly applicable to THIS REPORT paragraph 13, and the R.T.R.A. 1981 TRO 51(i) "improving amenities" of the Stonehenge/Avebury WHS.

The TRO will not improve amenities immediately west of Stonehenge's stones. The inadequate so called Land Train presently proposed will still spew out carbon dioxide and other emissions; produce noise (which is ^{required} to be reduced by virtue of ITWP 2.12 fourth indent), and form severe visual intrusion next to the Stones, counter ~~to~~ to GOVERNMENT POLICY, as highlighted in ITWP 2.25 fourth indent, where it is required to 'limit visual intrusion'.

Especially, ITWP 2.25 third indent requires the TRO to 'minimise transport's demand for land' at the 'Stones'. It does not improve amenities there at all.

The Airman's Corner land train has to turn round and operate on the surface, so it does not minimise demand for land in the WHS. Deputy Prime Minister (1997-2007) John Prescott ^{ITWP} Foreword Main Aim was "improving alternatives (compare R.T.R.A above — "improving amenities")". The writer achieves this by the Countess Land Train ALTERNATIVE being underground at the Stones.

There is thus NO ITWP 2.25 visual: intrinsic no demand for land as it is underground, and the present ^{under} A31 subway is kept; and it is a EXEMPLARY GREEN TRAVEL PLAN with no carbon dioxide or other emissions amongst its general virtues. In common with the minimal land-take in the region of the subway footprint, there is the opportunity to use the Countess Land Train as a mobile exhibition vehicle for Stonehenge. Thus one have no actual visitor centre building at Countess, just (outside the WHS) the requisite car parking, carefully landscaped into the truly integrated facility,

Paragraphs 1 to 3 inclusive ^{herewith,} correct the statement of the ~~orders~~ 'Statement of Reasons' at paragraph 4.2 page 3. This is required to be read as 'In these cases, the "area" in question is the Stonehenge, Avebury and associated sites World Heritage Site'. Avebury is ^(self-evidently) ~~an~~ ^{inherently} ~~entirely~~ ^{entirely} worthy of having the A4361 (ex-A361) ^{similarly} closed where this ^(In both visual intrusions) bisects the Avebury Stone Circle. Stonehenge has its Heel Stone and ^{key} Solstice Alignment ^{so} directly impinged by the A344, the subject of these orders.

21 ... ^{1/2} Extracting directly from the 'Statement of Reasons at paragraph 4.2 ^(third sentence), page 3 ← emphasizes - 'There is a widely recognised need to improve the amenities of this (Stonehenge/Avebury WHS) area.'

22 Returning to paragraph 6 two important points were made. The first was that the 'Statement of Reasons' cited Road Traffic Regulation Act 1984, is seriously out of date.

23 The second ^{is} that the ^{vital} Planning Act 2008 sets in train 12 National Policy Statement (NPS's) including integrated road and rail, ^{and power} NPS's.

~~208~~ This overarching the totality of ~~is~~ the Stonehenge Avebury and associated sites World Heritage Site (WHS); as key GOVERNMENT POLICY, following the Climate Change Act and ^(the main) other material considerations.

24

The 'Statement of Reasons' at paragraph 4.2 on page 3 states 'the proposed TR0 would form a fundamental part of a wider project that... (it is claimed) would bring very substantial benefits to the (Stonehenge, Avebury and associated sites) WHS.'

25

appearing →

These comments now go beyond a simple call for the ^(TR0) Orders to be refused, by heading the major points highlighted herein. The ^{key} ^{appearing in the 'Statement of Reasons' paragraph 4.2 =} words 'form a fundamental part of a wider project' are now analysed.

26

If the TR0 is refused as ^{is required} above, and ^{that it is urgent/renders also} recognising ~~the~~ its fundamental integrated connection ^{with the} ^{Avonings Corner} visitor centre, as a ransom strip enabling this £27.5 million inappropriate development. The consequence is a reversion to the ^{site} Countess visitor centre, given planning permission ~~in 2007~~ on appeal in 2007.

27

^{starts with} However, there were ~~3~~ ^{£7 million} three weaknesses in the ^{planning} Countess visitor centre ^{context}. ^{has continuing} ^{compelling advantage} ^{of being OUTSIDE the World Heritage Site designat} ^{as} The Countess visitor centre ^{is} ^{conditioned} ^{in parallel} ^{tunnelled} ^{with the} ^{£54.0 million} A303 ^{bypass}. It seems, on the face of it, that it would be ^{relatively easily} possible to lift an unreasonable condition of this sort, where circumstances have clearly ^{extensively} changed.

28

The writer continues to offer a scheme in the £200 - £300 million range, ^(cost of the) half the ^{the} ^{integrated with the text of} Tunnelled A303 bypass. Please see ^{the} enclosed MAP ^{and} REPORT

at paragraphs and at ref:

The 2009 ^{solely} Stonehenge WHS Management Plan is in grave error and subject to legal action, in ignoring a key alternative ^{at half the cost} ^{in italics}

(29)

The writer now quotes from the ACA letter Agenda 20/1/2010 item. 'After all the high-flown language about making our great national monument (the icon of Stonehenge) fit for an environmentally ~~en~~ enlightened twenty-first century, the promoters of this (Airmans Corner) visitor centre are clearly stuck in the (time warp and associated) dismal thinking of the twentieth century.'

(30)

Continuing the quote - 'Here was an opportunity to have (at Courtess by the enclosed modifications to the 2007 consent granted on appeal there); ~~to have~~ a modern, pleasant, healthy, sustainable and efficient access policy.'

(31)

'Instead we get a large car park ^{in it} ~~(in)~~ the World Heritage Site itself and generating yet more traffic on the on the A303 past the monument.' This generation of traffic is, ^{of course,} a direct ^{most harmful} consequence of the 'Statement of Matters' TR0 ~~over~~ referred to.

(32)

The applicable GOVERNMENT POLICY is now given. The writer now carefully extracts the ~~g~~ gist of 'A New Deal for Transport - The Government's White Paper on the Future of Transport - (known as) the) Integrated Transport White Paper - ITWP, Cm 3950 published ~~of~~ 20th July 1998.

(33)

This is stated at ITWP paragraph 1.35 page 16. 'We (the Government) want to see greener (rail peoplemover exhibition vehicles powered by renewable, non-carbon,

(29) A The second was the land train from Countess not reaching the stones of Stonehenge. Again the writer continues to offer (at REPORT paragraphs ... and also see MAP) direct access to the stones.

(30) A The third is that the £67 million cost of the Countess, approved 2007, visitor centre could be almost halved. This is through having ^{instead} minimal buildings at Countess; and ^{alternatively} adapting the land train as a mobile exhibition and visitor centre facility.

(31) The writer now quotes

PAGE H... (33) cont. vehicles that have less impact on
our (Stonehenge/Avebury WHS) environment. We (the
Government) want to see better public transport
(both the rail electric renewable shuttle from Countess
to the Stones; and the rail/road ^{integrated} connecting services
and new interchanges set out ^{most} commendably at the
REPORT paragraphs. ...)

is now continued

(34) ~~Combining~~ The ITWP paragraph 1.35 page 16 quote ^{messages}
'But these (two ^{above}) alone will not be
sufficient to tackle the congestion and
pollution (in this case at Stonehenge/Avebury WHS)
that is caused by road traffic: we (the
Government) need to ^(generally) reduce the rate of road
traffic growth.

(35) Now the key sentence of ^{this} ITWP paragraph 1.35
page 16 quote is given. 'We (the Government)
also ~~need~~ want to see ^{in detail} (an absolute reduction)
in traffic in those (Stonehenge/Avebury WHS,
on notably the A303 and A1361 respectively) places
where its environmental damage ^{integrating} (visual
intrusion, severance, ~~noise~~ ^{noise} and pollution as is
self-evident) is worst'

(36) ~~Minister~~
The ITWP at paragraph 1.36 page 16 besides
requiring the emphasised 'absolute reduction'
as above ^{on the A303 within the WHS}, proceeds to require 'better stewardship
of the nation's (Stonehenge/Avebury WHS)
cultural and environmental heritage.'
This better stewardship of the Stone- ~~geographical~~ ^{geographical} ~~of Stone~~ ^(obtained essentially)
henge/Avebury WHS ~~here~~ ^{is} ~~is~~ ^{is} better heritage is ^{by} refusing the
'Statement of Matters' contingent TRO.
Alternatively, it ^(to be achieved) is ^{by} reviving the Countess visitor centre
2007 consent granted on appeal.

in the Agenda 20/1/2010 item object to this. P.A.R.A. Shrewton Parish Council ~~is~~ ^{is} ~~not~~ ^{not} ~~oppose~~ ^{oppose} and object to this. ^{and this} Report ^{of} ~~the~~ ^{the} 'Statement of Reasons' at paragraph 4.2 on page 3, ^{and this} Report at paragraph 24, that benefits are claimed to the Stonehenge/Avebury WHS, ~~from~~ as the proposals form "a fundamental part of a wider project." The writer is ~~opposed~~ ^{unconvinced} about these claimed benefits. ~~Co-ordinating~~ ^{are now co-ordinated} ~~and~~ Selected quotes ^{from the} Winterbourne Stoke, Shrewton, ^{Orcheston} and Bulford Parish Councils ^(P.C.) letters in the Agenda 20/1/2010 item.

PAGE J (37)
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(38) Orcheston P.C. observe ^{with respect to the proposals -} "Around 24,600 vehicles per day currently use the A303 at Stonehenge. This causes congestion at Stonehenge and at Longbarrow roundabout at peak periods. This congestion (also visual intrusion, severance, noise and pollution) will increase as road usage is expected to rise to 41,200 vehicles by 2027."

So this will ^{both} drive ^{the proverbial} coach and horses through ^{and flout} the important GOVERNMENT POLICY ^{(please see} ~~this~~ This Report at paragraphs 32 and 35) of 'an absolute reduction in traffic in (the Stonehenge/Avebury WHS) ~~and~~ places where its environmental damage ^(cumulatively integrating the total over-riding damage) of visual intrusion, severance, noise and pollution ^{as is} self-evident) is worst.'

(39) Thus the 1998, immediately pre-Millennium levels of traffic on the A303, ^{essentially} ^{at least} should have ^{been} stabilised.

Furthermore ~~these~~ 'absolute reductions' were required as GOVERNMENT POLICY from these 1998 ITWP levels. This requirement for 'absolute reductions' has not been rescinded, and continues to ^{vital} apply in the ~~framework~~ of the 'Statement of Reasons' TEO framework.

SEE NEXT COPY
(40)

Winterbourne Stoke Parish Council state the ^{proposed} Airman's Corner visitor centre is within their Parish Boundary. Please note half the TEO in print is ~~not~~

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44
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32low)

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*
(40)

Winterbourne Stoke Parish Council state the ^{proposed} Airman's Corner visitor centre is within their Parish Boundary. Please note half the TRO in point, is similarly ^(in reality) Winterbourne Stoke. Their letter in the Agenda 20/1/2010 item observes 'the proposed visitor centre and access roads/TRO are situated in an undeveloped area of open countryside within the World Heritage Site. The creation of the visitors centre and

left JP - see para 41
orward
3 at end

PAGE K

41

Attitudes to the ^{historic} environment may be

enlightening and
changing

globally. However, as the ACA letter

reveals in This Report paragraph 29 above, the broad
scheme and the TRO, remain stuck in the 'dismal

→ cross

thinking' mud of 'cross Philistinism'.

42

Readers are reminded of the Deputy Prime Minister
(1997 - 2007), John Prescott's Foreword ^{at page 3 the third page, para}

in the IWP (CM 3950 of ~~20th~~ 20th July 1998). He says ~~attitudes~~

"attitudes to transport and the environment ~~are~~ are
changing so rapidly". He proceeds to commit the
Government ^{(in the Foreword -} ~~to~~ ^{to} ~~third paragraph)~~ ^{to} create a better, more
integrated (Stonehenge/Avebury WHS) transport system
to tackle the problems of congestion ~~we have inherited~~
and pollution we (the Government) have inherited."

43

43

This is to be carefully read in ^{cumulative} co-ordination with

it is highlighted
fact of railway
stations, track and bridge.
So ~~from 2.2~~
PARA
go to 2.20 →
support
regeneration

IWP paragraphs 2.2 on page 22 and 2.14 on page 24, w/ ^{summary}
yet in recent years investment in transport has failed to maintain the physical qu
There is much that needs to be done

(at Stonehenge/Avebury WHS); to recover from
the legacy ^{(of the Sir John Jackson 1914 military} ~~we [the Government] inherited~~ ^{of the}

railway to Stonehenge neglect, for almost three-
quarters of the time since its initiation. Furthermore
there is also the accompanying ^{railway system set out in the} REPORT at

paragraphs ^(main link from) including the ^{Ludgershall (the} ~~majority the~~

to Grafton ^(by Burings) ~~for~~ Bedwyn and Ressey] railway alignment,
close ^{target for} under the ⁴⁴ Beeching 'axe' [see REPORT at

paragraph ⁴⁴ ~~PARA~~ This
to especially be borne in mind with ^(the private Great Western link G.W.R.) electrification

and new high speed railway: HS-3 projects
presently progressing westwards ^{via} Heathrow from
London.

Sir Felix Pole
to King
neglect
ridings) started here
at reformation
West Hall
Give a locality
name for Grafton
- Burings.
Since Beeching
driven before
in timelessness
terms of S/A WHS.

of 64
system
allow
value
asset
to
determine
There is
a bundle
of requests

L (14) (15) As we are in the realms of ^{legacy,} archaeology and history in ~~the~~ and around the Stonehenge/Avebury WHS; two vignettes will ^{now} be highlighted. Primarily it is pointed out, in relation to the dissolution of Amesbury Abbey in 1539 by King Henry VIII; that Wolf Hall, by Burbage and near the junctions of the ex-M.S.W.J.R. link from Ludgerhall and Tidworth to the north; was the ~~historic~~ ^{historic} seat of the ^{noble} Seymour family. Jane Seymour ~~married~~ was the third wife of King Henry VIII, and bore him the long awaited male heir, the later King Edward VI. Sadly, Jane Seymour died in ^{this} childbirth, in 1538, immediately before the dissolution of the monasteries.

from the
links like
- in the
- track
- 11

Anne
Bolingbroke
also had
with connections
- her father
Thomas Bolingbroke
the Earl of Hereford

11 →

(46) Jane Seymour had pleaded with King Henry VIII to save the monasteries. The nearby Amesbury Abbey had served as a quasi-visitor centre for Stonehenge for hundreds of years. King Henry VIII was ^{and flinty-heartedly} obdurately set on a course of dissolving the monasteries and garnering their land and resources into the exchequer.

(47) (15) Consequent wars with France and Spain were funded in this way. So the glorious, holy tradition of the Abbeys (800 of them, including Amesbury Abbey) was brought low. It was not swords into ploughshares, but the opposite - almost Abbey ^(lands) into ~~swath~~ ^{swath}. Those who are familiar with taxation, money and business; will gather that King Henry VIII removed the visitor-centre role of Amesbury Abbey, and in an associated way kept out the ^{ent} ~~continuals~~ ^{- some of whom had previ} with the ^{disi} proceeds.

Proceeding to the secondary vignette, ^{report paragraph} the nadir of this process was 1918,

at the end of the First World War. Stonehenge had survived when Amesbury Abbey was dissolved in 1539. Intriguingly, dissolved has a special meaning in chalk ^{country}, in that water does not as usual flow on the surface. Instead it percolates downwards and forms a 'water table'. Indeed water ^{especially if acidic,} can over time completely dissolve chalk ^{notably in the excessive pollution Airman's Corner 1914} rock. So there may be in some cases ^{semi-natural} dissolution of chalk. King Henry VIII in this idiom just hastened things ^{by putting them} on a war-footing

49

Anyway, the Stones of Stonehenge are the harder, resilient Bluestones and Sarsens.

In the 1918 Nadir, they were to be removed in King Henry VIII ^{perogatives -} Amesbury + 800 Abbays style, in order to create a long runway for bombers. Most of Salisbury Plan had been requisitioned by the War Department after 1897, in a precognition of the war to end all wars - the First World War.

... ref -
with James
→ back
from
solidarity

50

However, the First World War ended before the ~~seef~~ nefarious deed dissolving the stones of Stonehenge could happen. A National Appeal was set in train to save Stonehenge for the Nation. This succeeded and both Stonehenge and the ignominious Stonehenge Airfield were won by the National Trust. However, it is a great pity there was not an equivalent of the National Trust in the 1530's to do this for Amesbury and the other Abbays. Some Abbays, like Iona Abbey in Scotland, and Buckfast Abbey near Newton Abbot in Devon, have indeed been authentically restored in

EXTRACT FROM ROYAL COMMISSION ON
ENVIRONMENTAL POLLUTION OCT. 1994
- 'TRANSPORT AND THE ENVIRONMENT' Chapter 4

environmental importance would already be considerable. If a further major programme of road building were undertaken after 2000, which is the logical implication of present policies, the effect could be very much greater. We have concluded that the policy objective must be:

TO HALT ANY LOSS OF LAND TO TRANSPORT INFRASTRUCTURE IN AREAS OF CONSERVATION, CULTURAL, SCENIC OR AMENITY VALUE UNLESS THE USE OF THE LAND FOR THAT PURPOSE HAS BEEN SHOWN TO BE THE BEST PRACTICABLE ENVIRONMENTAL OPTION.

Statorily designated areas ought to be given more effective protection against the construction of transport infrastructure than they receive at present. That does not imply that there should be a weakening of protection in relation to other areas of land, because the aim is to give a higher overall priority to environmental protection. We recommend that the following general principles should apply:

- a. strict protection for the special areas of conservation to be designated under the EC Habitats and Species Directive;
- b. any further loss or damage to natural and semi-natural habitats or archaeological features must be reduced to the absolute minimum;
- c. where loss of a natural or semi-natural habitat cannot be avoided, the developer must be required to provide some restitution by creating an appropriate new habitat in the vicinity;
- d. where other land which has significant amenity value is used for transport infrastructure, the developer must be required to provide an equivalent area of land of equivalent amenity with equivalent access for the public;
- e. where a proposed road or railway would cause serious environmental damage, careful consideration should be given to placing it in a tunnel.

Tunnelling is an approach which may have considerable environmental advantages for a new road, both in sensitive rural areas and in urban areas.

4.62 It would be wrong to put an absolute bar on the building of new roads. There may be cases in which a new or widened road would represent the best practicable environmental option. The procedure for selecting the 'best practicable environmental option' (BPEO) was described in the Commission's Twelfth Report, in the context of controlling emissions from industrial sites; and we describe later in this report (box 9B) how the same principles can be applied to transport problems. An essential part of the BPEO concept is that options should be identified and evaluated at an early stage in the decision-making process. Before the BPEO concept can be applied, the procedures for considering and taking decisions on new transport infrastructure projects must be considerably improved. In particular they must include an examination of options which do not involve new construction or involve constructing infrastructure of a different type (for example, the upgrading of a railway line as an alternative to construction of a new road). We make recommendations for that purpose in chapter 9.

Demand for road building materials

4.63 An important dimension of the sustainability of the transport system is the extent to which it uses up finite resources of critical materials (1.15). The construction and repair of roads requires very substantial resources, including about 90 million tonnes of primary and secondary aggregates a year, a third of the total used in Britain.⁷¹ It is estimated that 43% of the high quality aggregates produced from rock are used in road construction.⁷² About 120,000 tonnes of aggregates are needed to build a kilometre of motorway.⁷³ The manufacture of vehicles gives rise to a large and growing demand for non-renewable resources. It is estimated that a fifth of world steel production and a tenth of world aluminium production are used for vehicle manufacture. The extraction, production and transport of the raw materials for vehicles uses significant amounts of energy, perhaps 5% of total energy use resulting from the UK transport system.⁷⁴ Further significant amounts of energy are used during vehicle manufacture (although probably less than a tenth of the average lifetime energy use for a car⁷⁵). Scrapped vehicles represent a major waste management issue. We have concluded that, in order to move towards sustainable development and protect the environment from damage, there needs to be a general policy objective:

TO REDUCE SUBSTANTIALLY THE DEMANDS WHICH TRANSPORT INFRASTRUCTURE AND THE VEHICLE INDUSTRY PLACE ON NON-RENEWABLE MATERIALS.



A New Deal for Transport: Better for Everyone

The Government's White Paper on
the Future of Transport

Presented to Parliament by the Deputy Prime Minister and
Secretary of State for the Environment, Transport and the Regions,
and the Secretaries of State for Scotland, Wales and Northern Ireland
by Command of Her Majesty
July 1998

Foreword

There is now a consensus for radical change in transport policy. The previous Government's Green Paper paved the way with recognition that we needed to improve public transport and reduce dependence on the car. Businesses, unions, environmental organisations and individuals throughout Britain share that analysis. This White Paper builds on that foundation.

For the last two decades, the ideology of privatisation, competition and deregulation has dominated transport policy. Bus and rail services have declined whilst traffic growth has resulted in more congestion and worsening pollution.

This White Paper fulfills our manifesto commitment to create a better, more integrated transport system to tackle the problems of congestion and pollution we have inherited. It is timely. In its Green Paper the previous Government recognised that we could not go on as before, building more and more new roads to accommodate the growth in car traffic. With our new obligations to meet targets on climate change, the need for a new approach is urgent.

As a car driver, I recognise that motorists will not readily switch to public transport unless it is significantly better and more reliable. The main aim of this White Paper is to increase personal choice by improving the alternatives and to secure mobility that is sustainable in the long term.

Better public transport will encourage more people to use it. But the car will remain important to the mobility of millions of people and the numbers of people owning cars will continue to grow. So we also want to make life better for the motorist. The priority will be maintaining existing roads rather than building new ones and better management of the road network to improve reliability.


More bus lanes, properly enforced, will make buses quicker and more reliable. Even a small increase in the numbers of bus passengers will transform the economics of the bus industry, allowing higher levels of investment in new buses and new and more frequent services.

This White Paper isn't just about national policy. *Local transport plans* will create a partnership between local councils, businesses, operators and users. Local initiatives such as safer routes to schools will give parents more confidence in letting their children make their own way. CCTV cameras in car parks and bus stations will make users, especially women, feel safer.

We have had to make hard choices on how to combat congestion and pollution while persuading people to use their cars a little less – and public transport a little more. And we have devised imaginative new ways of raising money from transport for better transport. That is the *New Deal for transport* which I believe the country wants.

The last transport White Paper was a generation ago. But the economy, technology and attitudes to transport and the environment are changing so rapidly that we should not wait another generation before a new White Paper. The new *Commission for Integrated Transport* will bring together transport users, the private sector, local authorities and others to make recommendations to Ministers.

This White Paper reflects the Government's commitment to giving transport the highest possible priority. We now look to others – companies, individuals, employees and local authorities – to join us in shaping a new future for sustainable transport in the UK.



JOHN PRESCOTT

1.33 The *New Deal* for transport means:

- a new *Strategic Rail Authority* to:
 - bring together passenger and freight interests;
 - promote better integration and interchange;
 - provide strategic vision;
 - get better value for public subsidy in terms of fares and network benefits;
- new passenger dividends from passenger railway companies;
- tougher regulation to serve the public interest:
 - ensuring that the private sector honours its commitments to deliver a modern and efficient railway.

A New Deal for the public transport passenger

- X • more and better buses and trains, with staff trained in customer care
- X • a stronger voice for the passenger
- better information, before and when travelling, including a national public transport information system by 2000
- X • better interchanges and better connections
- X • enhanced networks with simplified fares and better marketing, including more through-ticketing and travelcards
- more reliable buses through priority measures and reduced congestion
- X • cash boost for rural transport
- half price or lower fares for elderly people on buses
- improved personal security when travelling
- easy access public transport – helping disabled and elderly people, and making it easier for everyone to use



..... better protection for the environment

1.34 We want to preserve and enhance our environment: the places where we live and work, our built and natural heritage and our richly diverse countryside. We will be more effective in our stewardship of natural resources and are determined to build from the historic turning point of the special United Nations' conference at Kyoto, where the developed countries agreed to legally binding targets to reduce greenhouse gas emissions. We have already made an important step forward under our Presidency of the European Union (EU), reaching agreement on how to share the EU's target between Member States.

1.35 We want to see greener, cleaner vehicles that have less impact on our environment. We want to see better public transport and we will make it easier to walk and cycle. But these alone will not be sufficient to tackle the congestion and pollution that is caused by road traffic: we need to reduce the rate of road traffic growth. We also want to see an absolute reduction in traffic in those places and streets where its environmental damage is worst.

1.36 The *New Deal* for transport means:

- a major effort to reduce greenhouse gases;
- greener, more fuel efficient vehicles through:
 - better standards and tax incentives;
 - Cleaner Vehicles Task Force;
- X • better stewardship of the nation's cultural and environmental heritage;
- tackling transport noise and new powers to enforce noise controls at airports.

2.12 The *New Deal for transport* therefore sets the framework to:

- reduce pollution from transport;
- improve air quality;
- encourage healthy lifestyles by reducing reliance on cars, and making it easier to walk and cycle more;
- reduce noise and vibration from transport;
- improve transport safety for users, those who work in the industry and the general public.

More jobs and a strong economy

2.13 The transport system moves goods and people and helps to make the economy tick. Good transport is needed to get people to work and many jobs are based on extensive travel. Transport is also a major contributor to the economy in its own right, currently employing around 1.7 million people⁹.

2.14 We rely on efficient transport to ensure that goods and services are distributed throughout the UK and exported overseas. Yet in recent years investment in transport has failed to maintain the physical quality of the system, allowing valuable assets to deteriorate. There is a backlog of neglect of railway stations, track and bridges¹⁰; and roads in England and Wales are in their worst state for twenty years¹¹.

2.15 More than four-fifths of domestic freight tonnage goes by road. But traffic congestion now

costs the nation billions of pounds each year and with traffic forecasts pointing to more congestion these costs can only increase. Important parts of our motorways suffer daily from traffic jams but building more roads can just encourage more traffic.

2.16 Modern business practices put firms at even greater risk from delay and congestion. 'Just in time' production, for example, means that companies no longer hold large stocks of raw materials, components or finished products on site, depending instead on their suppliers meeting their needs at short notice. They rely heavily on an efficient road network.

2.17 On the busiest roads in our cities journey times in the rush hour could lengthen dramatically, by as much as 70% over the next 20 years. Already in outer London one-fifth of the time taken to make a journey during rush hours is spent stationary. In central London, at any time of the day, drivers face the prospect of spending a third of their journey at a standstill¹². Even our country towns at the busiest times can grind to a halt through congestion.

2.18 Rail freight tonnage has dropped by more than a quarter over the last decade, although the tide has turned in recent years. The lack of investment in rail infrastructure has led to increased delays and unreliability.

2.19 Air transport has been growing dramatically. But we haven't made the best use of the airports in our regions and we need to improve public transport to all our airports. Shipping is one of the most environmentally sustainable means of transport, carrying 95% of our growing

⁹ Office for National Statistics Labour Market Statistical Group.

¹⁰ see Railtrack's 'Network Management Strategy', 1998.

¹¹ from the visual survey of the 'National Road Maintenance Condition Survey 1997': the condition of roads in England and Wales was the worst recorded since the survey began in 1977.

¹² time spent at 0 mph in a queue of traffic or spent waiting at traffic lights or road junctions. Taken from 'Traffic Speeds in Central and Outer London: 1996-97', DETR, Statistics Bulletin (98) 17.

international trade by tonnage. The UK is a world centre of excellence for shipping and maritime-related activities. But recent decades have seen a massive decline in the size of our merchant fleet.

2.20 The *New Deal for transport* therefore sets the framework to:

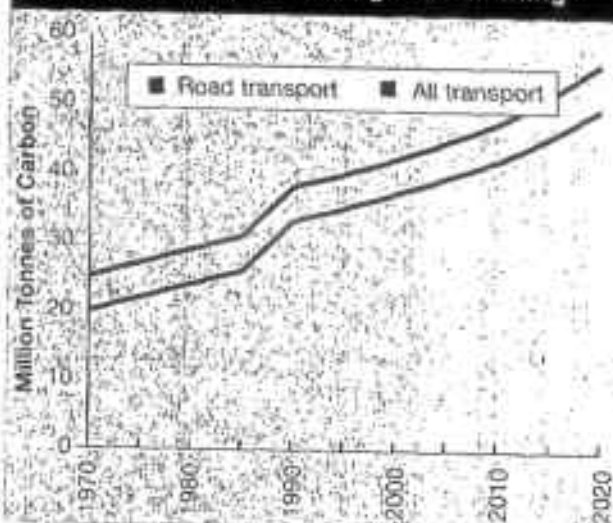
- improve reliability for journeys in all modes, helping to support business and economic growth;
- improve links with international markets;
- support regeneration and the vitality of urban and rural areas;
- make more efficient use of the transport system;
- promote more sustainable UK transport industries.

A better environment

2.21 The way we travel is changing our environment for the worse. The 'skyglow' from light pollution and noise from transport have changed much of our countryside. Road construction and car parking have made heavy demands on land, a finite resource. In England alone, in the second half of the 1980s an area equivalent to the size of Bristol was taken for road building and parking¹.

2.22 Climate change is one of the greatest environmental threats facing the world today. Globally, the balance of evidence now points to a discernible human influence on the earth's climate through the emission of greenhouse gases. In the UK, transport's share of carbon dioxide (CO₂) emissions, the main greenhouse gas, has grown from around one tonne in eight in 1970 to more than one tonne in four in 1995, and is set to grow still further. Four-fifths are produced by road vehicles.

Transport's contribution to global warming²



2.23 As we use cars more, we have made less use of public transport. Yet buses and trains can have distinct environmental advantages as highlighted by the Royal Commission on Environmental Pollution. Buses require less road space per seat than cars and usually emit less CO₂ per occupant. Emissions of CO₂ and most other pollutants are lower per tonne-kilometre for rail freight than road freight. And emissions of CO₂ and most other pollutants are generally lower per passenger-kilometre for rail than for road.

2.24 We all know about noise pollution and road congestion around airports. But air traffic also has a global impact. CO₂ emissions per passenger-kilometre are higher from air travel than from most other ways of travelling and fuel for air travel now accounts for one-sixth of transport fuel sold in the UK.

2.25 The *New Deal for transport* therefore sets the framework to:

- reduce road traffic growth; *see 1.35*
- respond to the challenge of climate change;

¹ more 10,500 hectares in England changed to highways and road transport uses (public car parks and bus stations). Taken from Department of the Environment, Transport and the Regions' Land Use Change Statistics.

² Transport CO₂ emissions. Source DTI EP65 central forecasts which are currently being revised for publication later this year.

- * • minimise transport's demand for land, protect habitats and maintain the variety of wildlife;
- * • limit the visual intrusion caused by transport;
- * • reduce use of non-renewable materials/energy sources;
- * • ensure that environmental impacts are taken fully into account in investment decisions and in the price of transport;
- * • enhance public awareness of transport and environment issues.

A fairer, more inclusive society

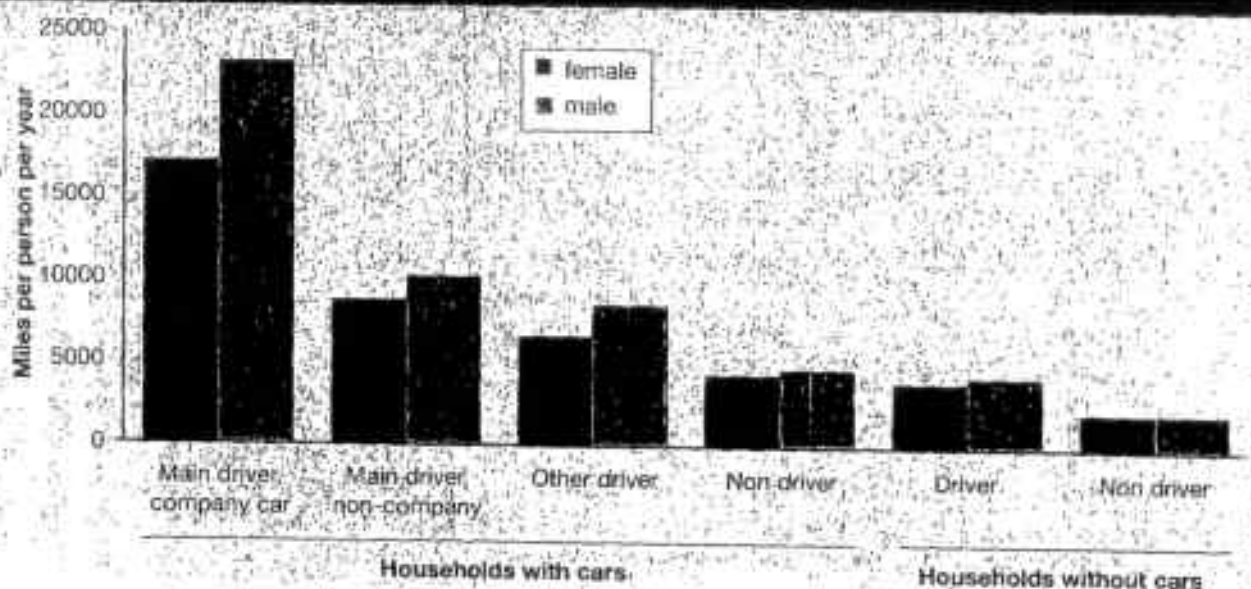
2.26 Nearly a third of households in Britain don't have a car – some 13 million people. The number who rely on public transport, walking or cycling is even higher because in those homes where there is a car not everyone has regular access to it. Those who can't drive have to rely on lifts (over 4 in 10 women don't have driving licences) and in many families there is a main driver who has 'first call'

on the car. In some places, poor public transport and lack of a car combine to produce social exclusion. For example, some families in rural areas have had to make great financial sacrifices to keep a car to avoid relying totally on the little public transport that exists.

2.27 Most users of public transport rely on buses to get about. The less affluent – students, retired (there are five million elderly people without a car) and unemployed people – use buses more than others. It is these people who have had to face bus fares rising by almost a third in real terms since 1980. At the same time, the standard of living of bus and coach drivers has fallen – on average by 4% since 1985, compared with a 20% increase in real terms in the average wage.

2.28 Being unable to afford transport can limit everyday life. Job, training and education opportunities are more limited and there is less choice in shopping, adding to the family budgets of those least able to bear the cost. An expanded road network has helped people travel further and faster than before. But it has also led to jobs, shops and essential facilities moving out-of-town, reducing

Travel Habits



The New Deal for transport – making a difference

2.51 We have embarked on a comprehensive agenda for change – a series of practical, carefully thought out reforms. Our new approach will work best when the measures are combined in packages, so that each reinforces the other. We set out the measures in the remainder of this White Paper. Together, these measures will deliver the change that is needed. This integrated approach is vital if we are to meet the objectives and targets in our *New Deal for transport*.

* **2.52** We have international and national targets for protecting the environment. The Royal Commission on Environmental Pollution has produced two comprehensive reports on reducing transport's impact on our environment and proposed targets to drive the process. These have been key influences on our *New Deal for transport*. Challenging targets are helping to focus attention on reducing greenhouse gas emissions, improving local air quality and road safety, boosting rail freight and encouraging more cycling.

International and National Targets and Standards

- current targets:

* greenhouse gases – legally binding target to reduce emissions to 12.5% below 1990 levels by the period 2008 to 2012 and a domestic aim to reduce CO₂ emissions by 20% by 2010;

air pollution – National Air Quality Strategy, encompasses health-based objectives for a range of air pollutants to be met by 2005;

EU vehicle and fuel quality standards – to reduce toxic emissions and noise from new vehicles;

– cycling – from a 1996 base, double cycling by 2002 doubling again by 2012 (from the National Cycling Strategy);

– road safety – existing target for 2000, new target for 2010;

- targets for the future:

* freight on the railway – endorsement of the industry's targets for growth;

– EU vehicle standards – target to improve fuel efficiency and reduce CO₂ emissions by more than a third before 2010;

– health – proposed targets in "Our Healthier Nation" for reducing all accidents by a fifth by 2010 and reducing death rates from heart disease and strokes amongst people under 65 by a third by 2010;

* (EH) green transport plans – for HQ/other key Government buildings by 1999/2000;

– walking – targets being prepared to reverse the decline in walking;

* public transport – targets to encourage more use of public transport;

– road traffic – assess impact of measures in this White Paper and consider national targets for the level of road traffic.

3.28 We have also seen innovation in the structure of bus fares. For example, Magicbuses in Manchester have cheaper fares but are less luxurious than other buses on the same routes. Magicbus fares are typically 20% cheaper than alternative services. Results show that some passengers wait for a Magicbus, letting the better quality bus go. Others see the Magicbus go and prefer a better quality bus. Our proposals on fares are explained in Chapter 4.

* A better railway

3.26 With the *New Deal for transport* there is the potential for a railway renaissance. But this will not be possible with the weaknesses arising from the fragmentation of the rail industry. We will therefore establish a national **Strategic Rail Authority** for Great Britain, to provide a clear, coherent and strategic programme for the development of our railways. This proposal is explained in Chapter 4, together with our new approach to franchising and investment in rail.

BETTER FOR PASSENGERS

3.27 Passenger rail services in Great Britain are provided by 25 franchised train operating companies, owned by 12 different franchisees, four of whom are also major operators of bus services. Recent performance of the privatised railway has not been good. But there is clearly scope for increased use of the passenger railway. The franchise bids of the train operating companies forecast demand growth of nearly 25% in terms of passenger mileage by 2002/03 with the strongest growth in the inter-city market.

3.28 In 1997 we revised the objectives of the Franchising Director to put the passenger first. We welcome the steps now being taken by some operators to put more emphasis on passengers' needs and increased service frequencies, especially where this reduces overcrowding and encourages

new passengers. The benefits of our new approach are already beginning to show. For example, the 'passenger dividend' from Thames Trains includes station improvements, a new Oxford-Bristol service and new bus/rail and bike/rail integration.

3.29 Faster journey times can encourage greater use. That is why we welcome improvements such as the modernisation of the West Coast Main Line. Together with the up-grading there is the commitment to allow for faster, tilting trains, to which the Virgin Rail Group is guaranteeing substantial investment. Such improvement programmes can produce greater reliability and shorter journey times, thereby making rail a more attractive transport option.

Fare choice

- LTS has offered 25% off the weekly peak time ticket price on 'Early Bird' trains from selected stations between Southend and London. Fares have been reduced for passengers travelling between 6.30am and 7am - encouraging commuters to switch from their cars when there is the capacity to carry them quickly and comfortably into the City.
- Chiltern Railways has an easy payment plan that spreads the cost of an annual season ticket over ten monthly direct debit payments.

3.30 The ability of the railway to cope with the increase in passenger demand that we wish to see will depend in part on the pace of infrastructure works and rolling stock improvements. Some inter-city routes can increase rail capacity substantially at relatively short notice and at moderate cost, using longer trains and platforms, more trains and improved signalling. Other operators are constrained by infrastructure pinch-points that are already operating at or close to capacity.

3.31 Railtrack has recently identified 15 key bottlenecks on the rail network, together with

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Thursday 18 January 2000 12:36
Department for Transport (National)

Non-rail air, road and rail improvements to boost economy and jobs

Britain will benefit from major air, rail and road improvements as Transport Secretary Geoff Hoon today outlined radical new plans for the UK's transport infrastructure, designed to support the economy and secure jobs in the long term.

Mr Hoon confirmed Government support for a third runway at Heathrow airport but not for "rebuild mode" which would have seen the two existing runways used more intensively. Alongside this, he outlined measures to help protect jobs and put Britain on a footing to recover from the global economic downturn, including:

- * Details of where up to £8bn is invested capacity on some of the nation's busiest roads will be spent - providing an extra 520 lane miles of road by widening and opening up the hard shoulder - as well as new plans to road head shoulder running across the core motorway network.
- * The creation of a new company - High Speed 2 - to help consider the case for new high speed rail services between London and Scotland and linked initially with developing a proposal for an entirely new line between London and the West Midlands which could link to Heathrow and Crossrail through a new international interchange station.
- * Further work to consider the case for electrifying two of Britain's busiest railway lines - Great Western and Midland Mainline - with decisions to be announced later in the year.

Alongside this the Transport Secretary announced new measures to protect the environment and help ensure that Britain meets its climate change commitments, including:

- * Bringing international pressure for international aviation to be part of global deal on climate change, building an aviation's inclusion in the European Emissions Trading Scheme.
- * New work to promote international agreement on progressively stricter limits on carbon dioxide emissions from aircraft, similar to those already in place for new cars within the EU.
- * The intention to set a new target of reducing UK aviation emissions below 2005 levels by 2020.
- * A limit on initial use of the third runway so that the total increase in flights does not exceed 125,000 a year - almost half the additional capacity which the Government originally proposed.
- * Only allowing capacity increases beyond that to be approved by the Government after a review in 2020 by the Climate Change Committee.
- * Allowing new capacity to only be released once strict air quality and noise conditions are shown to be met and on the basis of independent assessment.
- * The intention to bring in incentives for new capacity to be given to cleaner, quieter aircraft.
- * £200m to get more ultra-low-carbon vehicles on Britain's roads, helping motorists to go green by stimulating consumer uptake and helping to reduce emissions from road transport and improve local air quality.

Transport Secretary Geoff Hoon said:

"Transport is the lifeblood of Britain's economy. In spite of recent levels of investment over the last decade, increasing demand means that in many places our transport infrastructure is operating at, or very near, capacity. It is essential we take the right decisions now for the economy, to drive down greenhouse gas emissions by 2050, and to support British jobs.

"Heathrow is vital to our economy, it connects us to the growth markets of the future - essential for every great trading nation. But for too long it has operated at full capacity, losing ground to international hub airports in other countries and with relatively minor problems causing severe delays to passengers.

"This third runway will help secure jobs now and in the future and ensure that Britain remains a place where the world can come to do business."

Geoff Hoon added:

"However, we need to do more than just improve Heathrow to ensure that Britain's economy can cope with the transport demands of the 21st century.

- X "A new rail line between London and the West Midlands approaching London via a Heathrow International Interchange would enable faster journeys to the North and Scotland and could link the airport with rail destinations throughout the UK. This would unlock Heathrow for the rest of the country, making it a truly national asset. I expect to receive advice from High Speed 2 by the end of the year on a credible plan for a new line with financing proposals.
- X "We also need to look at ways of making the railway more efficient and greener. The case for electrification on the Great Western and the Midland Mainline routes appears strong as electric trains are quicker, quieter and they emit less CO2.

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Non-rail air, road and rail improvements to boost economy and jobs

Heathrow (8819)

"It is clear that many of our major roads also need more capacity and we are committing up to £6bn to improve the national road network - including extending hard shoulder running to some of the busiest parts of M1, M25, M5, M62, M3 and M4, providing much-needed relief from congestion."

Mr Hoon confirmed the Government's support for a third runway and additional terminal facilities at Heathrow when confirming that the strict environmental criteria it had placed as a condition to expansion would be met.

He also announced that as he had rejected mixed mode - he would expect the airport operator to bring forward a planning application for the third runway so that it could be built as soon as possible in the period 2015 - 2020 so as to reduce delays in for existing passengers and improve resilience.

In order to give further assurance that environmental limits will be met, Mr Hoon also announced that new capacity at Heathrow would be released only once strict air quality and noise conditions are shown to be met and on the basis of independent assessment and endorsement. He also confirmed the intention to introduce incentives for new capacity to be green, quieter aircraft and that the first cost of new capacity should ensure that flights are more reliable for existing passengers.

Geoff Hoon said:

"Things have improved greatly for those living near the airport over the past 30 years. Improved aircraft technology means that, while in 1974 some 2 million people around Heathrow were affected by average levels of noise at or above 67 decibels, by 2002 that number had dropped to 258,000 people.

"People who live around the airport clearly value runway expansion and that is why I have rejected more intensive use of the existing runways through mixed mode.

"But we need to do more. The additional measures I am putting in place - on air priority for cleaner, quieter aircraft and the release of new capacity only once environmental conditions are shown to be met - also demonstrate my determination to mitigate the effects of the airport on those who live nearby."

Today's announcements follow the 'Adding Capacity at Heathrow Airport' consultation which began in November 2007 and attracted over 70,000 responses.

When the Government gave support to further development at Heathrow in its 2005 Air Transport White Paper in 2003 it made this support conditional on strict local noise and air quality limits and an improvement in public transport access to the airport.

The 'Adding Capacity at Heathrow Airport' consultation set out the grounds on which the Government believed those conditions could be met.

Notes to Editors

Heathrow

1. The 2003 White Paper 'The Future of Air Transport' made clear that given the economic benefits to the UK, the Government supports the further development of Heathrow by adding a third runway and exploring the scope for making greater use of the existing runways, subject to meeting strict local conditions on air quality and noise and improving public transport access.

2. In fact, the local conditions which must be met to permit expansion of Heathrow are:

- There should be no net increase in the total area of the 57dB(A) noise contour. This would be measured at 127sqkm which was the size of the contour in the summer of 2002.

- Government would need to be confident that levels of nitrogen dioxide (the critical pollutant) would be contained within EU limits, which will apply from 2010 or 2015 when the European Commission agrees the caps for science.

- There must be improvements to public transport access to the airport.

3. In November 2007, the Department published a consultation on the future expansion of Heathrow airport which invited views on:

- A proposal for a third runway and associated passenger terminal facilities, and the Government's assessment of how the strict local environmental conditions mentioned above could be met.

- A proposal to introduce 'mixed mode' on Heathrow's existing two runways as an interim measure and the Government's assessment of how the same strict local environmental conditions could be met. In considering the 'mixed mode' options the consultation looked at the position with or without additional air traffic movements.

- The results of a review of operational procedures on the existing runways - 'westerly preference' (the preferred direction of operation) and the 'Claydon agreement' (which generally prohibits easterly departures off the northern runway) - irrespective of any further changes; and

- An assessment of the effects of night-time curfew between westerly and easterly preference, and of the current use of runway alternation in the 0600 to 0700 period.

4. Today's announcement confirms support for a third runway and associated passenger terminal facilities, while rejecting the case for mixed modes. Westley preference is retained, but the Cranford agreement is ended. Night time rotation and early morning runway alternation are both confirmed.

5. Allowing 'mixed mode' to go ahead on the two existing runways would have seen them used simultaneously for both arrivals and take-offs. This would have ended the current system of runway alternation which gives local residents respite from overhead aircraft noise for at least 5 hours each day.

6. Ending the Cranford agreement, which generally prohibits westerly take-offs from the northern runway, will spread noise more evenly around affected communities and extends the benefits of runway alternation to the residents of Windsor and others to the west of the airport, and Hatten and North Farnham to the east.

7. These decisions are set out in *Adding Capacity at Heathrow Airport - Decisions Following Consultation* which is published today with a number of other documents including:

- Adding Capacity at Heathrow Airport: Report on Consultation Responses
- Adding Capacity at Heathrow Airport - Impact Assessment
- Adding Capacity at Heathrow Airport - Equalities Impact Assessment
- UK Air Passenger Demand and CO2 Forecasts 2009

8. All these documents and other supporting material will be available from the DfT website at: <http://www.dft.gov.uk/press/aviation/heathrow/consultations/heathrowdecisions/>

X High-speed rail and electrification

X 1. The formation of High Speed Two will build on Network Rail's study of options for new lines and the formation last October of the National Networks Strategy Group chaired by Andrew Adonis. Network Rail's work has pointed to a strong case for a new line from London at least to the West Midlands. This would both improve connectivity and increase capacity on the existing West Coast Main Line, which is forecast to become overcrowded by about 2025.

X 2. High Speed Two will be directed on an interim basis by Sir David Rowlands. Sir David was until 2007 Permanent Secretary at the DfT. Earlier in his career at the Department, he led the team which advised Ministers on the preferred route for the Channel Tunnel Rail Link and subsequently oversee delivery of the Link on site and on budget.

X 3. Network Rail and DfT have been jointly examining the case for further rail electrification. This can have advantages on busy parts of the network, given the lower carbon emissions and better performance of electric trains. A decision on electrification of the most heavily used parts of the Great Western mainline from Paddington and the Midland mainline north of Bedford will be announced later this year, alongside decisions on the deployment of the new inter-city express train.

X 4. Further details are set out in Britain's Transport Infrastructure: High Speed Two which is published today. The relevant documents will be found on the DfT website: <http://www.dft.gov.uk/press/aviation/highspeedtwo/>

Roads

1. The document supporting today's announcement, *Britain's Transport Infrastructure: Motorways and Major Trunk Roads*, details the locations where capacity will be added to the motorway and major trunk road network, including through hard shoulder running.

2. This builds on our command paper, *Roads - Delivering Choice and Reliability* published in July 2008, which set out the challenges that we face in sustaining the key role of the national road network in supporting economic growth and productivity, in the face of current congestion at peak times and traffic growth. It announced that up to £5 billion had been made available to fund improvements to national strategic roads in England, and set out the national schemes which were being considered for this funding.

3. This funding is in addition to the £2 billion allocated to strategic regional roads before 2015/16 through the Regional Funding Allocation process. Regions are currently reviewing their priorities for the period up to 2015/16.

4. The document also explains the way in which we will apply the 'managed motorways' concept progressively across key parts of the network in England, and the schemes that will be taken forward. It also sets out our programme of other capacity enhancements on the national network.

5. The relevant documents will be found on the DfT website: <http://www.dft.gov.uk/press/roads/networkpolicy/motorways/>

Ultra-low emission cars

1. £750m has been committed for consumer incentives and infrastructure development, supplementing an existing £100m programme for research, development and demonstration, to help the Government aim of bringing ultra low carbon vehicles to mass market more quickly.

2. The funds will help stimulate consumer uptake of ultra-low emission cars and support provision of infrastructure that may be required. Further details will be made available later this year.

(RO) to drive and support the growth of renewables generation. The Obligation allows generally higher cost renewable electricity generation to compete directly with conventional, fossil fuel based electricity generation¹³⁰. The Government further underlined its commitment to renewables by setting a challenging target of increasing renewable electricity generation to 10% of electricity by 2010. It also set out an aspiration to double this by 2020.

5.3.6 Renewables also form a part of Europe's climate change and energy policy. In March 2007, the European Council agreed amongst other things, a binding target of a 20% share of renewable energies in overall EU consumption by 2020. This applies to transport and heat as well as electricity. The agreement also commits the EU to a binding target of reducing greenhouse gas emissions by 20% by 2020 and by 30% in the context of international action. The EU Commission has been asked to bring forward detailed proposals for each Member State's contribution to the overall EU renewables target. After a decision has been reached, and each Member State has agreed its contribution, we will bring forward appropriate policies to deliver the UK's share.

5.3.7 The UK has a significant tidal energy resource which could make a major contribution to the UK's supply of renewable energy. In Box 5.3.1 we set out details on the Sustainable Development Commission's study in this area.

BOX 5.3.1 TIDAL POWER

A major study led by the Sustainable Development Commission (SDC) is currently underway that is looking at issues related to harnessing tidal power in the UK. Tidal power represents a significant untapped resource. The geography of the UK means that we are particularly well positioned to harness the power of the tides to generate clean energy.

The SDC study will consider a wide range of locations and technologies, including the potential of tidal power in the Severn Estuary and the proposals for a tidal barrage there, which could potentially supply up to 6% of the UK's electricity demand from a renewable, low carbon source. Tidal power could make a significant contribution towards meeting the twin challenges of climate change and security of supply.

The SDC is considering in its study a broad range of issues including environmental impacts, financing, and public acceptability of the various options. The SDC's final report, which is expected in September 2007, will assess the role of tidal power in a low carbon electricity system from a sustainable development perspective. The Government will consider the SDC's report and recommendations before indicating what it considers to be appropriate next steps.

Same principle on Thames Barrage at T&C as represented

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(See also PARAS. 4.5 & 4.37
4.4 (on page 8) & 4.15)

5.3.68 In addition, new regulations that came into force in April 2007 to improve the efficiency of planning inquiries for electricity generation projects greater than 50MW should help large scale renewables projects seeking planning consent (see chapter 8 for more details).

5.3.69 In December 2006, we launched a consultation on a draft of the Planning Policy Statement (PPS) on Climate Change. It contains a number of key policies on renewables:

- It significantly strengthens the requirement on planners to recognise the national need for renewable technologies and other low carbon energy technologies.
- There is also a clear steer to planning professionals and local authority decision makers not to question the national need for renewables and other low carbon technologies, or to question the need for a particular project to be sited at a particular location.
- Substantial new developments should seek to source a significant proportion of their energy supply from low carbon sources (including on and off-site renewables). **i.e. BPC AVONMOUTH CONTAINER TERMINAL**

5.3.70 We aim to publish the PPS on Climate Change at the earliest opportunity. We will publish guidance to accompany the Statement.

BOX 5.3.3 RENEWABLES STATEMENT OF NEED

We remain committed to the important role renewables has to play in helping the UK meet its energy policy goals. In this publication we are reiterating previous commitments we have made (not least in the 2003 Energy White Paper and Planning Policy Statement 22 on renewable energy (PPS 22)) on the importance of renewable generation and the supporting infrastructure. We intend this to feed into the UK Government policy context for planning and consent decisions on renewable generation projects.

As highlighted in the July 2006 Energy Review Report¹⁵⁰, the UK faces difficult challenges in meeting its energy policy goals. Renewable energy, as a source of low carbon, indigenous electricity generation is central to reducing emissions and maintaining the reliability of our energy supplies at a time when our indigenous reserves of fossil fuels are declining more rapidly than expected. A regulatory environment that enables the development of appropriately sited renewable projects, and allows the UK to realise its extensive renewable resources, is vital if we are to make real progress towards our challenging goals.

New renewable projects may not always appear to convey any particular local benefit, but they provide crucial national benefits. Individual renewable projects are part of a growing proportion of low carbon generation that provides benefits shared by all communities both through reduced emissions and more diverse supplies of energy which helps the reliability of our supplies. This factor is a material consideration to which all participants in the planning system should give significant weight when considering renewable proposals. These wider benefits are not always

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Dear Mr Mudge,

S/2009/1527 FULL & S/2009/1528

* The proposed new Stonehenge Visitors' Centre is within our Parish Boundary. Winterbourne Stoke Parish Council has the following comments/observations:

- Firstly, we are in agreement that a new visitors' centre for Stonehenge is needed and long overdue; however, the proposed new visitors' centre and access roads are situated in an undeveloped area of open countryside within the World Heritage Site. The creation of the visitors' centre and a new road across and through the WHS leading to the new car park is unacceptable and we are astonished that English Heritage could bring forward such a plan especially considering a main objection to the A303 being dualled on-line is that it would result in development within the World Heritage Site. The plans
- * — have failed to make proper use of the planned closure of the A344 which leads to areas of previously developed land at option X (on the consultation document) which is nearer the stones. We have been told that this is a temporary solution to cover approximately 20 years; however, we believe it will be permanent because of the inability of past and present governments to find a solution for the A303 in this area. It also raises the question of how long has the present "temporary" solution been in place?

Winterbourne Stoke Parish Council OPPOSE and OBJECT to these plans for the above reasons; however, if you are minded to approve the plans we make the following points:

Where the proposed new car park road runs close to the A360 between (Airman's Corner and Longbarrow roundabout) it should be linked directly to the A360 so that traffic exiting the car park can more easily return to the A303.

The introduction of a roundabout at Airman's Corner is necessary and welcomed but the improvements at Longbarrow will make little, if any, improvement.

Regards

J H Carr

Clerk to Winterbourne Stoke Parish Council

The Rookery
Orcheston
Salisbury
SP3 4RP

8 November 2009

Development Services
Wiltshire Council 61
Wyndam Road
Salisbury SP1 3AH

By email: FAO Adam Madge

Dear Sirs

S/2009/1517 & S/2009/1528 - Stonehenge Visitor Facility Relocation

Thank you for your letter of 19th October addressed to Orcheston Parish Council seeking observations regarding the above planning applications. I am writing to you as Chairman of Orcheston Parish Council on behalf of the Council.

We wish to make the following observations with respect to the proposals:

- 1. Around 24,600 vehicles per day currently use the A303 at Stonehenge. This causes congestion at Stonehenge and at Longbarrow roundabout at peak periods. This congestion will increase as road usage is expected to rise to 41,200 vehicles by 2027. In the same period projected usage of the A360 at Longbarrow will rise from 5,900 vehicles to 15,600. The congestion is already unacceptable for local traffic crossing the A303 at Longbarrow in peak periods. It also causes real delay for emergency vehicles on the A303 and A360. This congestion for local traffic will increase considerably when mixed with tourist traffic visiting the new visitor centre.

3. **Airman's Cross** – all local traffic is proposed to merge with visitor traffic onto the new roundabout at Airman's Cross. There should be a filter lane well before the roundabout to separate local A360 traffic from visitor traffic.

4. **The Packway & Rollestone Crossroad** – there will inevitably be increased traffic along the Packway, both when the highway works are in progress and then afterwards when the new road system is in operation. When the A344 has been closed many road users will think, at peak periods, that it will be quicker to use this minor road system to avoid congestion at Stonehenge and Longbarrow. The junction at Rollestone Crossroads will become busier. There should ideally be a roundabout at this junction. There should also be clear signage directing traffic back down to the A360, as opposed to just running down London Road into High Street, Shrewton or into Elston Lane, Orcheston.

5. **Elston Lane, Orcheston** – The increased traffic that will occur (despite any measures requested in 4 above) will cause danger to users of Elston Lane. Some form of traffic calming needs to be introduced in the lower part of Elston Lane and again at the Elston Lane Whatcombe Brow junction in Orcheston.



6. **A344 Stopping Up** – Closing a Right of Way that has been in existence for 5,000 years sets a poor precedent for all other Rights of Way proposals.

I shall be grateful if you will give due consideration to our comments when considering the Planning application.

Yours faithfully

S D W Shepherd Chairman
Orcheston Parish Council

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE, PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM LAKE, WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF DRIVING) ORDER 2010

Wiltshire Council proposes under the above Order to introduce a Prohibition of Driving on the lengths of road and byways open to all traffic as indicated on the plan below:

Copies of the draft Order, plan and Statement of the Council's Reasons for proposing to make the Order may be inspected at the offices of Wiltshire Council, County Hall, Bythesea Road, Trowbridge during normal office hours. Details of the proposed scheme may be seen at Amesbury Library, Smithfield Street, Amesbury between the hours of 10am – 7pm on Monday, 9am – 5pm on Tuesday and Friday, 9am – 7pm on Thursday and 9am – 4pm on Saturday until 15 February 2010. Documents can also be viewed online at www.wiltshire.gov.uk/troconsultations

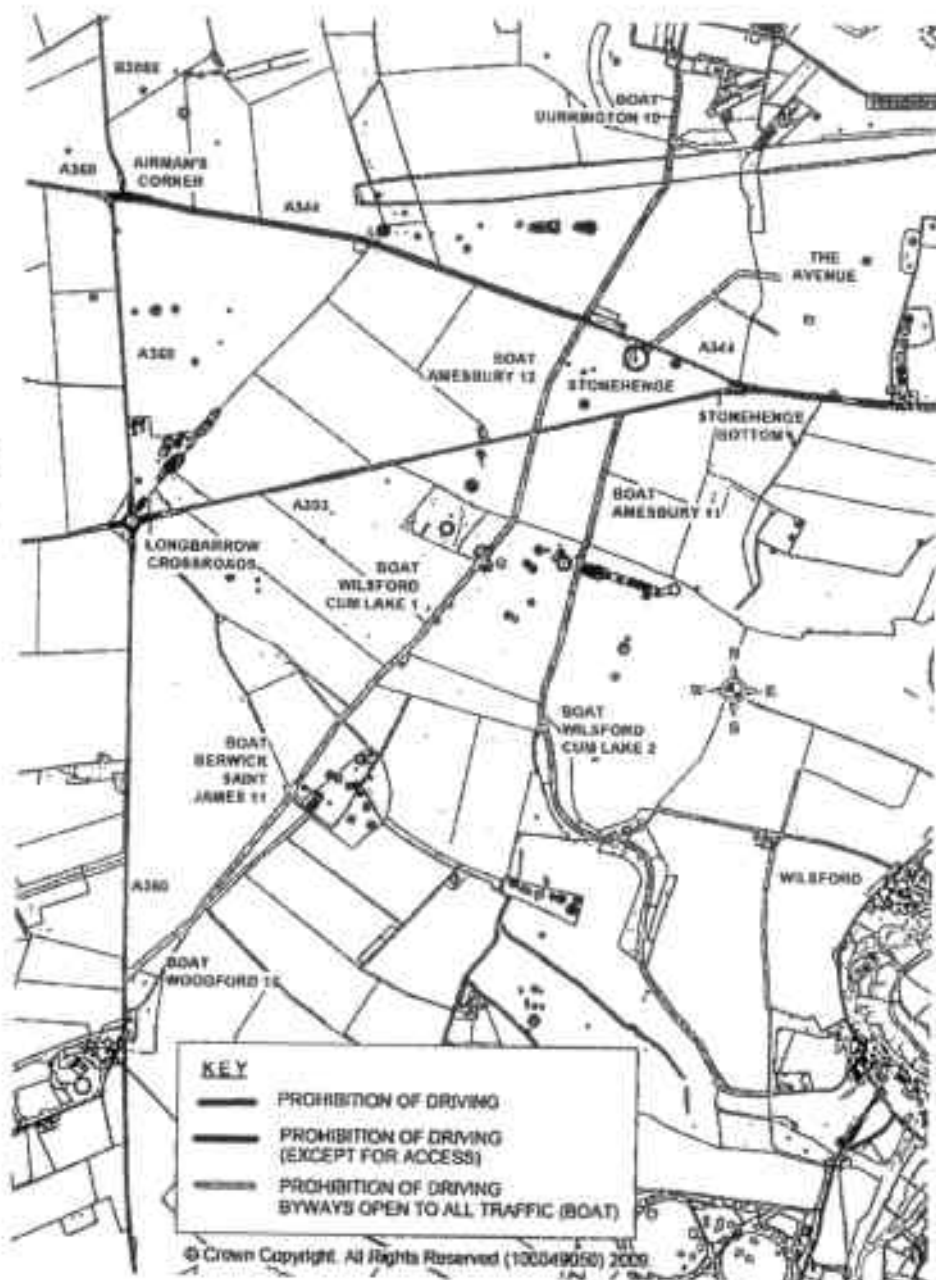
Comments on the proposal together with the reasons for which they are made should be sent in writing or via the website to reach the undersigned by 15 February 2010 quoting reference KAD/TRO/AMES.

Data Protection Act 1998 – Requirement

The names and addresses of anyone writing in may be made available for public inspection and will be included in a Report that may be published on the Wiltshire Council Website, unless the individuals concerned state, in writing, their objection to their names and addresses being made so available or being included in the publication.

Transport Development Services

21 January 2010
County Hall, Bythesea Road
TROWBRIDGE BA14 8JN



APPLICATION S/2009/1527 FOR VISITOR CENTRE AT AIRMAN'S CORNER, STONEHENGE, WILTSHIRE

Please also see REPORT paragraph 4.

The Government published "A New Deal for Transport - the Government's White Paper on the Future of Transport (Cm 3950)" - also known as the "Integrated Transport White Paper" (ITWP) on 20th July 1998. The ITWP at paragraph 1.35 page 16 requires 'an absolute reduction in traffic in those places' - the STONEHENGE WORLD HERITAGE SITE designated area - 'where its environmental damage is worst.' Please see the REPORT at paragraphs 38C, 1.13, 4.33, 4.34, 4.35, 4.36 and 4.37 cumulatively.

The visitor centre application is INSIDE the Stonehenge WORLD HERITAGE SITE (WHS), and does not by definition reduce traffic in the WHS at all. Thus it flouts GOVERNMENT POLICY and must be refused.

Similarly, far from enabling the required 80% reductions in carbon dioxide emissions by 2050; from the visitor centre and its associated traffic; these will greatly increase emissions, particularly in being malevolently located on the 'wrong' side for London.

The recent GOVERNMENT POLICY of the December 2009 Copenhagen Accord; cumulatively with the Climate Change Act 2008, integrate to require these 80% carbon dioxide emissions reductions. Please also see the REPORT paragraphs 26, 29, 35, 37B, 42, 50 and 53. This legal framework is the second aspect of GOVERNMENT POLICY flouted, and therefore the application S/2009/1527 for Visitor Centre at Airman's Corner, Stonehenge, is to be CALLED IN forthwith.

Three alternatives that will achieve 'absolute reductions' of traffic in the WHS, (please note carefully it is definitely - Stonehenge, Avebury and associated sites World Heritage Site - see firstly paragraph 1, and also note 54, of the REPORT), and substantial reductions in carbon dioxide emissions are now highlighted. The Report at paragraphs 3.7 and 3.11 cites John Prescott (Deputy Prime Minister 1997-2007) in his ITWP Foreword - p.3 where the Main Aim is to improve these essential ALTERNATIVES.

The first is reuse, under the ITWP paragraphs 2.2, 2.14 and 4.165, of the Sir John Jackson military railway to Stonehenge, by extending it in a conjoint tunnel; also re^{se}erving Larkhill - please see at REPORT paragraph 4.5 - to Ratfyn facility at Amesbury. Please see carefully at paragraphs 9, 12 and 1.7 to 1.9 of the REPORT, where the essential details are set out of this park and ride facility.

Countess, of course, already has the benefit of existent planning permission Salisbury- Ref: S/2004/0001 granted on Appeal Ref: APP/T3915/A/05/1193511; for a much better visitor centre, and appurtenances, than the Airman's Corner visitor centre in point. The Countess land train would be transmuted into a commendable park and ride as herewith. The Giant's Causeway WHS in Northern Ireland had such a facility.

The second is the entirety of the REPORT page 10 hours frequency bus service from Swindon (National Trust/English Heritage) to Avebury (part WHS), thence Devizes, Devizes Parkway at Lydeaway new interchange and station; Countess for Stonehenge (part WHS), Wilton new interchange and station – and to Salisbury. This derives from ITWP paragraphs 1.33 (BOX) and 1.34 to 1.36; and links through the mentioned interchanges with the three Wiltshire east to west railway lines serving London and Heathrow for Stonehenge visitors. Please refer to the Stonehenge draft Management Plan at pages 56, 62 and 63 for Devizes Parkway, and REPORT paragraphs 16, 17, 18, 19 and 2.3. This context is to be added to any visitor centre application as a condition.

The third cycleway from BATH WHS to Stonehenge (part WHS). There is already such a facility from BATH WHS to Avebury (part WHS). This is described in the REPORT, at paragraph 2.3.

Finally, please see ITWP paragraph 4.7, as highlighted in REPORT paragraph 2.2. English Heritage (EH) is a Government Agency and – **We** (the Government) **will ensure that public expenditure** (in this context) **is firmly** (by CALL-IN) **directed towards delivering the New Deal for Transport** (through immediate CALL-IN because of the flouting highlighted of the New Deal – ITWP, as is demonstrated herewith). Twenty millions to £30 millions, similar to the cost of Airman's Corner visitor centre, has been wasted already!

I end on a lighter note. Readers may recall the hit number of singer Joni Mitchell – 'Big Yellow Taxi;' with the chorus 'They paved paradise – put up a parking lot.' On my visits to Stonehenge, on leaving the present car park, I sing, hum or whistle this tune, hoping it may be an epitaph. I earnestly hope this is so, not only for the present one, but also for Airman's Corner – PLEASE GO TO COUNTESS.

STONEHENGE, AVEBURY and ASSOCIATED SITES WORLD HERITAGE SITE (WHS)

- 1 Stonehenge forms the southern, more visited part of the UNESCO, designated:- 'Stonehenge, Avebury and associated sites World Heritage Site.' The status of Stonehenge as a major part of the above entitled World Heritage Site (WHS) requires the UK Government to conserve and *communicate* its Outstanding Universal Value, to present and future generations. Readers' attention is drawn that under the UN aegis, UNESCO is the ultimate authority in this; and in Copenhagen- the UN (United Nations) Climate Change Summit, with 192 nations attending, took place between 7-18 December 2009.
- 2 Two busy roads (both the A303 and the A344) sever, compromise and cut off Stonehenge from protected surrounding monuments and landscape and; most importantly, from the Avenue - its ancient processional approach.
- 3 The combined effect of the Visitor facilities, roads, parking and the overarching lack of an integrated park and ride facility; so close to the Stones represent a significant *visual intrusion* apparent from the centre of the WHS. The topic of visual intrusion will be returned to, in this Report paragraph 48.
- 4 The Government published "A New Deal for Transport - the Government's White Paper on the Future of Transport (Cm 3950)" - also known as the "Integrated Transport White Paper" (ITWP) on 20th July 1998. The ITWP at paragraph 1.35 page 16 requires 'an *absolute reduction* in traffic in those places' - the STONEHENGE/ AVEBURY WORLD HERITAGE SITE designated area - 'where its environmental damage is worst.'
- 5 Government Policy is given in the ITWP, on pages 25 and 26, at paragraphs 2.21 to 2.25. This is under the headings of 'Sustainable Transport - a better environment' in the ITWP Chapter 2. The earlier overarching paragraph 2.4 highlights 'It (the ITWP) is a long-term strategy to deliver *sustainable transport*.' It is also a strategy for modernisation, (essentially outside the [or underground at the] Stonehenge Avebury WHS core area), that harnesses the latest developments in technology.' A compendium of these are set out extensively later in the report herewith.
- 6 Paragraph 2.21 highlights cumulatively that: 'Road construction and car parking (generally like these unreformed and disgracefully in the WHS Stonehenge proposals) have made heavy demands on land, a finite resource. In England alone, in the second half of the 1980's (when Stonehenge, Avebury was designated as a World Heritage site); an area equivalent to the size of Bristol, (the location of the headquarters of the Planning Inspectorate controlling at least two previous inquiries into Stonehenge), was taken for road building and parking'.

- 7 Paragraph 2.22 after Kyoto in 1997 and with COPENHAGEN showing this remains valid, sets out, 'Climate Change is one of the greatest environmental threats facing the world today.'
- 8 Paragraph 2.23 points out, 'Yet buses and trains (as integrated herewith) can have distinct environmental advantages as highlighted by the Royal Commission on Environmental Pollution,' (in the RCEP 18th report on Transport and the Environment of October 1994, that led to the precursor to the ITWP [see later, and at Annex D] Transport: The Way Forward).
- 9 Paragraph 2.23 also points out 'emissions of carbon dioxide and most other pollutants are generally lower per passenger-kilometre for rail than for road. This report includes most importantly for one of its main contributions; the Copenhagen congruent utility of hydro-powered non-polluting, non carbon dioxide emitting, renewable: *rail facilities to Stonehenge*. Thus there will be no carbon dioxide emissions, in future visiting to the eye of the storm surrounding the Stonehenge, Avebury World Heritage Site. The resultant future carbon dioxide emissions will thus be reduced from substantial, in the present proposals, to minimal in the enclosed aegis of an updated Jackson Plan for Stonehenge, Avebury WHS.
- 10 Going to paragraph 2.24 highlights 'We all know about noise pollution and road congestion around airports' (such as Heathrow, Gatwick, Lyneham, Boscombe Down, Brize Norton, Bristol and Southampton). 'But air traffic also has a global impact.' Events such as the 9/11 in 2001, in terms of (above) extended noise pollution impacts through reconstruction, at New York and the Pentagon in Washington, indicate that some unwelcome so-called visitors to Stonehenge may be surreptitiously 'casing the joint' for future targeting of these National Icons. Stonehenge must be closed to these people by efficient security, as it was closed to travellers for several years, especially at the Summer Solstice. The fact of Stonehenge having adjoining Ministry of Defence lands and bases, renders this chilling consideration more plausible.

Furthermore, it is clear that the military air traffic also has a global impact, next highlighting the exact wording of the rider contained in the second half of 2.24. In this way the Stonehenge Visitor Centre will be intrinsically affected by the escalation of wars. Furthermore, it would be wise to create both the Stonehenge/Avebury WHS, and its buffer as 'no fly zones' or aircraft exclusion zones.
- 11 Going to the middle of paragraph 2.24 shows 'CO₂ (carbon dioxide) emissions per passenger-kilometre are higher from air travel than from most other ways of travelling.' Returning to the end of 2.23 gives 'emissions of CO₂ (carbon dioxide) and most other pollutants are generally lower per passenger-kilometre for rail than for road.' This report contributes rail facilities to Stonehenge with no carbon dioxide emissions.

12 Thus with the COPENHAGEN CONTEXT, no reasonable reader will ignore these transport considerations, that will render significantly less, the carbon footprint of the nearly one million visitors to Stonehenge, Avebury WHS. It is particularly requested and required that the powers that be CALL IN this planning application for a deficient and inappropriate Stonehenge visitor centre; as essentially set out in DCLG/DCMS Circular 07/2009 paragraph 19. The grounds are adverse impact on the Stonehenge/Avebury WHS and its setting. These include impact on the outstanding universal value, integrity in the Copenhagen context, and significance with regard to the ITWP Government Policy Framework extracted herewith.

13 **ITWP 2.25**

The conclusion of the ITWP Chapter 2 overarching part, headed 'A better environment' is set out at paragraph 2.25 in seven indents, on pages 25 and 26. It begins by stating, 'The New Deal for transport (herewith titled the ITWP) therefore (given the integrated transport points extracted herewith) sets the framework to:

14 2.25 first indent – 'Reduce road traffic growth.' This must be read cumulatively with similar statements at; John Prescott's personal Foreword on p.3, in the first paragraph 'The previous (Conservative 1979-1997) Government's Green Paper (Summarised in Annex D) paved the way that we needed to improve (rail) public transport and (thus) reduce dependence on the car.' ... This (ITWP) White Paper builds on that (improve rail and reduce car dependence) foundation.

15 Readers are reminded of this Report, at paragraphs 4 and ... where 'an absolute reduction in traffic,' is required by ITWP paragraph 1.35 on page 16; for the totality of the Stonehenge/Avebury WHS. Thus the maximum contribution is required from public transport to achieve the absolute reductions specified. Please return to the start of the Foreword, in the second paragraph where 'traffic growth has resulted in more congestion and worsening pollution.' ???

16 Therefore, immediately following this equation of growth = congestion and pollution; in the third Foreword paragraph; 'This (ITWP) White Paper fulfills our manifesto commitment to create a better, more integrated transport system to tackle the (equation above,) including 1.35 absolute reduction in WHS traffic) problems of congestion and pollution we (the Government) have inherited.

have inherited.'

In 2.2 and 2.14 'There is much that needs to be done to recover from the legacy (for example the Sir John Jackson military railway

of 1914, for the Government, to Stonehenge etc., abandoned since the inter-war period) we (the Government) inherited.'

- 17 Going to 2.14 'Yet in recent years (especially post-Beeching) investment in (rail) transport has failed to maintain the (outstanding First World War) quality of the (rail) system, allowing valuable assets (such as the list following) to deteriorate.
- (i) Sir John Jackson engineered military railway of 1914; between Amesbury, Countess, Larkhill, Airman's Corner, to Stonehenge Airfield, immediately south of the Stones.'
 - (ii) Please see the list in this Report paragraph 2.6.
- 18 There is a backlog of neglect of railway stations; (in these terms the neglect of potential stations and interchanges at Devizes Parkway at Lydeaway, Wilton, Ludgershall, and the associated link of Tidworth, Bulford, Countess and Amesbury and Bulford), track and bridges.
- 19 Devizes Parkway was included in the Stonehenge Management Plan – Consultation Draft 1999 on pages 62 and 63. Please see ATTACHMENT 4.
- 20 The existing facilities at Stonehenge are basic and cramped, and there is no space for education or exhibitions. Both so-called park and ride to and from Salisbury station and parking are seriously inadequate.
- 21 The need to care for Stonehenge properly has been recognised for many years. A total scheme of up to £600 million was the recognition of Stonehenge's outstanding universal value. Unfortunately, both elements – a £540 million tunnelled A303 bypass proposal, and a £60 million visitor centre at Countess, just north of the historic Amesbury Abbey precinct; were stopped due to the recession in 2007.

PRIME MINISTERIAL INTERVENTION

- 22 The Prime Minister, responded to a question from Robert Key, MP (Salisbury) on 13th May 2009.
- 22A This Prime Minister's question from Robert Key MP (Salisbury) is recorded in Hansard as:
- 23 'Please will the Prime Minister tell us whether the Government are in a position (after the recession) to support the long awaited improvements to the (World) Heritage site (WHS)

at Stonehenge* and to the roads, as well as the Visitor centre that has been anticipated for so long?’

- 24 From Hansard **The Prime Minister** (The Rt Hon Gordon Brown MP, responded:

‘I am pleased to announce that, in partnership with the Stonehenge programme board, we have been able to identify a suitable and affordable solution for a visitor centre.

*Stonehenge is one of the world’s key heritage sites (WHS), the Hon Gentleman is privileged to have it in his constituency. Today’s (13th May 2009) announcement marks the **first stage towards making the long-held aspirations that he and others have had for Stonehenge a reality.

- 25 The site will be further enhanced by the closure of the A344, which at present takes traffic very close to the stones. Funding of up to £25 million (now £27.5 m) will be provided through a range of public and private sources. ***We are determined to help the development of one of the great sites in the world.’

CLIMATE CHANGE CONSIDERATIONS

- 26 However, the overarching climate change priorities are now being recognised, with Prime Minister, Gordon Brown, at the time of writing, attending the final part of the Climate Change Summit, in Copenhagen 7-18 December 2009. The cumulative World Heritage Site Management Plan(s), no doubt will be updated to be Climate Change congruent in forming the agreed framework of priorities; for Stonehenge, Avebury and associated sites comprehensive future management. Furthermore, Stonehenge (part) WHS in its landscape setting is important in the above regards.
- 27 Essential improvements to the Stonehenge landscape setting, are for example the removal of Larkhill sewage works and power lines. The Stratford Olympics 2012 site offers a good example of the regeneration and comparison enhancement of the latter site, through undergrounding at a cost of almost £200 millions. Such improvements and presentation to visitors must be identified as priorities.
- 28 Over the years, there have been several attempts to do something about *solely* Stonehenge, in the totality of the Official UNESCO Designation of Stonehenge, Avebury and associated sites, World Heritage Site (WHS).

- 29 With reference to Copenhagen, The UK Climate Change Act 2008 provides for 80% reductions in carbon dioxide emissions by 2050. It is specifically stated that the above-mentioned Act applies both to Government Departments, and sponsored organisations such as English Heritage. Key stakeholders are warned that they are rendering themselves liable to prosecution. In Parliament, the expenses scandal has been over thousands. At Stonehenge, far from the above reductions, £30 million has been spent on paper studies and *nothing has been done on the ground.*

GLOBAL COSTS

- 30 The bulk of this was involved in the A303 tunnelled bypass, near Stonehenge. However, this substantially increased in cost from £192 millions in 2004, to £540 millions in 2007.
- 31 The writer was involved both in the Ellison Inquiry, into the bypass, and an alternative proposal; and the Wilson Inquiry into the £60 million previous Visitor Centre, given planning permission in 200.. at Countess, north of Amesbury. Please see the Wilson Report, on Countess Visitor Centre for Stonehenge, at paragraph 38, 47, and 122, on pages 8, 9, 10, 22, and 59. English Heritage were so sure Countess was the best location that the site was purchased, with DCMS Governmental help. Will this also be added to the 30 million spent on paper studies, please see Report paragraph 29, without achieving anything on the ground?
- 32 The Prime Minister Gordon Brown M.P's 13th May 2009 answer in Hansard, is claimed to give English Heritage's latest proposals (Application S/2009/1527) the go-ahead in principle by the Government. He may not have been well served by his civil servants in this, in their transferring over, insufficient material from his predecessor, Tony Blair, to meet the usual due diligence tests. The latter are overwhelmingly necessary, in this time of recession and disputes over expenses.
- 33 Strangely, *Airman's Corner* in the World Heritage Site (WHS), was announced as the selected location for a new visitor centre, together with the more understandable continuing decision in favour of the closure of the A344. Returning to the Wilson Report, at paragraph 49 on page 10; Countess is *outside* the WHS, and English Heritage document ES1 sec 3, Doc 7 paras 2.2.3 - 2.2.10 chose Countess 'From a rational process of examining (all) alternative sites.' I am convinced Countess is best, and I highlight that the land has been purchased, by English Heritage above.
- 34 It is set out that the strange location has been agreed by a group of key stakeholders, who should know better, established by the Government in December 2007, and led by English Heritage.

GOVERNMENT POLICY

- 35 This report sets out several basic conflicts with Government Policy. This context has been strongly set out on several occasions and *must now* be heeded. Government Policy must be complied with, inter alia, if Britain's future Climate Change Act 2008 targets are to be achieved. There are three main points:
- 36 A The Prime Minister did not announce Airman's Corner. This appears in error in, 'the proposed scheme and selected location' - left of a diagram showing some seeming children's doodle here. (See ATTACHMENT 13). Please note carefully the words Airman's Corner do not appear in the Hansard 13th May 2009 record.
- 37 B The fully accessible transit system is a toylike play, that makes no contribution whatever to carbon dioxide emissions reductions. Indeed, the site at Airman's Corner is not only in the designated WHS, but also it is significantly further than Countess is from London, and the linking justification to do something for the 2012 Olympics there.

There is already planning permission at Countess, Amesbury for a better integrated (though not perfect) Visitor Centre. Rail-based Electric vehicles are essential by virtue of ITWP paragraph 1.35 absolute reductions in WHS traffic, and the advocated herewith hydro-electric powered, under 1.36 first, second, third and fourth, indents. It is highlighted that ITWP paragraph 1.36 requires:

- 'A major effort (as advocated herewith) to reduce greenhouse Gases';
- 'Greener, more efficient (hydro-electric powered rail) vehicles';
- 'Better (Christian) stewardship of (Stonehenge/Avebury WHS a 'key part' of) the nation's cultural and environmental heritage;
- 'Tackling transport noise and enforcing noise controls at' (Boscombe Down through the advocated conversion, and air exclusion zones at Stonehenge [part] WHS);

All four indents cumulatively serving in stewardship, to reduce carbon dioxide emissions.
to reduce carbon dioxide emissions.

This can be achieved both by using hydro-electric non-polluting resources; and having integrated parking, electric park and ride, and Countess Visitor Centre both *outside* the World Heritage Site, (WHS) and near to London.

- 38 C As immediately above *in* the World Heritage Site (WHS). This fully applies the stern rigour of (WHS) planning considerations integrated with the Government Policy context set out overarchingly herewith. It is, of course, as above, designated under the aegis of UNESCO as the Stonehenge, Avebury, and associated sites (WHS).

- 39 It is stated that the Application S/2009/1527 scheme is to identify improvements under the Government's aegis, to the totality of the Stonehenge, Avebury and associated sites World Heritage Sites, that could be made by 2012. This is the London 2012 Olympics date, and please note carefully that the actual spending of the original Stonehenge sum of £600 million has gone in part (£200m approx see ATTACHMENT 7) to undergrounding visually intrusive power lines at Stratford in time for the Olympics there in 2012.
- 40 The major part of the above £600 million ... viz £300+ million has gone to the DEVIL'S (Punchbowl on the A3 near Haslemere and Hindhead, that is).
- 41 A planning application (No S/2009/1527) has now been submitted to Wiltshire Council for the necessary consultations. As part of this formal planning process, under the highlighted above overarching Government Policy, these objections are made cumulatively invoking the Climate Change Act 2008 and general statutory requirements.
- 42 The visitor centre will be on the wrong side of the WHS, resulting in far more emissions than if it was to be built according to the exact Planning Permissions granted on appeal at Countess, near Amesbury Abbey, the A345 and A303. The SWRDA News Release of 14th October 2009 claims the Application No S/2009/1527 is environmentally sustainable including a quasi - Eden Project, new low-emission visitor transit system. It is also claimed the proposals are sensitively designed for the landscape, although they are counter intuitively and regressively *inside* the World Heritage Site (WHS). The main advantage of Countess as a future visitor centre is that it is *outside* the World Heritage Site (WHS).
- 43 John Prescott, Deputy Prime Minister 1997-2007, published and undersigned the Government's White Paper on the Future of Transport - Integrated Transport, (hence the abbreviation I.T.W.P. used herewith is derived) - A New Deal for Transport Cm 3950 on 20th July 1998.
- 44 In his personal *Foreword* to the ITWP, he states in the second sentence, "The previous (Conservative 1979-1997) Government's Green Paper paved the way with recognition that we needed (at Stonehenge amongst the overarching status of general WHS and cumulative protected areas) *to improve public transport and reduce dependence on the car.*"
- 45 This was highlighted after John Prescott had played a major role in establishing under UN auspices, the Kyoto Treaty and Protocols on Climate Change in December 1997.

- 46 Readers are directed to the cumulative effects, post-Kyoto of the aggregate integration of the ITWP; starting with John Prescott's Foreword on page 3, at the end of the third paragraph, -'With our new (in 1998) obligations to meet targets on Climate Change (post-Kyoto), the need for a new (ITWP and as advocated), approach is urgent,' (and with the UN Copenhagen Accord in 2009, to in due course update Kyoto, this context remains urgent). Next go to page 16, paragraphs 1.33 to 1.36, and firstly please see BOX on - "A New Deal for the Public Transport Passenger."

'more and better, buses and trains,

'a stronger voice (generally herewith) for the passenger'

(viz Mr J. Jackson),

'better interchanges (at least Devizes Parkway at Lydney) and better connections' (as advocated herewith),

'cash boost for rural transport.' Transport Passenger.

'enhanced (rail) networks' (as is advocated herewith)

Furthermore, in 'Scope' on page 8, it is highlighted that 'This White Paper (the ITWP) sets the framework within which our (Government) detailed policies *will* be taken forward. Some of the proposals will require legislation which will be brought forward as soon as Parliamentary time allows.'

This clearly applies to the context for transport with future Stonehenge visitor centres. Legislation will need to be brought forward in Parliament for full legal authorisation, in view of the important INALIENABLE LAND context of National Trust Land at Stonehenge. This is the essential, correct procedure in the case of the Outstanding Universal Vale of World Heritage Site (WHS), such as Stonehenge/Avebury WHS.

Going to ITWP paragraph 1.6, the 1963 Buchanan Report on road traffic problems is noted. The 'flip side' of this, at the same time, was the Beeching Report on the railways. The latter halved both railway track mileage and stations in the UK.

Paragraph 1.6 of the ITWP admits the Buchanan Report, rippling outwards with the connected Beeching movement from the railways to road, would have most 'profound consequences for the environment and the way life was lived. It has. We cannot say that we weren't warned,' especially by the Beeching iceberg.

Paragraph 1.8 states 'In the UK, emissions of CO₂ (carbon dioxide cumulatively, from Visitor Centres as in point here, with the associated other developments generally involved), are the fastest growing

contributor to climate change – the greatest global environmental threat facing the international community,' (as is currently shown by the UN Climate Change Accords being set in train). So, fast growing contributors to Climate Change, as will arise from the present proposals, must be CALLED-IN and refused planning permission. They are counter to the Climate Change Act 2008. The most advantageous alternative, of the JACKSON PLAN at Countess; modifying as herewith the planning permission granted on appeal there in; needs to replace the present proposals in S/2009/1527.

Paragraph 1.8 continues, 'Climate Change ... threatens unpredictable extremes of weather which more frequent and intense storms, floods plus droughts and rising sea levels'.

Going to paragraph 1.11 – 'We all know that unless something is done, (such as setting in train the modified Jackson Plan herewith at Stonehenge, in contributing to alleviation of the 1.8 Climate Change threats of both floods and rising sea levels at a distance both floods Stonehenge), this means more traffic jams

The tranquillity of the (Stonehenge part – WHS) countryside will be further eroded There will be more damage (as listed immediately above) to the environment.

One proceeds to the two linked headings of the ITWP First Chapter on 'A New Deal for Transport.' At pages 12 and 13. These headings are "There is less choice and people want change."

1.12 relates 'Increasingly, people (in 1998, that is) do not have real choices. ... 'As motoring costs fell in real terms, bus and rail fares have gone up.'

1.13 notes 'Three in ten homes (in 1998) don't have a car - some thirteen million people Even in homes with a car it is not available to everyone.'

1.15, as the final paragraph of "There is less choice ..." concedes - 'we use public transport less than in most other countries in the European Union.' Nevertheless it concludes - 'But it doesn't have to be like this.'

1.16, introducing '..... and people want change' highlights 'The previous (Conservative 1979-1997) Government, too, came to see the problems - the growth in road traffic was at the heart of its national debate on transport. Its subsequent Green Paper "Transport: the Way Forward" highlighted ... the environmental damage it (road transport inter alia, around the Stonehenge/Avebury WHS) causes. *Change*, was proposed (by the previous Conservative 1979-1997 Government) - a *new* approach to transport policy (post RCEP 18th Report on 'Transport and the Environment) that was not led by road building.'

1.17 highlights 'people feel the time for (pro-public transport) action is long overdue. The results of our consultations* last year (1997), confirm the overwhelming desire for Government to show leadership. So, one now jumps forward to ITWP paragraph 1.28 on page 14. This begins - 'We (the Government will put greater *emphasis* on listening to transport

users – there will be a New Deal for the public transport passenger,' which see chiefly at ITWP pages 16 and 42, and analysed herewith).

Now the 1.28 main contribution to the debate, makes its key appearance. 'Through investing in technology, we (the Government, to show intrinsic leadership) will improve the *speed* and efficiency of customer services provided by Government agencies, (so the speed of providing both high speed access from London and Heathrow and mitigation at Stonehenge/Avebury/Swindon of English Heritage, such an agency will be greatly improved, as herewith set out).

The 1.28 main contribution to the debate is now updated in both speed and technology. 1.28, indent four, requires better interchanges, in this speed and technology context.

Paragraphs 16, 17, 18 and 19, earlier highlighted the legacy of valuable rail assets, stations, track and bridges neglected; around the Stonehenge/Avebury World Heritage Site.

This report requires, by integrating ITWP paragraphs 1.28, 2.2 and 2.14 such technology to include:

- (A) High speed rail to and from Heathrow, London etc
- (B) Park and ride reuse of the extended Sir John Jackson 1914 military railway to the Stones from Countess (see Report at Paragraphs 17 and 18).

This would be by updating the GIANTS CAUSEWAY WHS in Northern Ireland 1883 electrified railway – see ATTACHMENT

This would be by utilising the basis of the LA RANCE BARRAGE, St Malo, Brittany, FRANCE of 1966 principles – see ATTACHMENT

- (C) Rail/road dual mode vehicles – please see this report at 4.10 and 4.16.

- (D) New stations at: Devizes Parkway at Lydneyway,
 - Wilton (Junction),
 - Ludgershall,
 - Tidworth,
 - Bulford,
 - Countess-Amesbury
 - Amesbury
 - Boscombe Down

- (E) Grand source heat pumps. This notes the similar waste of spa water at BATH, a World Heritage City. High temperature spa water was wasted between 1976, when the SPA closed; and? 2006 when it was reopened as a model visitor centre at a cost of about 40 millions. This report requires a cycleway integrated into Stonehenge, from Bath - see paragraph 23 (ITWP ones to add). There may be other similar SPA locations to BATH, to be integrated.

Returning to the ITWP paragraph 1.8 where The Government foresees that 'Climate change threatens unpredictable extremes of weather, with more frequent/intense storms, floods (such as Workington and Cockermouth in Cumbria in November/December 2009) droughts and rising sea levels.'

Readers are advised that in the Cumbria floods above, a dozen bridges were washed away. However, the railway bridge at Workington survived the River Derwent floods, even though it is where the Derwent enters the Irish Sea.

Readers' attention is drawn to what I struggle to describe, and can only term – an ACT OF GOD. A little to the south of Workington is Whitehaven and Sellafield, a large nuclear facility. While some might say in mitigation, that the powerful weather phenomenon of the jet stream brought the storm to Cumbria, the writer's opinion is that it was an ACT OF GOD ... directed at Sellafield to dilute the insurability of the nuclear technological imperative dream.

In this context, readers are reminded that in Snowdonia, and even to a limited extent I understand even in the Lake District; Lamb is still off the menu, following rain bringing fall-out from the Chernobyl nuclear power facility exposing Ukraine, Russia, in 1986; and poisoning the grass there, besides Sellafield.

William Wordsworth became Poet Laureate in 1843 and wrote the poem "I wandered lonely as a cloud" 1815 edition featuring the line "A host, of golden daffodils;"

David Dimbleby presented a TV programme featuring the Lake District in the series - 'The Making of Britain.' He showed William Wordsworth's house at Grasmere and highlighted, via the poem quoted on 'daffodils' T that they now flowered one month earlier, as a result of the intervening climate change and global warming. So climate change is real, at least for Cocker mouth, even if the Copenhagen Accords of December 2009, are not as yet so poetic.

Readers are asked to note the building of Workington North Station on six days in the BBC Report attached. This station is near the River Derwent crossing, opposite the main Workington station to the south. This Cumbrian Coast Railway extends from Carlisle, on the electrified West Coast Main Line, southwards through Workington, to Barrow in Furness.

As can be clearly seen, Workington North Station was built in *six* days. As previously Acts of God have been invoked, the writer calls attention to THE HOLY BIBLE. Readers are advised that in THE HOLY BIBLE; at Genesis Chapter 1 verses 1.1 to 1.31, and Chapter 2 verses 2.1 to 2.3; God created the Whole World in six days. He then rested on the seventh day - the origin of Sunday as a day of rest.

Readers may also be interested in Noah's Great Flood at Genesis Chapter 6 verses 6.11 to 6.22 and all of both Chapter 7 (verses 7.1 to 7.24 and Chapter 8 (verses 8.1 to 8.22) and Chapter 9, verses 9.1 to 9.17. One is further enlightened by the Second Epistle of St Peter at Chapter 3 verse 8 where ... 'that one day with the Lord is as a thousand years, and a thousand years as one day.'

So, applying this most diligently, to the broad Wiltshire context of the Stonehenge/Avebury World Heritage Site (WHS); *if* there were both political will and commensurate resources, there would almost as quickly be stations at:

Devizes Parkway at Lydeaway,

Wilton (junction site)

Ludgershall

Stonehenge (Stones)

Stonehenge (Cites, Amesbury)

and elsewhere – see this Report paragraph(s)

Furthermore the revitalised and extended, Sir John Jackson engineered military railway to Stonehenge of 1914, would become both an indispensable park and ride facility; and a completely non-carbon dioxide emitting transport vital link. This feature is described at paragraphs and in the accompanying report.

Now, of course, in CHALK strata, water mainly flows underground, below a variable water table level. As above, God works in mysterious ways; his

wonders to perform. So underground and mysteriously, both water and ideas percolate promptly. Workington North new station cost about one-third of a million pounds (ref.).

In this context £27.5 millions at Stonehenge, alternatively would buy about 50 Workington North Stations. Recently (see Report paragraph) the Westbury bypass of £35 million was rejected on appeal following the Yellowley Report. The resources have now been re-allocated, to the Swindon to Kemble (Cirencester) Railway widening by redualling. This is a further precedent, and see ATTACHMENTS and

Please return to the ITWP at paragraph 3.48, under the heading of "More integrated public transport." The requirement here is 'For (rail) public transport (as integrated cumulatively herewith) to provide an attractive alternative to the convenience of a car, it must operate as a network.' Please note railways in Wiltshire are now under the aegis of NETWORK RAIL.

This report now integrates for rail and bus public transport in Wiltshire 3 elements from the ITWP

- i) pages 14, 15 together with 17 and 16
- ii) pages 42 and 43
- iii) pages 47, 49, 50, 51 and 53

As regards buses, proposals are postulated for a Swindon to Salisbury, via Stonehenge integrated bus service; described at this Report paragraphs....

Continuing in 3.48 - 'With the New Deal for Transport (ITWP) there will be:

(second indent) - 'better facilities at stations and other places (such as Devizes Parkway at Lydeway, Wilton, Ludgershall, Stonehenge [both Countess and the Stones], and elsewhere) For interchange'

(third indent) - 'better connections between' (Stonehenge and the three east to west Wiltshire main railway lines, serving

London and Heathrow - at Swindon,

Devizes Parkway at Lydeway,

Wilton and Salisbury);

'and co-ordination of services' (such as those listed in summary immediately above, through the co-ordinated bus service set out at this Report in paragraphs ...

In 3.49 The Government states 'where necessary, (at and around Stonehenge as above), we will strengthen (both Wiltshire and Swindon's) local authorities' powers (through the CALL-IN consequent Statement of Matters including a focus on INTEGRATION) to secure (commensurate, as herewith) integration.'

Going to 3.64, on pages 50 and 51 where it covers the allocation of sites for interchange; for example where:-

Devizes Parkway at Lydeway;

Wilton (junction - site and adjoining existing park and ride);

Ludgershall;

Stonehenge (Stones and Countess, Amesbury); would combine to serve the one million visitors to the Stonehenge, Avebury and associated sites World. 3.64 sets out these 'can (be) protected ... proposals.' ... 'To help local authorities (here Wiltshire and Swindon) we (the Government) have commissioned research into what makes park and ride successful, and its effect on car mileage, (especially additional useless mileage likely for Airman's Corner over and above Countess). On completion of the project, ... we (the Government) will publish advice on best practice.'

While backtracking slightly to 3.61, it is noted that, it was until recently, the A361 through Avebury (part) World Heritage Site, and IT is an abbreviation for Integrated Transport in the terms herewith.

3.61 establishes 'we (the Government) will commission further research** in order to update guidance on *Interchange*; identifying best practice (as is set out generally herewith), and good design (see also ITWP paragraphs 4.210 [end] and 4.211 [including BOX]).

The ++ indicator immediately above, draws attention to the footnote statement on research at page 50 - 'building from "Transport Interchange - Best Practice," Colin Buchanan and Partners, 1998.'

'The (further) guidance will consider the (Wiltshire/Appeal) planning process,' as is being set in train. 'It will look at the way(s) attractive architectural design, (sensitive to the outstanding universal value of the Stonehenge/Avebury World Heritage site [WHS] and its setting), and

public art can add to (the) quality of interchanges (as is postulated generally herewith).

At the end of 3.62 on page 50 this theme is continued for cyclists; in the context of the proposals herewith for a cycleway between BATH World Heritage City, Bradford-on-Avon, Holt Junction, Devizes and the Devizes Parkway at Lydney Station Interchange site, to Stonehenge (part WHS).

The 3.62 commitment is, 'we (the Government) will look carefully, (and this report integrates this commitment with several further such statements in our additional research and *Interchange*, at how pedestrian and cycle access can be improved (by improving facilities to serve more of the million visitors to the Stonehenge, Avebury and associated sites World Heritage Site WHS).

Earlier in 3.62 it is stated 'Significant measures, (such as those listed, to be provided for herewith), also need to be taken to improve (interchange) provision for cyclists.'

Proceeding to the ITWP paragraph 3.63 – BOX on page 50 highlights that in 'Providing for cyclists – (such) improved access for cyclists to stations); is essential.

Going to 3.68, the Government commitment is 'We will continue to encourage (Wiltshire) bus and train operators to develop the cumulative (Stonehenge/Avebury WHS) potential of integrated (Wiltshire) bus and rail

services.' The main features of such integrated bus and rail services have been carefully set out in this Report.

Continuing in 3.68 - 'Some train operators already operate feeder bus services linking (inter alia, Swindon) stations to those towns (Devizes) that have no rail routes, (post the Beeching axe), or inadequate connections'.

Until April 2009 Devizes was the headquarters and focus of Kennet District Council, with a population of around 70,000. Devizes itself has a population of about 15,000. An unusual fact in Devizes is that the railway between there and Patney and Chirton Junction station; via the highlighted herein Devizes Parkway at Lydeaway Interchange site, originally opened on the 11th November 1862. This anniversary began to be celebrated silently in 1919, as Armistice Day - the well-known eleventh hour, of the eleventh day; of the eleventh month. Devizes got there 57 years ahead!

This benefited its role as a military town, central in Wiltshire, and County Town for some functions. However, Trowbridge had slightly better railway connections, and thus gained kindos and County Hall in the 1930's, the inter-war downswing.

Another unusual fact is that the Great Isambard Kingdom Brunel engineered the railway through Devizes to Patney and Chirton Junction etc, via a tunnel under the restored, in the 1830's, Devizes Castle.

However, he died on 15th September 1859 while this railway and tunnel remainder under construction.

Brunel's 150th Anniversary was celebrated this year (2009). His memorial is the alignment of the sun on his birthday of 9th April (1806). The sun shines through Brunel's Box Tunnel of 1841 on this day at dawn, and on no other day. Box Tunnel was in 2006, the 200th Anniversary of the birth of Brunel; proposed by English Heritage as a key part of a potential World Heritage Site extending along Brunel's 1841 Great Western Railway, from London Paddington to Bristol Temple Meads. In Bristol the new WHS would include both Brunel's SS Great Britain Ship, and his Clifton Suspension Bristol.

Returning to the above 'light at the end of the (Box) tunnel.' Brunel both visited Stonehenge, and engineered the GWR Salisbury Railway of 1856 nearby. He would have been aware of the annual alignments of the sunrise at dawn over Stonehenge - of the summer solstice on 21st June. - and of the winter solstice on 21st December.

Devizes has a population of about 15,000; while the national population is about 61 millions. Going to ITWP paragraph 3.87 (Box) on page 55 confirms there are 3,000 stations nationally. This indicates the average population per railway station, is just over 20,000. Devizes has a growing population and is close to the average: so deserves a station, Devizes Parkway at Lydeaway; which is serving the very special Stonehenge/Avebury WHS is justified in achieving usage commensurate with the national average.

Immediately following the publication of the ITWP, and indeed, foreshadowed by its paragraph 4.84, the Government granted £50 millions a year to Rural Bus Partnership funding.

Almost £1 million of the £50 millions was allocated to Wiltshire. Thus an hourly bus service (numbered 49) was instituted between Swindon, Avebury (part WHS); Devizes and Trowbridge and return. This doubled the previous frequency between Swindon and Avebury. It also replaced at the Millennium, an hourly frequency between Devizes and Trowbridge and vice-versa. The latter two towns enjoyed such a (roughly) hourly train service between them from 1857, until the Beeching axe closure on 18th April 1966. Then for two decades until the mid 1980's deregulation, a slower hourly service (numbered 238) provided a service between Devizes and Trowbridge. The only service between the mid 1980's and the decade and a half later change, was infrequent, indirect and slow. Although service 49 was an improvement, it only restored the pre-Beeching level of railway service. Please also remember Trowbridge gained County Hall, because of such good railway services as this.

Readers are directed to an analysis that combines ITWP paragraphs 4.165, 5.43 and 5.45. Although the topics of "Making IT happen" where IT is Integrated Transport, overarches the ITWP in its Chapter 4 between pages 92 and 138; the "Better Planning" part spans pages 126 to 129.

The writer now derives the main points of the ITWP "Better Planning" listed immediately above. 4.156 states, in the present Wiltshire and WHS context of the Stonehenge visitor centre application S/2009/1527; 'Land use planning' plays a central role in delivering sustainable development, complementing and contributing to the success of other measures, such as economic instruments (ie the £27.5 millions of money involved.

'The planning system (in its present Wiltshire Council aegis) operates by a means of control, by preventing (Stonehenge visitor centre application S/2009/1527) development; which is judged to go against the public interest.'

Four major elements of this are now reiterated from paragraph 12;

- (i) It is deficient, inappropriate in the WHS context and not in the development plan, and so must be CALLED-IN and rejected;
- (ii) It goes against the public interest, as a concomitant of the impact on the outstanding universal value of Stonehenge;
- (iii) It goes against the public interest, and is counter to the policy of the Climate Change Act 2008. This is through the impact on integrity in the Copenhagen 2009 context; associated with the statutory Climate Change Act 2008 stern requirements of 80% reductions in carbon dioxide emissions by 2050, in contrast to S/2009/1527 resulting in significant carbon dioxide emissions, increases. Thus to be refused consent.

- (iv) It goes against the public interest, in terms of the significance of the many conflicts, with regard to the ITWP Government Policy Framework extracted herewith. Please also see this Report at paragraphs 4.10, 4.11 and 4.33 to 4.37.

Going to ITWP 4.157 the Government states '**we can help to ensure that local authorities'** (such as Wiltshire Council in the context of visitor centre application S/2009/1527) **decisions, and** proposals from (English Heritage, a Government Agency), **reflect integrated transport policy.'** Readers are asked to note that neither PPG's/PPS's/RPG's nor Regional Transport Strategies etc, yet incorporate High Speed Railways - for example H53 to the West and South Wales.

Unfortunately, despite the Climate Change Act 2008 contributing only to the December 2009 Copenhagen Accords invective and not as hoped to the emerged good works; 453 crossings to South Wales directly integrated with renewable non-carbon dioxide emitting inexpensive power generating, Severn Barrages remain absent in the above plans and strategy. Such tidal/hydro-electric generation is one of the few Copenhagen congruent good works available.

From 4.158 the Government states 'Our overall approach to planning, (in the Stonehenge/Avebury WHS), is aimed at improving access (as is described herewith) to leisure. We (the Government also) want to promote regional strategies, (utilising the general highlighted advantages of Severn and other barrages) for planning, (again in the focus of the

entire Stonehenge/Avebury WHS amongst other WHS such as BATH and the potential Brunel's Great Western WHS proceeding to designation) that are (thus truly) integrated and sustainable.'

Going to 4.160 - 'The publication of PPG 13 - the planning policy guidance note on transport - in England in 1994 (was a major step by the Conservative 1979-1997 previous Government). (This) 'was a major step towards planning land uses (such as visitor centres applications) and transport *together*.' 'It aimed to encourage means of travel (such as rail-advocated herewith) which are (as shown) more environmentally friendly.'

The vital statement (at paragraph 1.34) covers Stonehenge, and appears as "We (The Government including the DFRA sponsored English Heritage) will be more effective in our stewardship of natural resources, are determined to build from the historic turning point of the special United Nations' Conference at Kyoto, where the developed countries agreed to legally binding targets to reduce greenhouse gas emissions.

ITWP paragraph 1.34 page 16 requires we (the Government) want to preserve and enhance our (Stonehenge/Avebury WHS) countryside.' Please also see ITWP 3.117-3.120 companion analysis at this Report, paragraphs

ITWP 1.34 continues - We (the Government) will be more effective in our stewardship of (Stonehenge/Avebury WHS December 2009 and associated) natural reserves.' ... 'We (the Government) are determined to build, (at UN Copenhagen, 2009 UN, Bonn-Germany in mid 2010 and UN Mexico City in end 2010), from the historic turning point of the special United Nations' (UN) conference (1997) at Kyoto, where the developed countries (except the USA) agreed to legally binding targets to reduce greenhouse gas emissions.

ITWP 1.34 concludes - 'We (the UK Government) have already made an important step forward under our (first-half of 1998) under our presidency of the European Union, EU; reaching agreement on how to share the EU's target (in 2009 - increased to 80% reductions in carbon dioxide by 2050) between Member States.'

Please go to ITWP 4.1 and 4.2, in Chapter 4 - Making IT (Integrated Transport, that is) Happen; under the *first* heading of the Chapter - 'European action.' 'The UK cannot succeed in delivering an Integrated Transport policy) at Stonehenge/Avebury WHS) in isolation from (especially UNESCO and) Europe.'

'The European Union has an important role (in Stonehenge/Avebury WHS) to play - in setting the framework of policy and law, (now 80% carbon dioxide reductions by 2050), at European level and in promoting (Stonehenge/Avebury WHS) partnership and co-operation, (in a CALLED-IN INQUIRY for the Stonehenge visitor centre proposals), between Member States (UNESCO is headquartered in France), industry and the Stonehenge Protection brood), community.

This role is 'For example, through (Report paragraphs) initiatives such as ... proposals for revitalising EU railways (see ITWP 3,213, 3.214 page 81 and the 2009 announcements in new UK high speed railways - at Report paragraph ...)

Moving forward to ITWP paragraph 4.2 - 'The UK (1998) Presidency has provided an excellent opportunity for us, (the UK Government), to build better, more productive relations, (please remember there was a mini-cold war between the UK and UNESCO, in the late 80's and early 90's, and funds were frozen), with our

European neighbours.' It is a matter of regret that such matters have again regressed to approach cold war stereotypes. The Berlin Wall fell in 1989 with current celebrations twenty years on, but such walls again arise in Belfast, Cyprus and Israel.

In 4.2 the Government commits itself - 'We will continue to play an active, (by integrating with UNESCO to CALL-IN these inappropriate Stonehenge proposals, and positive role in future (in the Copenhagen context, please see this Report paragraph ...); in particular to help develop European policies (see ITWP Hanover ones 3.213, 3.214 on page 81, and 3.50 on page 47), and 3.107, 3.108, 3.109, 3.110 which support sustainable (at Stonehenge/Avebury WHS, as advocated herewith) transport.' (For ITWP 4.3 please see at this Report paragraph)

Readers are asked to backtrack to the ITWP Chapter 2, entitled Sustainable Transport, with the heading on page 31 - 'The New Deal for Transport (ITWP) - making a difference;' at paragraph 2.52.

'We (the Government) have international, (Copenhagen Accords 2009, and UNESCO WHS), and national (ITWP and PPG/PPS) targets for protecting the (Stonehenge/Avebury WHS) environment.' The Royal Commission on Environmental Pollution (RCEP) has produced two comprehensive reports:-

- i) 'Transport and the Environment,' Eighteenth Report of the Report of the RCEP October 1994
- ii) 'Transport and the Environment' Twentieth Report of the RCEP - 1997, Cm 3752 (in the ITWP which is Cm 3950 at page 13 paragraph 1.18)

2.52 continued - These two RCEP Reports were 'on reducing (Stonehenge/Avebury WHS) transport's impact on the environment.) These two RCEP Reports were on 'Proposed targets to drive the process.' The writer highlights the two RCEP Reports in the actual words of ITWP 2.52 'have been **key** influences on our (ITWP) New Deal for Transport.

The final part of ITWP 2.52 lists **four** challenging targets overarching applicable to the Stonehenge/Avebury WHS.

The first is 'reducing greenhouse gas emissions' where the International (post Kyoto) target from 2.52 (BOX) on page 31 is given. 2.52 (BOX) states the 'current targets (for) - greenhouse gases - (are a) legally binding target to reduce emissions to 12.5% below 1990 levels by the period 2008 to 2010 (ie NOW), and a domestic aim to reduce CO₂ emissions by 20% by 2010 (ie NOW) - Lord Stern's recent Report estimates how the UK has performed, and what remains to be done.

The second is 'improving local air quality.' 2.52 (BOX) states the 'current targets (for) - air pollution - National Air Quality Strategy,

encompasses health-based objectives for a range of air pollutant to be met by 2005.'

The third is a triple integration of targets from 2.52 (BOX). The primary one is - 'public transport,' (such as the re-use of the Sir John Jackson 1914 military railway, as a park and ride facility to the Stones of Stonehenge WHS, as integrated in this Report paragraphs.....), '- targets to encourage more use of public transport.' These are derived from the ITWP page 16 - 'New Deal for the public transport passenger' and are listed immediately below.

The secondary one is 'green transport plans - for HQ/other key Government buildings by 1999/2000' such as the Ministry of Defence (MoD) Salisbury Plain estate, adjoining Stonehenge, to the north.

Going to the ITWP and combining 1.49 page 19, 5.23 and 5.25 pages 143 and 144 and page 132 paragraph 4.193 (BOX), it is required in - 'Building in (these) transport considerations - Government leading by example' - in MoD's guidelines for disposing of redundant (north of Stonehenge, within the Salisbury Plain estate) sites; and in the adoption of green transport plans, 5.23 in 'agencies' such as English Heritage.

The Tertiary one is 'boosting rail freight' and includes 'endorsement of the (rail) industry's targets for growth;' that are highlighted in ITWP page 43 3.26 'railway renaissance' integrated with 3.31 to 3.36.

An expansion of the tertiary one is now derived from the ITWP by the writer, by combining and co-ordinating the integrated targets for rail from pages 15 and 16 "better trains," and the 1.33 (BOX) 'New Deal.'

These are listed under 'A New Deal for the public transport passenger;'

- 'more and better buses and trains;'
- a stronger voice for the passenger' - Mr J Jackson;
- 'better interchanges (Devizes Parkway at Lydney etc - see this Report at paragraphs 1.18, 2.6, 2.9 and 4.5)
- 'cash boost for rural transport' (serving the Stonehenge/Avebury WHS, Wiltshire and Swindon);
- (from ITWP page 43 paragraphs 3.26 and 3.31 to 3.36 set in train), 'a Railway renaissance' ... (with 3.33 for the Government) - 'our objective of moving more freight by rail and towards the targets set by the industry;

The fourth and final ITWP 2.52 challenging target is 'encouraging more cycling.' In the 'BOX' this is specified as 'cycling - from a 1996 base, double cycling by 2002, doubling again by 2012 - from the National Cycling Strategy.'

Going to ITWP 3.8 to 3.12 inclusive further information is given relative to this cycling target.

3.10 details for the Government 'we want to see better provision for cyclists at their (Stonehenge/Avebury WHS) destinations; at the (highlighted Devizes Parkway at Lydeaway and other [see this Report - paragraphs 18 and 19] interchanges;

In 3.10 the Government is also looking to Wiltshire Council, in its examination of Application S/2009/1527 for a Stonehenge visitor centre; beyond instituting the above interchanges; to (last indent) 'use planning powers to promote cycling ... through the provision of cycle facilities' integrate and in accordance with ITWP paragraph 4.165 page 127.

This is for the essential Bath to Stonehenge cycleway via the Devizes Parkway at Lydeaway interchange, listed in this Report at paragraph 2.3. ITWP paragraph 4.165 with PPG 12 paragraph... requires '**better protection**' to those sites and routes - both existing and potential - which could be critical in developing **infrastructure to widen transport choices;**' such as interchange facilities allowing road to rail transfer or for water transport. Alternative uses related to sustainable transport should be considered first for sites now surplus to transport requirements. More generally, before giving permission to new developments (such as the Stonehenge visitor centre application No. S/2009/1527, Wiltshire) should consider carefully the effect on sustainable transport objectives' (as integrated diligently herewith).

Notes on ITWP paragraph 4.165 page 127:-

- 1 These protected rail routes are set out at this Report in paragraphs
- 2 A map of Wiltshire Rail routes is included at this Report ATTACHMENT ...
- 3 Existing, and routes closed are both shown on the above Map.
- 4 Potential routes and sites are set out at this Report in paragraphs...
- 5 Critical in developing the rail infrastructure advocated is detailed in this Report in paragraphs
- 6 Infrastructure needs to be underground to give close access to the Stones of the Stonehenge (part)(WHS.
- 7 Widening transport choices is set out in the ITWP John Prescott's Foreword on page 3.

'The main aim of this (ITWP) White Paper is to increase personal *choice* by improving the (rail) alternatives.' So the Main Aim of the ITWP is extended in accordance with the Report analysis herewith. The main components of this modified JACKSON PLAN, are thus diligently chosen from the ITWP framework.

- 8 Devizes Parkway at Lydney interchange, and the other listed in this Report at paragraph allow this road to rail transfer in serving the Stonehenge/Avebury WHS.
- 9 Stonehenge/Avebury WHS is one of the most visited sites in the UK, with approaching one million visitors. Direct, seamless links as advocated herewith from and to Heathrow and London would allow substantial choice as in the ITWP Foreword above.
- 10 Water includes sewage and integrated drainage. Please see this Report at paragraphs
- 11 Sustainable transport is as advocated, integrated rail and potential high speed rail, powered by renewable, non-polluting, non-carbon dioxide emitting, tidal and hydro-electric resources.
- 12 There is a potential future conflict between the aspiration in ITWP paragraph 3.12 page 39, of Government help in the 8,000 miles of the National Cycle Network. The other side of the coin is the re-use for their original railway purposes of old rail routeways and alignments.

This report advocating a cycleway from Bath WHS to Stonehenge (part) WHS, via Bradford-on-Avon, Holt Junction, Devizes, and Devizes Parkway at Lydney.

Readers are asked to understand that after the Beeching axe the railway network was cut from 20,000 miles to 11,000 miles. Although it is possible for cycleways to co-exist with re-instated railways or locally regenerated railways; as advocated firmly in this report; on safety grounds this is not always possible.

In the future, it might well be the case that the Devizes old railway link became part of a cycleway; as directed under the second sentence of ITWP paragraph 4.165 page 127, between Bath WHS and Stonehenge (part) WHS. However, this Devizes Railway alignment is good enough to form part of a future high speed network. It is not sinuous like the main West of England railway route through Hungerford, running through protected areas, and following the restored in September, Kennet and Avon Canal.

Thus the Devizes railway line is worthy of restoration in the future as a key link; in as advocated herewith setting in train, regenerated through renewable required sourcing electrified enhanced network by (ITWP 1.33 BOX and 2.45).

Historically the Devizes railway link was used for direct trains from London (Paddington) to Bath Spa and Bristol Temple Meads. It is a very similar distance as the GWR main line, - (see Maps from "Atlas of the GWR." - R A Cooke, at ATTACHMENT). Importantly, the ITWP at Annex F page 162 and paragraphs 3.31 pages 43 and 44 shows the GWR, Reading to Didcot as a 'pinch-point' on the GWR via Devizes would offer required capacity. However, the GWR main line between

London Paddington and Bristol Temple Meads, via Bath Spa, which latter city has been a WHS since 1987; is on the Government DCMS list as worthy of future WHS status. During 2006 the Brunel 200 anniversary, inter alia celebrating Brunel's world leading engineering of the GWR which opened in 1841; Sir Neil Cossens, then Chairman of English Heritage advocated the GWR as a WHS.

This has been blocked, due to a tangle of issues stemming from the Southall 1997 and Ladbroke Grove 1999 Accidents. Visually intrusive and counter to the ITWP at "A better environment pages 25 and 26 overhead electrification for Heathrow Express contributed in causing the two accidents, as the drivers could not see the signals, as they were semi-obsured by the visual intrusion of the overhead wiring. Readers may remember the saying - 'one man's meat is another's poison.' Paraphrasing in the case of Heathrow Express above - 'one man's visual intrusion is another's poison,' even in vegetarian or vegan instances. Look round at Stonehenge - the visual intrusion of overhead lines visually poisons the WHS landscape.

Now the Countess visitor centre application APP/T3915/A/05/1193511 granted on appeal; would have underground much of this paraphernalia of overhead lines, because of their severe visual intrusion in the Stonehenge (part) World Heritage Site.

If the Network Rail plans for the High Speed 3 rail route to the West, and South Wales; as yet follow the English Heritage seeming disdain of under grounding to combat severe visual intrusion; as at over Airmen's Corner as against divorcing from Countess; the future unfortunately might bring a blight of severe visual intrusion all along Brunel's world leading GWR WHS and negate it. He would turn in his grave with this one in the eye, for the Stonehenge example solstice origin of the alignment of Box Tunnel, a key underground element in the future GWR WHS.

Is the Prime Minister visually challenged in this? English Heritage, with their National Monuments Branch located on the Swindon old GWR railworks site; must surely see this highlighted GWR and Stonehenge (part) WHS visual intrusion clearly, and near them. If English Heritage (EH) headquarters in London cannot see it; either they do not travel by rail and brazenly show dereliction of their duties under English Heritage as a Government Agency, and the concomitant integrated Green Transport plans requiring rail travel (see the ITWP at paragraph 5.21)?

Or, when EH HQ leaders are at page... Parliament inadequately briefing Prime Minister Gordon Brown (also a WHS), they have ignored the Prime Minister Gladstone's District line (originally of 1868/70 - electrified 1905). They are also blind to the advantages of Westminster Station of the Jubilee Line Extension

(JLE) of 1999 (immediately before the Millennium – and with VIP's trains direct to the Millennium Dome then). One particular advantage is double doors at JLE stations. This principle offers a 'best available technology,' solution for faster high speed trains –see ATTACHMENT

The two Westminster Integrated District and JLE lines, in both their advantages of third and fourth rail electrification, (and not overhead wiring visual intrusion), and their situation serving the Westminster WHS; set in train a similar configuration at Stonehenge/Avebury WHS. This method of rail electrification is the way things should be done, particularly on the future Brunel's GWR WHS.

- 13 Surplus – Railways are being restored extensively, in Scotland, Wales and with the £16 billions crossrail in London that will run to Maidenhead and EVENTUALLY Reading on the GWR. Within 100 miles of London it would be wise to heed the Scottish protection; and not have ahead in the sand, climate change denial surplus attitude.

both page 31 paragraph 2.52 (Box),
and also page 32 paragraph 2.53,
page 33 paragraph 2.59
and page 92 paragraphs 4.1 to 4.3 inclusive.

- 48 The ITWP in Chapter 2, entitled "Sustainable Development," in the part on 'A better environment' has the most important paragraph 2.25. A key requirement here is to 'limit the visual intrusion caused by transport.'
- 49 A further important paragraph 2.25 requirement is 'respond to the challenge of climate change'. Please see also 2.25 integrated in this respect, at this REPORT paragraph 47.
- 50 Thus the response herewith is to ask for the CALL-IN of Stonehenge Visitor Centre Application S/2009/1527; as it severely worsens carbon dioxide emissions. It would only make climate change worse. The alternative proposal herewith, of rail facilities to Stonehenge, powered by hydro-electric green renewable resources; will be shown to be key GOVERNMENT POLICY from ITWP page 134 PARAGRAPHS 4.200, 4.201, and 4.202. They are thus to be preferred options and must duly replace the S/2009/1527 proposals; which are thus to be REJECTED.
- 51 Continuing in ITWP paragraph 2.25 there is an overarching further requirement to, '*minimise transport's demand for land (especially inside the WHS), protect habitats and maintain the variety of wildlife.*' This demand for land is minimised by the Jackson Plan, through joint tunnel infrastructure accommodating both 'green' railways and sewerage pipelines. This is more important near the Stones, where it is most vital, on WHS, ITWP and general grounds.
- 52 ITWP paragraph 2.25 penultimately requires the S/2009/1527 visitor centre proposals via this modified Jackson Plan, 'ensure that (the cumulative) environmental impacts (listed herewith) are taken fully into account in investment (via this REPORT paragraph 2.2 and 2.6, extracted from ITWP paragraphs 4.7 and 4.11; and planning) decisions.'
- 53 Finally in ITWP paragraph 2.25 The Government via the ITWP highlight the requirement to 'enhance public (Wiltshire Council - Planning Inspectorate - Government Departmental / Agencies) awareness of (the listed herewith, including RCEP) transport and environment issues.' Thus the cumulative effect of ITWP 2.21 to 2.25, with inter alia 4.195 to 4.203; is to require the CALL-IN and REJECTION of the S/2009/1527 proposals; and their replacement by the Jackson Plan proposals herewith.
- 54 This commentary returns to the context of the ITWP paragraphs 2.14 with 2.2 and 2.4. Readers are directed to paragraph 2.20 at the third indent. This requires the S/2009/1527 proposals 'support regeneration and the vitality of urban and rural areas.'

- 55 This is interpreted as supporting regeneration, in Swindon, Salisbury and in the totality of the Stonehenge, Avebury and associated sites WHS.
- 56 The as yet unlisted indent of ITWP paragraph 2.25 requires – ‘reduce use of non-renewable materials/energy sources.’ This is interpreted as – increase use of renewable energy sources such as hydro/tidal resources. Both the RCEP paragraph 8.85 of 1994; and “Meeting the Energy Challenge –” DTI of 2007, see ATTACHMENT 14 similarly require substantially more renewable regeneration.
- 57 Now the Swindon Railworks site, once employing 15,000, has been regenerated since its closure in 1986 by 3 main elements.
- 58 The First is the National Trust new Headquarters’ at Heells. The National Trust is involved in both parts of the Stonehenge, Avebury and associated sites WHS.
- 59 The Second is English Heritage, at the National Monuments Record mainly regenerated buildings, on the Swindon ex-railworks site. English Heritage, as with the National Trust, are involved in both parts of the Stonehenge, Avebury World Heritage site (WHS).
- 60 The Third is the Designer Outlet Shopping Village of about 100 shops, again in the regenerated buildings of the old Railworks.
- 61 However, more regeneration is still required. This follows on from the cumulative citing of the ITWP herewith. This is a bus service linking the three east-west Wiltshire main railway lines, with new stations as interchanges, again citing the cumulative requirements of the ITWP

The paragraphs involved here are:

- 1.33 BOX) page 16 especially – more buses and trains, improved networks.
- 64 Readers are asked to note that John Prescott allocated almost £1 million to bus network enhancement in Wiltshire, immediately after the ITWP was published by him on 20th July 1998.
- 65 The then non-unitary Wiltshire County Council accordingly provide for a Swindon-Avebury (part WHS) – Devizes – Trowbridge bus service. Trowbridge is, of course, the county Town of Wiltshire, with the headquarters buildings located there. Wiltshire is now a unitary authority and subsumes both Stonehenge and Avebury of the unitary World Heritage site.
- 66 Now Wilton is the historic county town of Wiltshire. It gives its name to the county but was supplanted firstly by Salisbury as it is a cathedral city, and then in the inter-war period by Trowbridge, with only half the population of Salisbury.

- 67 Historically there have been good bus services and even direct trains between Swindon and Salisbury.
- 68 Thus a hourly frequency Swindon to Salisbury bus service in accordance with the ITWP paragraphs 1.33 (Box), and 1.34 to 1.36 is proposed linking the 3 railway lines at Swindon, Devizes Parkway at Lydeaway, *this must be* a necessary condition to be directly attached to any visitor centre proposal at Stonehenge.
- 69 This would serve:
- Swindon ex-Railworks, now National Trust/English Heritage
 Swindon railway station and bus station,
 Avebury (part) World Heritage Site,
 Devizes, for main Museum for Stonehenge/Avebury,
 Devizes Parkway at Lydeaway, new station and interchange on the South West main railway line (see ITWP),
 Countess Visitor Centre at Amesbury, for Stonehenge (part) World Heritage Site, described herewith park and ride,
 Wilton, new station and interchange, serving the historic name County town for Wiltshire, Wilton House, and MoD Land Forces Headquarters,
 Salisbury Railway Station,
 Salisbury Bus Station, Endless Street.
- 70 Please go to the ITWP Chapter 2 - Sustainable transport at page 22, paragraph 2.2, where it is highlighted - "There is much that needs to be done," (self-evidently around Stonehenge, noting the words in brackets are inserted herewith in updating, and do not appear in the ITWP), to recover from the legacy we (The Government in 1997) inherited."
- 71 "ITWP paragraph 2.2 continues:- "The lack of a strategic and integrated approach; (since Stonehenge, Avebury WHS was designated in 1986, a decade before the ITWP of 20th July 1998), in recent years has made many of the overarching Stonehenge problems worse." "But our (Government ITWP) New Deal for transport sets out a framework (now listed and highlighted herewith) for change."
- 72 Going to ITWP paragraph 2.4, establishes, "It (the ITWP cumulatively) is a long-term strategy (at Stonehenge, Avebury WHS) to deliver sustainable transport. It (the ITWP cumulatively) is also a strategy for modernisation; (of course, as much as possible *outside* World Heritage Sites and other protected areas - see ITWP paragraphs 4.195 to 4.211 on pages 133, 134 and 135 to avoid compounding the highlighted paragraph 2.2 problems set out immediately above).

- 73 It is a strategy that harnesses the latest developments in technology." Five of these Copenhagen congruent measures are now listed in relation to putative Stonehenge visitor centres.
- (A) High Speed Rail to Heathrow, London etc
 - (B) Park and Ride including rail/road dual mode vehicles
 - (C) New Stations
 - (D) Ground source heat pumps
 - (E) Renewable hydro-electric power
- 74 **A. High Speed Rail**
- The Queen inaugurated High Speed One, at St Pancras International Station, London in November 2007.
- 75 High Speed One is the new name of the Channel Tunnel Rail Link (CTRL). In the ITWP the CTRL context is explored on page 81, at paragraphs 3.213 to 3.215 inclusive; in relation to Trans-European Networks.
- 76 The vital statement (at paragraph 1.34) covers Stonehenge, and appears as "We (The Government including the DEFRA sponsored English Heritage) will be more effective in our stewardship of natural resources, and are determined to build from the historic turning point of the special United Nations' Conference at Kyoto, where the developed countries agreed to legally binding targets to reduce greenhouse gas emissions."
- 77 It is highlighted for readers, that the United Nations Copenhagen Climate Change Summit takes place in Denmark from 7th to the 18th December 2009. This will update to after 2010, direct continuation of the context and approach of the Kyoto Treaty and Protocols. The European Union, under the present Swedish Presidency, has targeted a 20% reduction by 2020 in carbon dioxide emissions. The longer term target is 80% reductions by 2050.
- 78 Readers are asked to return to John Prescott's ITWP Foreword, at the end of the first paragraph there. It is set out that "This (ITWP) White Paper builds on that (cited above previous Government's Green Paper – Transport: The Way Forward – of which extracts appear at
- ITWP ANNEX D pages 158 to 160 inclusive) Foundation."
- 79 John Prescott sets out "This (ITWP) White Paper fulfils our (Labour 1997) manifesto commitment to create a better, more integrated transport system, to tackle the problems of congestion and pollution we have inherited."

80 "It (the ITWP) is timely. In its Green Paper (of which extracts appear at ITWP ANNEX D pages 158 to 160 inclusive) the previous (Conservative 1979-1997) Government recognised that we could not go on as before, building more and more new roads (for example at Stonehenge and Salisbury) to accommodate the growth in car traffic."

81 "With our (Government) new (in 1998), but now being comprehensively updated at Copenhagen [7th - 18th December 2009]) obligations to meet targets (above) on climate change, the need for a new approach (at Stonehenge, Avebury WHS etc) is urgent" (and remains urgent).

82 **THE MAIN AIM**

"The main aim of this (ITWP) White Paper is to increase personal choice, by improving the *alternatives* (at Stonehenge/Avebury WHS - my emphasis), and to secure mobility that is sustainable in the long term." Following the inauguration of High Speed One (HS1 to the Channel Tunnel) by the Queen at St Pancras International in November 1997; there are now proposals for new high speed railways -

HS 2 to Heathrow, then north

HS 3 to Heathrow, then west to Bristol and South Wales

83 Similarly there is a Conservative manifesto pledge to promote high speed rail routes via Heathrow, and not to proceed with a third runway and sixth terminal there. The reason relates to the present Copenhagen Climate Change UN Summit likely future targets and quotas. Britain is much criticised towards 2050, as a third runway at Heathrow will be tantamount to aviation producing *all* the carbon dioxide remaining allocation quotas likely for 2050. A Times article of 8th December 2009 is enclosed in this regard, at ATTACHMENT Perhaps the Visitor Centre has crashed in at Airman's Corner, on this supposed loophole of the Heathrow Third Runway proviso.

84 John Prescott continues, in his ITWP Foreword at the fifth paragraph. "The priority will be maintaining existing roads rather than building new ones."

85 Going to John Prescott's Foreword, in its penultimate paragraph, "the economy, technology (high speed rail) and attitudes to transport and the environment (for example currently at Copenhagen's Climate Change UN Summit) are changing so rapidly."

- 86 John Prescott concludes his Foreword thus, and duly undersigns. He states, "This (ITWP) White Paper reflects the Government's commitment to giving transport (around the Stonehenge, Avebury and associated sites WHS) the highest possible priority." This is despite the Prime Minister, Gordon Brown's Stonehenge announcement of 13th May giving £27.5 million priority; when Stonehenge enjoyed until 2007 the highest priority of £600 million, one tenth for the visitor centre, and the remainder for a tunnelled A303 bypass. No wonder the local MP, who asked the Prime Minister the question on 13th May 2009, has announced he is stepping down as an MP in Election Year 2010.
- 87 John Prescott's last sentence is - "We now look to others - companies, individuals - (such as Mr. J. Jackson, B.Sc [Hons] Wales, Dip.TP), employees and local authorities (- such as Wiltshire, acting as a unitary integrated council since 1st April 2009, on the valuable approach herewith) - to join us in shaping (at Stonehenge, Avebury and associated sites WHS) a new future (including both high speed rail and links to existing railways) for sustainable (such railways powered by non-polluting, non-carbon dioxide emitting, renewable tidal/tidal electricity, sourced for example from Severn and other barrages) transport in the UK."
- 88 Going to the Scope of the (ITWP) White Paper on page 8, it is made abundantly clear that the ITWP "embodies new, modern thinking on integrating transport with other aspects (such as heritage protection and specific lists arising from ITWP paragraphs 1.22 and 1.33 to 1.36 inclusive), of Government Policy."
- 89 The SCOPE continues in its penultimate paragraph on ITWP page 8 as follows - "This (ITWP) White Paper sets the framework which our (Government) detailed policies (such as for Stonehenge, Avebury and associated sites WHS - integrated transport and visitor facilities), will be taken forward. Some of the proposals will require legislation which will be brought forward as soon as Parliamentary time allows.
- 90 As regards legislation the most Important Acts will be listed. These include the:

Climate Change Act	2008:
Transport Act	2000:
Energy Act	2008:
Planning Act	2008:

**STONEHENGE – A RESPONSE TO THE MID 2008 and 2009
CONSULTATION PRESENTED BY
BARONESS ANDREWS**

- 1.1 This response attempts an overarching view in its scope, to the July 2008 consultation proposals of English Heritage. The latter were presented by Lord Bruce Lockhart, then Chairman of English Heritage. I understand the proposals to be a cheap and nasty amalgam of three elements.
- 1.2 Firstly to have NO Stonehenge A303 tunneled bypass. This had escalated in cost from £192 million given at the Ellison Inquiry in 2004, to £540 million at the end of 2007, when the scheme was stopped, in view of the Government's redirection of resources to the Northern Rock £25 billion nationalisation and rescue.
- 1.3 Northern Rock was a precursor of the wider present financial crisis. Now Bradford & Bingley, 60% of Royal Bank of Scotland, and 40% of HBOS, to be merged with Lloyds TSB, are being similarly nationalised. 'Southern Rock' or 'my' historic Stonehenge stones and trilithons, were thus to have support equivalent to 4 years of the total budget of English Heritage access declined.
- 1.4 At about a ball-park figure of around 2% of Northern Rock, the Stonehenge ex-proposals were £540 million for the A303 tunnelled bypass and £67 million for a visitor centre at Countess, Amesbury, with a land train to near the stones of Stonehenge.
- 1.5 Secondly, to close and grass over the A344 road to Devizes. This would be from the Stonehenge fork on the A303, past the Heel Stone, of Solstice fame, to just beyond the present visitor centre.
- 1.6 Thirdly, to refurbish and extend the existing visitor centre by the stones. As long ago as 1993, fifteen years ago, the Parliamentary Public Accounts Select Committee had castigated the existing visitor centre as "a national disgrace." Little has been done since, apart for drawing up the £67 million visitor centre proposals at Countess, Amesbury with a land train (most of the way) to the stones.
- 1.7. Please note £20 million to £30 million has been spent by the Government on paper studies at Stonehenge, and very little has actually been achieved on the ground. The Jackson Report herewith aims to redress the endless costly studies that go nowhere, by giving a middle range solution that saves millions in studies and outgoings, by careful integration of two sets of existing infrastructure.

- 1.8 These are:
- The 2 mile-long Boscombe Down Airfield Runway
 - The Sir John Jackson military railway of 1914, to be converted and extended in tunnel; as the basis of a land train, electrified from renewable resources, visitor shuttle from Countess at Amesbury to the Stones.
- 1.9 My involvement in these Stonehenge matters stems from an interest in transport, particularly railways and GWR matters. In the 1980's the book 'Plain Soldiering' by N D G James regarding military history on Salisbury Plain was published. I was on a GWR course at the time, and I was absolutely astounded to see photographs of wagons emblazoned Sir John Jackson at Stonehenge.
- 1.10 Sir John Jackson was a civil engineer, in the image of Brunel, who built a First World War military railway to Stonehenge in 1914. This is well shown in the 'Plain Soldiering' extracts attached.
- 1.11 He built this military railway primarily to serve the Stonehenge Airfield. It was wished that this should expand to accommodate bombers. However, as this would have meant the demolition of the Stones at Stonehenge; it fortunately did not come to pass. The National Trust acquired the Stonehenge Airfield following a national appeal. Sir Haydn Phillips, the Permanent Secretary in 1993 to the Department of National Heritage (now DCMS) has described this more fully. Sir John Jackson's military railway then had no function; and it closed in the 1920's, after a short life. Few even know it ever existed.
- 1.12 This report is forwarded in the context of: the Convention on European Human Rights and associated Directives, and especially the rights in effective consultation, for a fair consideration of matters concerning the Stonehenge A303 bypass, and associated proposals for a visitor centre at Countess, Amesbury.
- 1.13 The basic principle of a World Heritage Site (WHS) is to PROTECT STONEHENGE, through ensuring both visitor centres and A303 bypasses are relocated OUTSIDE the World Heritage Site designated area.
- 1.14 This statement of matters is addressed both to English Heritage and the Secretaries of State. It is most important that this report is treated officially by the Powers that be.
- 1.15 This statement of matters has been carefully set in train through extensive research of GOVERNMENT POLICY. The context is that Mr J Jackson B.Sc (Hons) Wales, DipTP was accredited by Lord Carter of Devizes, as a Roll B Parliamentary Agent, and generally. Lord Carter of Devizes was Chief Whip in the House of Lords, and a Member of the Cabinet.
- 1.16 The Government published "A New Deal for Transport – the Government's White Paper on the Future of Transport (Cm 3950)" –

also known as the "Integrated Transport White Paper" (ITWP) on 20th July 1998. The ITWP at paragraph 1.35 page 16 requires absolute reductions in traffic in those places - the STONEHENGE WORLD HERITAGE SITE designated area - where its environmental damage is worst.

- 1.17 It was presented to Parliament by John Prescott, Deputy Prime Minister (1997-2007) and (then) Secretary of State for the Environment, Transport and the Regions.
- 1.18 In mid-1997 (please see ITWP para 4.3 page 92) "the merger of the former Departments of the Environment and Transport has already secured better integration of transport and environmental thinking and land use planning policy. This (ITWP) White Paper sets out the national framework for an integrated transport policy within which others (especially English Heritage and Mr J Jackson) can act."
- 1.19 However, a matter of concern is that English Heritage seem likely to report to 4 separate Secretaries of State, half of these following the break up of the integrated DETR in 2001. Indeed the Secretary of State for Transport, Ruth Kelly, MP announced her resignation at the Labour Party Conference at Manchester on 23rd September 2008
- 1.20 She had gained an inkling of the end September 2008 revisited 1929 Great Crash on Wall Street (New York, USA). Under her aegis the £540 million A303 Stonehenge tunnelled bypass had been stopped, by the efflux of funding to the £25 billion Northern Rock rescue (2% of it).
- 1.21 At the time of writing it is envisaged that the £20 billion Bradford & Bingley rescue and part nationalisation, will put paid similarly to the nearby £35 million Westbury A350 bypass.
- 1.22 There is no evident overarching environmental or integration context at Stonehenge apparent from English Heritage despite 3 major Bills in Parliament currently, and 2 similar statutes.
- 1.23 These Bills are:
 - 1 Climate Change Bill
 - 2 Planning Bill
 - 3 Planning and Energy Bill
 - 4 Local Transport Bill
 - 5 There is a cumulative effect of the Channel Tunnel Rail Link (Supplementary Provisions) Act 2008, the Crossrail Act 2008 and the Queen's official opening of the Channel Tunnel Rail Link, to St Pancras International, in November 2007. This is setting in train Network Rail's consultation for High Speed New Railway Routes inter alia westwards from London, and via or near Westbury railway hub. (See ATTACHMENT 3).

6 Heritage Protection Bill (for Stonehenge, Avebury and associated sites World Heritage Site) forthcoming in the next Parliamentary session.

1.24 Please report this unabridged to Ministers as it is Government Policy. **Government Policy** is to be overarching - and must be followed.

2.1 This report will proceed to diligently summarise the above mentioned "Integrated Transport White Paper" (ITWP) in detail.

Please see paragraph 4.7 highlighting Funding Transport under Chapter 4 MAKING IT HAPPEN where "IT" means INTEGRATED TRANSPORT. Transport makes a significant call on the public purse (The Stonehenge A303 tunnelled bypass escalated to £540 million, before the stop of December 2007): this year (1998), for example planned expenditure includes some £1.6 billion on railways in Great Britain (update), around £3 billion on local transport in Great Britain, and £1.3 billion (less than on railways), for the English trunk and motorway network

2.2 **We** (the Government) **will ensure that public expenditure on transport is firmly** (in and around the Stonehenge, Avebury and associated sites World Heritage Site generally) **directed towards delivering the New Deal for Transport** (otherwise termed the Integrated Transport White Paper - ITWP, as analysed diligently herewith).

2.3 Please see ITWP paragraph 4.8.

Responses to our consultation last year (1997) sought significant improvement in all modes of transport (including Stonehenge integrated road and rail), in rail (in and around Stonehenge and Salisbury) and bus services, in conditions for pedestrians and cyclists (in the Stonehenge, Avebury and associated sites World Heritage Site including initially a long distance cycleway between Bath World Heritage City and Stonehenge - southern part of World Heritage site, via the Bradford-on-Avon to Holt Junction old railway alignment to Devizes Parkway new station at Lydeaway section of the Devizes secondary railway line closed 1966 under the Beeching axe, by virtue of ITWP paragraph 4.165 at page 127 protection), and on our roads (A303). Please see the attachment regarding the Stonehenge Management Plan Consultation 1998. On pages 62 and 63 enclosed it states " A new station, Devizes Parkway at Lydeaway (following the ITWP of 1999) could serve Stonehenge.)

2.4 As Government, we have a duty to balance calls (from English Heritage for new roads, parking land trains and a visitor centre) for increased public spending, against the need to maintain stable and prudent finances over the economic cycle. For example a call for a £540 million (see ATTACHMENT 5) Stonehenge A303 tunnelled bypass immediately south of Westbury was firmly stopped by the debacle of the £25 billion rescue and nationalisation of Northern

Rock in Parliament, marking the end of the associated economic cycle of boom in property prices. The resources involved in the £540 million Stonehenge bypass were abstracted off elsewhere over the downturn in the economic cycle recently.

- 2.5 Please see ITWP paragraph 4.10.

We (the Government) have matched spending to our priorities. For transport (overarching the A303, A345 and rail in and around the Stonehenge, Avebury and associated sites, World Heritage Site [rail notably at Salisbury and Swindon]) these are to ensure that we properly maintain and manage our existing (road and rail) infrastructure, and that we (the Government) support the delivery of integrated transport locally (in and around Stonehenge by virtue of no new road in the World Heritage Site there, and forwarding an alternative along the Boscombe Down Airfield runway [or taxiways] and south of and completely outside the Stonehenge WHS).

- 2.6 Please see ITWP paragraph 4.11.

Our (Government) transport policy sets the context in which (A303) roads and (Stonehenge) railways will be planned (inter alia in the English Heritage consultations) and operated. To improve efficiency and to reduce the impact of (the current proposals) on the environment (particularly the Stonehenge, Avebury and associated sites World Heritage Site), our (Government) focus (overarching the English Heritage consultations) must be on the need for better management, maintenance and use of what we have (already, in and around Stonehenge and Salisbury, including forming a network from the Sir John Jackson military railway to Stonehenge of 1914 – see ITWP paragraph 4.165; the Bulford Camp including the Slings extension continued; the similar First World War Boscombe Down Airfield Branch; the 1902 Amesbury Branch Railway; and the Midland and South Western Junction Railway MSWJR surviving railway from Red Post near Andover, to Ludgershall, and its lifted continuation to Tidworth and beyond).

- 2.7 Managing any infrastructure (such as road and rail in and around Stonehenge and Salisbury) needs a long-term perspective (including setting out possibilities for High Speed Railways) and a degree of certainty about approach and (which there is not) funding, otherwise it is difficult to plan ahead and make the best use of the (potential alternative route and Sir John Jackson military railway) resources available.

- 2.8 The box below ITWP paragraph 4.11 highlights new ways of funding. New sources of finance are for example, the Channel Tunnel Rail Link with some £6 billion of investment. The second stage of the Channel Tunnel Rail Link to St Pancras International was opened by the Queen in November 2007.

- 2.9 The Channel Tunnel Rail Link is now renamed High Speed One. It is setting in train five further High Speed Railways. Network Rail in Mid 2008 published a prospectus for consultation on these five further high speed railway routes. One potential route is via Westbury, on the London to Plymouth railway direct line. The Berks & Hants alignment, which follows the Kennet and Avon Canal, is sinuous, and speed restricted. So a proposal is included herewith, following ITWP paragraph 3.214 for a high speed route paralleling the A303 southern alternative highlighted in this report (Please see MAP – ATTACHMENT 7).
- 3.1 **The above themes are integrated in Deputy Prime Minister (1997-2007) John Prescott's Foreword on page 3 of the Integrated Transport White Paper (ITWP).**
- 3.2 He states "There is now (1998) a consensus for radical change in transport policy. The previous (Conservative 1979-1997) Government's Green paper paved the way, with recognition that we needed to improve public transport and reduce dependence on the car. This (ITWP) White Paper builds on that foundation." This is to be cross-referenced to the ITWP Annex D pages 158-160).
- 3.3 This (ITWP) White Paper fulfils our (Labour) manifesto commitment to create a better, more integrated transport system to tackle the problems of congestion and pollution we have inherited. It is timely.
- 3.4 In its Green Paper the previous (Conservative 1979-1997) Government recognised that we could not go on as before, building more and more (A303) new roads to accommodate the growth in car traffic.
- 3.5 With our new obligations (integrated in the Climate Change Bill currently in Parliament, as mentioned overarchingly previously) to meet targets (80% reductions by 2050), the need for a new approach is urgent.
- 3.6 The Key Foreword Statement then follows.
- 3.7 "The main aim of this (ITWP) White Paper is to increase personal choice by improving the **alternatives** (my emboldening), and to secure mobility that is sustainable in the long term." (With oil prices having peaked at 147 dollars per barrel in mid 2008, this is several times that of 1998 and threatens a major inflationary spiral. Oil prices are 107 dollars per barrel at the time of writing).

- 3.8 "The priority will be maintaining existing (A303) roads rather than building new ones (such as the £540 million tunnelled Stonehenge A303 bypass, which are thus to be rejected as contravening Government Policy, as regards Climate Change, Alternatives, and **No** new roads as highlighted herein); and better management of the Stonehenge and Salisbury road network (as is set out herewith) to improve reliability.
- 3.9 The economy, technology and attitudes to transport and the environment are changing so rapidly. (As the Chinese saying - may you live in interesting times).
- 3.10 This (ITWP) White Paper reflects the Government's commitment to giving transport the highest possible priority.
- 3.11 Finally in the Foreword, there is the key exhortation, followed by the Deputy Prime Minister, John Prescott's personal undersigning (see attached at 6 & 1 generally). We (the Government) now look to others - companies, individuals (including English Heritage leaders and Mr J Jackson BSc(Hons) Wales, Dip TP), employees and local authorities - to join us in shaping a new future for sustainable (in the totality of the Stonehenge, Avebury and associated sites World Heritage Site, including Salisbury and district) transport in the UK.
- 4.1 Please see the ITWP key requirements on 'Better Appraisal,' at pages 132 to 134 inclusive. Particular emphasis is placed on 'Environmental Appraisal' at paragraphs 4.199 to 4.203, mainly on page 134 - please see this report at 4.19, and 4.33 to 4.37.
- 4.2 The 'New Approach to Appraisal - for transport projects,' otherwise known as NATA, at paragraph 4.195 sets out requirements in bold.
- These are **"We (the Government) are developing a new approach to the appraisal of different solutions to transport problems.**
- 4.3 "This is designed to draw together the large amount of information (in the Stonehenge, Avebury and associated sites World Heritage Site in co-ordination with other World Heritage Sites) collected as part of the appraisal of a (Stonehenge) transport problem and alternative solutions."
- 4.4 The alternative solutions are now highlighted. The first is to utilise the Boscombe Down Airfield main runway (or taxiways) as two miles of free existing infrastructure for a future Stonehenge A303 bypass - completely outside the World Heritage Site designated area. There are compelling advantages to the Jackson Plan, over and above the two miles of FREE INFRASTRUCTURE GAINED BY ADAPTING the Boscombe Down Airfield main runway (or taxiways). No other alternative has this advantage, so readers must understand no other alternative approaches the Jackson Plan

advantages. Please see the ITWP at paragraph 2.25 pages 25 and 26, etc.

- 4.5 The second is to utilise the broad framework of the Sir John Jackson military railway of 1914 to Stonehenge; as an extended Land Train. The Depot for this railway was at Countess, the exact site of the English Heritage Visitor Centre that has the benefit of planning permission. The extension would be co-ordinated in a dual function tunnel with re-sewering Larkhill, to Ratfyn sewerage works at Amesbury. Figuratively, the previous 2.1 km tunnel east to west; is made smaller in diameter, shortened to one third of the length, and rotated to be north to south, from Larkhill old sewerage works (to be closed) to the Stones at Stonehenge. This works is a blot on the landscape of the Stonehenge World Heritage Site.
- 4.6 The third is to power the extended "Land Train" from hydro electric resources by re-utilising the River Avon. This hydro electric generation is by virtue of co-ordinating ITWP paragraph 2.25 on page 26, RCEP paragraph 8.85 and Energy Review 2007 paragraph 5.3.69 – see ATTACHMENT 8.
- 4.7 The Southern alternative of the Jackson Plan, via Boscombe Down Airfield main runway (or taxiway) was costed at £151 millions in the Ellison Enquiry by Balfour Beatty/Costain professionally. This included a short tunnel where the alternative dipped down into the Avon Valley, via a short tunnel on the east side of the valley, emerging into an old quarry.
- 4.8 At this stage the comparison costing for the A303 tunnelled bypass was £192 millions. Thus the Jackson Plan was already £41 millions cheaper in 2004. In that the latter included only a short length of tunnelling and has the compelling advantage of two miles of FREE infrastructure, gained by adapting the Boscombe Down Airfield main runway (or taxiways); it would not escalate so much in cost as the project in point from £192 millions to £540 millions. Thus it would most likely now be in the £200 millions to £300 millions cost band, about HALF.
- 4.9 Please note the nearby Frome bypass, runs immediately to the south of the Frome Avoiding line, another railway high speed line/bypass of 1933. The Frome road bypass, of the 1990's is thus conjoint with railway high speed infrastructure; as this report intends, for the Boscombe Down Airfield main runway.
- 4.10 Returning to the text of ITWP paragraph 4.195 (middle) it continues to look at the contribution of different (for example rail – in and around the Stonehenge, Avebury and associated sites World Heritage Site, Salisbury, Swindon) forms of transport as

alternatives. With the HS.3 Rail alternative routes to the West of England, now being finalised by Network Rail and the Government, this requirement is becoming steadily more important.

Appraisal in the English Heritage consultations into Stonehenge in the words of paragraph 4.195 - looks at the contribution of different (rail public transport including dual rail/road wheels exchange [see later]) forms of transport in developing alternative solutions and the potential effect of the new integrated transport approach, including the scope for and effect of demand management measures. Please see this report at 4.16 later.

- 4.11 It is our (Government) intention (overarching the Stonehenge, Avebury and associated sites World Heritage Site); that the new HS3 alternatives approach will be applied to the appraisal of all transport projects (particularly for an integrated replacement to the £540 million Stonehenge A303 bypass proposals, in continuing to reject this, and adopting such alternatives as imaginatively put forward herein).
- 4.12 A brief economic appraisal of previous proposals for a £540 million Stonehenge A303 bypass, is now drawn from three sentences in ITWP paragraph 4.198. The writer adds one indent from ITWP paragraph 2.25 page 26 that requires - "reduce use of non-renewable materials/energy sources." To reduce A303 aggregate oil use, it is required to increase the use of hydro electricity renewable energy sources in true - (not make-believe) regeneration by adapting and electrifying the Land Train to nearer Stonehenge itself. Please see paragraph 4.6 above. Readers are requested to cross-reference with ATTACHMENT 9 which provides more information on the generation of hydro - (electric) power in and around Amesbury. True regeneration is of course, again utilising local hydro-electric power as is set out herein.
- 4.13 Claims that the Stonehenge A303 bypass will regenerate the Stonehenge, Avebury World Heritage Site and Mid Wiltshire are much over stated. In ITWP 4.198 "We (the Government - overarching the Stonehenge, Avebury and associated sites World Heritage Site and Mid Wiltshire) accept there is no simple, unambiguous link between transport provision and local regeneration. Each case must be assessed on its merits. We (the Government) agree improvements are needed so the contribution of transport investment to regeneration can be better assessed. With the Climate Change Act 2008 of Parliament, improvements are now statutory and most important.
- 4.14 Thus there must be better assessment and integrated appraisal in the English Heritage Studies, examining the cumulative alternatives as proposed herein.

- 4.15 This is integrated with the cumulative requirement in the ITWP Foreword of John Prescott, Deputy Prime Minister - 1997-2007, towards 'improving the alternatives' - to the Stonehenge A303 bypass and including the two at ITWP paragraphs 3.146 and 4.90. There is also the ITWP Foreword No new roads exhortation, to be co-ordinated with the principle of

3.123,
3.125 (start and third indent)
3.126
3.128 and
3.131

cumulatively with 3.147 (and see 3.146) regarding the NO NEW ROADS Government commitment.

- 4.16 Exchange platforms with the MOD would be set in train at key locations. There would be a 'pit' in the platform track, where wheel changing, adding or removing rubber tyred road wheels to and from adaptive rail wheels would take place. The Severn Tunnel now has a form of rail/road vehicles for emergency use as a result of the 7 December 1991 accident. Readers will recall that Frome has the distinction of both a road bypass of the 1990's, and a high speed railway line bypass of 1933 running together, in parallel. Frome also has the distinction of Jenson Button, the Formula One Racing Driver, hailing from there. With these connections I am sure readers will appreciate wheels being changed in five seconds by a dedicated team of mechanics, in competition in Grand Prix races, round the world.
- 4.17 This special feature is drawn to the careful consideration of English Heritage, Transport Secretary Rt Hon Geoff Hoon, MP, now Lord Adonis, and the Communities and Local Government Secretary and others, including DCMS.
- 4.18 The ITWP paragraphs that support these technological advances and alternatives, are to be found at the part on Technology - research and development, at paragraphs 4.224 to 4.228 pages 137 and 138. Time presses - so only five main sentences are extracted herewith.

- 1 (from 4.224) Technological development (such as the rail/road dual wheels highlighted) offers many new and better opportunities for integrating transport (in the purview of English Heritage overarching the Stonehenge, Avebury and associated sites World Heritage Site wider context.

Our (Government) policy is to use the most appropriate (dual rail/road wheels as advocated herein) and cost-effective technology for each (integration as above under 1.22 first indent and general), task and to encourage pilot trials of (the advocated) newer technologies or systems that show special

promise (under Energy Review 5.3.69 - which see at ATTACHMENT 8).

- 4.19 These notes now proceed to analyse the important Chapter 4 on 'Making it (Integrated transport for Stonehenge/Avebury/Salisbury) happen,' in the part on A303 Stonehenge tunnelled ex-bypass 'ENVIRONMENTAL APPRAISAL' (or the lack of it, so far). This appears in the ITWP between paragraphs 4.199 to 4.203, also 4.195 and 4.198 inclusive on pages 133 and 134.
- 4.20 This part points out that 'Environmental appraisal (for the broad context of Stonehenge tunnelled ex-bypasses) considers a range of effects including (a slight re-ordering of the eight given in 4.199 is now set in train) - land, the countryside, the built environment and cultural heritage, air quality, emissions, noise, wildlife as well as the effects on people and their health.'
- 4.21 The first Environmental Appraisal effect of the set of eight to be analysed herein is land. The ITWP at paragraphs 2.25 on page 26 with 2.21 (end) on page 25) states the New Deal for transport (herein described as the ITWP) therefore sets the framework to: minimise transport's (in this case Stonehenge A303 tunnelled ex-bypass as under the Environmental Assessment of English Heritage) demand for land. Amazingly under 'A better (sic) environment' ITWP paragraph 2.21 confirms 'Road construction and car parking have made heavy demands on land, a finite resource. In England alone, in the second half of the 1980's an area equivalent to the size of Bristol was taken for road building and parking.
- 4.22 Minimising the demand for land is best achieved by utilising the alternative highlighted, including both tunnels and long underpasses and a combination of them. Both are underground and thus use the minimum of land. However, tunnels are essential near the Stones of Stonehenge, but north to south, not east to west.
- 4.23 Indeed, invoking the Royal Commission on Environmental Pollution (RCEP) leads to the discovery of four key sentences worthy of careful integration for reporting to the Secretaries of State following the English Heritage consultation on Stonehenge/Avebury/Salisbury and district in Wiltshire
- 4.24 The first emerges from the RCEP Eighteenth Report on Transport and the Environment of October 1994. Please see ITWP paragraph 2.52 on page 31. This context states "The Royal Commission on Environmental Pollution (RCEP) has produced two (18th and 20th) comprehensive reports on reducing transport's (in this context - the - Stonehenge A303 tunnelled ex-bypasses in the English Heritage Consultation on Stonehenge/Avebury/Salisbury and district in Wiltshire) impact on our environment."
- 4.25 The second (see ATTACHMENT 10) is found in the RCEP Eighteenth Report on Transport and the Environment page 59 paragraphs (RCEP) 4.60 to 4.62. "The policy objective (for

Stonehenge/Avebury/Salisbury and district in Wiltshire tunnelled ex-bypasses for the English Heritage overarching consultation) must be:

To halt any loss of land to transport infrastructure in areas of conservation, cultural, scenic or amenity value (such as the Stonehenge/Avebury/Salisbury environs in these Special Landscape Areas) unless the use of the land for that purpose has been shown to be the best practicable environmental option."

4.26 The RCEP Eighteenth Report on Transport and the Environment continues on page 59 at paragraph 4.61. 'the aim is to give a higher overall priority (thus rejecting Stonehenge A303 ex-bypasses inside the protected World Heritage Site area) to environmental protection.'

4.27 The gist of the continuation of RCEP paragraph 4.61 is as follows. 'We (the RCEP) recommend that the following (five) general principles should apply:

(fifthly) where a proposed road (the Stonehenge A303 ex-bypasses under the aegis of Inspector Ellison) or railway (the Sir John Jackson military railway extension to the Stones from the [moved to Ratfyn, Amesbury] Larkhill sewerage works) would cause serious environmental damage; (to the World Heritage site cultural, scenic or amenity value land environs); careful consideration (in the Stonehenge A303 bypass future considerations under the aegis of English Heritage - off-line as in the two alternatives given herewith) should be given to placing it in a tunnel.' Readers are urged to understand well the wording herewith - 'careful consideration').

4.28 **Fourthly and finally for 'land'** it is then highlighted that for the alternatives given, in regard of the Stonehenge A303 bypass - 'tunnelling is an approach which may have considerable environmental advantages for a new road (the Stonehenge A303 bypass - off line), both in sensitive rural areas (such as outstanding World Heritage Sites), and in urban areas (such as Salisbury by undergrounding the Eastern sector of the A36 inner bypass. This is in view of the visual intrusion - ITWP 1.25 second and seventh indents and 2.25 fourth indent and 2.31 second indent; pollution - ITWP 1.25 first indent and 2.12 first and second indents and 2.25 second and sixth indents; other effects (including noise) - ITWP 1.36, 2.12 fourth indent and 2.25 devastating the Cathedral and medieval city framework).

4.29 The Second Environmental Appraisal effect analysed is the countryside. This is required by ITWP paragraphs 3.32 to 3.35

pages 44 and 45. Although, as time presses, the contributions of others on Stonehenge World Heritage Site, and the associated chalk Special Landscape area, is relied on. This report hopes to highlight that any chalk excavated from tunnels, should be taken by rail to Westbury cement works.

- 4.30 Proceeding to ITWP paragraph 3.119 on page 62 - 'We (the Government) will therefore encourage the continued development of new and imaginative ways, (by overarching the Stonehenge A303 context of consultations of English Heritage; to insist on the continued development of the imaginative two alternatives set in train herewith being 'carefully considered').

Firstly,

Sir John Jackson's military railway extension in tunnel to the Stones;

Secondly

To use the Boscombe Down runway (or taxiways) as two miles of free infrastructure in a Stonehenge A303 bypass completely outside the World Heritage site (i.e: well to the south of it)

This is required by RCEP paragraph 4.61 on page 59. This entirety is incorporated in the ITWP by virtue of its paragraph 2.52 on page 31 where the cumulative RCEP reports 'have been key influences' on the ITWP); of designing local traffic schemes to make them more sensitive to their surroundings (by rejecting the schemes especially the Airman's Corner Visitor Centre Planning Application No 2009/1527 *in the World Heritage Site in a Special Landscape Area*; and forwarding the required careful consideration and continued development of the imaginative two alternatives set in train herewith).

(Gist)

- 1 Please see letter at ATTACHMENT 11 for MICHAEL ANCRAM, MP (Devizes), highlighting a comprehensive joint Stonehenge/Avebury Management Plan as required by PPG 15 paragraph 6.37. Please see ATTACHMENT 12.
- 2 An alternative based on the Jackson Plan of £300 million should have been adopted following the Ellison Enquiry. Please note the £300 million involved has been extirpated by the Devil's Punchbowl scheme on the A3 to Portsmouth. See ATTACHMENT 13. The claimed logic was that the A3 to Portsmouth is much busier than the A303 to Exeter and Plymouth. So things have gone to the Devil (Punchbowl).
- 3 The recent announcement on Stonehenge compared it with the London - Stratford - 2012 Olympics. This site has the

benefit of Electricity cable tunnels at Stratford, to remove for the 2012 Olympics visually intrusive (under ITWP 1.25 and 2.25), electricity pylons and overhead lines. These are costing about £180 millions where Stonehenge is given a 2012 Olympic spin as an "Icon of Britain," without foundation. Please see ATTACHMENT 14.

- 4 Regeneration – extracts are included from P Stanier's book – Wiltshire in the Age of Steam - ATTACHMENT 15, on turbines for waterpower at Amesbury, regarding this aspect of Heritage.
 - 5 **Fonthill Abbey** – there was a BBC television programme presented by Dr Simon Thurley (Chief Executive of English Heritage). This highlighted William Beckford's late Georgian achievements both at the Beckford Tower in Bath and at **Fonthill Abbey**. Indeed, the latter could be seen from the former. This sort of lateral thinking leads to a proposal for an English Heritage Visitor Centre at Countess, emulating Amesbury Abbey.
 - 6 Admiral Nelson, the victor of Trafalgar, 1806 visited **Fonthill Abbey**, as related by Dr Simon Thurley (above). Nelsonian Nile Clumps (of trees) were planted at Stonehenge, in the formation of the 1799 Battle of the Nile. This was in remembrance of Nelson.
- 4.31 The third Environmental Appraisal effect analysed is the built environment and cultural heritage. However, due to time constraints, the contributions of others are again mainly relied on.
- 4.32 Readers are directed to the part of the ITWP entitled 'Better protection for the environment' in Chapter 1. Paragraphs 1.34, 1.35, and 1.36 (third indent) on page 16 and 1.22 (second indent) apply to overarch the Stonehenge A303 bypass and Visitor Centre consultations under the aegis of English Heritage.
- 4.33 Please see ITWP paragraph 4.200

All projects, such as the Stonehenge Visitor Centre present application 2009/1527, likely to have a significant effect on the environment are subject to a formal environmental impact assessment in accordance with EU Legislation. Proposals for transport infrastructure affecting (Stonehenge) sites of international importance are assessed in accordance with the provisions of the relevant international legislation. In practice, we expect there to be few cases, and definitely not this one, where it is judged that imperative reasons of overriding public interest will allow development to proceed which will have an adverse impact on the integrity of internationally designated sites (- thus the arising Jackson Plan to take the A303 Stonehenge bypass entirely outside the World Heritage Site designated zone;

and the nil-emissions park and ride proposals herewith, to modify the existing planning permission () for a visitor centre at Countess, outside the WHS).

4.34 Please see ITWP paragraph 4.201

For all environmentally sensitive, (such as the Stonehenge WHS at Airman's corner) areas or sites there will be a strong presumption against new or (the case in point) expanded transport infrastructure which would significantly affect such *sites*, or important species, habitats or *landscapes*. Where such (Stonehenge) proposals arise, they will be assessed in relation to the status and purpose of the (World Heritage) site including whether it is of international (it clearly is) and national importance and where relevant, the protected status of the species or habitat, ... against massive and overwhelming degree of impact of the scheme and the minimal scope for mitigation.

4.35 Please see ITWP paragraph 4.202

A transport scheme which would significantly affect a sensitive site or important species, habitat or landscape should not go ahead... (so, the Airman's Corner visitor centre Application [No. 2009/1527] should be CALLED-IN and rejected), unless there is no other better option. There is a much better option at Countess, with planning permission, as modified herewith, and all reasonable steps have been taken to mitigate the impact. Each case will be determined on its merits, by CALL-IN, as required herewith, taking account the following questions:

4.36

- How important is the area/site including its international importance?
How serious is the likely impact?
MASSIVE AND OVERWHELMING
- Are there alternatives (2 alternatives are given [above]) which avoid the impact (including not going ahead with the scheme)? (CLEARLY THERE ARE SUCH ALTERNATIVES - including that herewith of Countess Visitor Centre with planning permission, as modified herewith with a nil carbon dioxide emissions park and ride scheme.
- Would the 2 alternatives serve the purpose and at reasonable cost?

4.37 Please see ITWP paragraph 4.203

The feasibility, desirability and cost of providing compensatory measures will be a factor: some areas, sites, habitats or species may be (Stonehenge is irreplaceable) irreplaceable and that will have a particular weight in the assessment. These principles of overwhelming weight in the balance against Airman's Corner as a visitor centre necessitate its CALL-IN and REJECTION. Readers are referred DCLG/DCMS Circular 07/2009 paragraph 19 on Stonehenge, Avebury among World Heritage Sites (WHS) generally. This states, beyond peradventure; that Stonehenge, Avebury is such a *sensitive* site. These principles will be applied to all forms of transport development which affect sensitive areas or significant aspects of our cultural heritage, (such as Stonehenge).

Stonehenge is self-evidently an irreplaceable World Heritage site, and this will have an overwhelming weight in the balance against the Airman's Corner visitor centre proposals; which are to be CALLED-IN and REJECTED.

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 10 February 2010 08:24
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 09 February 2010 18:43
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
217.205.187.98

Proposal:

Against

Reference (Shown on the scheme page):

(STONEHENGE WORLD HERITAGE SITE

Title:

Mr

Forename:

STEPHEN

Surname:

JAGGER

Address:

198 PUMP LANE RAINHAM KENT ME8 7BU

E-mail address:

stephenjagger@hotmail.co.uk

Your Comments:

I THINK ITS WRONG TO LOSE SUCH IMPORTANT HITORIC ROAD JUST TO BE BUILT ON. IF ITS DUE TO OVER USE WHY NOT IMPOSE BARREIS LIKE KENT COUNTY COUNCIL HAVE DONE, SO USERS HAVE TO APPLY FOR A PERMIT TO USE THE BYWAY, THEN THE COUNCIL CAN LIMIT IT'S USEAGE AND HAVE A RECORDED OF THOSE WHO CAN USE IT, ITS LIKE A FOOTPATH ONCE IT STOP'S BEING USED, THE COUNCIL DOESNT LOOK AFTER IT, IT OVER GROWS AND DISAPERS FOR EVER. WE MUST LOOK AFTER THE COUNTRY SIDE AND SUSTAIN IT. SO I DISAGREE WITH ALL THE LISTED CLOSURES...

Date:

09/02/2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Ridal, Peter

From: Ms Wendy Jakeman [soubbbb@bangor.ac.uk]**Sent:** Fri 12/02/2010 11:40**To:** Davey, Kate**Cc:****Subject:****Attachments:**

Hi Kate

Hers another e mail about the drovers tracks and access to stonehenge and camping. This is an integral piece of my life's culture, my spiritual home. I implore those in charge to listen and fulfil our historical right to gather, celebrate and have family time at the stones.

Yours sincerely

Wendy Jakeman

--

Gall y neges e-bost hon, ac unrhyw atodiadau a anfonwyd gyda hi, gynnwys deurydd cyfrinachol ac wedi eu bwriadu i'w defnyddio'n unig gan y sawl y cawsant eu cyfeirio ato (atynt). Os ydych wedi derbyn y neges e-bost hon trwy gamgymeriad, rhwch wybod i'r anfonwr ar unwaith a dil i'wch y neges. Os na fwriadwyd anfon y neges atoch chi, rhaid i chi beidio i defnyddio, cadw neu ddatgelu unrhyw wybodaeth a gynhwysir ynddi. Mae unrhyw farn neu safbwynt yn eiddo i'r sawl a'i hanfonodd yn unig ac nid yw o anghenraid yn cynrychioli barn Prifysgol Bangor. Nid yw Prifysgol Bangor yn gwarantu bod y neges e-bost hon neu unrhyw atodiadau yn rhydd rhag ffirysau neu 100% yn ddiogel. Oni bai fod hyn wedi ei ddatgan yn uniongyrchol yn nhestun yr e-bost, nid bwriad y neges e-bost hon yw ffurfio contract rhwymol - mae rhestr o lofnodwyr awdurdodedig ar gael o Swyddfa Cyllid Prifysgol Bangor. www.bangor.ac.uk

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Ridal, Peter

From: celtia earth [celtia90@yahoo.com]
Sent: 04 November 2009 16:39
To: Ridal, Peter
Subject: Stonehenge TRO objection

For the attention of Mr Peter Ridal, Halcrow.
This is Letter of Objection to the permanent TRO's
NB* this post may contain similar phrases used by other objectors to the TRO, please note that this letter is different from others posts that may appear to be the same, and is not a copy.

Dear Peter,
I refer to the precedent set by His Honour Judge Behrens on 19 June 2009 Wilson & Anor v Yorkshire Dales National Park Authority [2009] EWHC Neutral Citation Number: [2009] EWHC 1425 (Admin) <http://www.bailii.org/ew/cases/EWHC/Admin/2009/1425.html>. I wish to strongly Object on my own behalf citing the above precedent, and make representation by stating my own personal reasons for Objecting to permanent prohibition of parking on all BOATS in the WHS Stonehenge. The main Objection stems from the lack of disabled access, transport and facilities available during "out of normal visiting hours during managed open access days" and times specified and agreed with English Heritage for the purposes of sacred and holy ceremonial rituals.

I often visit Stonehenge and the surrounding landscape in my capacity as founder of the Society of Caretakers, and a member of The Stonehenge Peace Group. As I am a person aged 57 years with a registered mobility disability, I have an express need to pass and repass with a vehicle, including caravans or motorhome as I cannot sleep in a car. Presently we park on the Byways and do not encroach into the visitor car park, being able to rest and refresh without coaches and cars arriving with paying visitors and the ensuing noise that occurs in the car park effecting me is essential. Please note there is no parking in Stonehenge car parks out of hours as they are closed, and that the only other parking in the vicinity is on the byways that are open 24hrs.

Please note the specific H&S and Cultural reasons which I set out below, reserving the right to add or amend other reasons at any subsequent hearings or inspections:
H&S NEEDS & EXAMPLE'S

To rest/take refreshment for a reasonable period of hours after travelling from East Sussex to Wiltshire in order to prepare for the dawn ceremonies.
To rest/take refreshment for a reasonable period of hours after the dawn ceremonies prior to preparing to drive home from Wiltshire to East Sussex
To rest/take refreshment reasonable period of hours after travelling from East Sussex to Wiltshire in order to prepare for the sunset ceremonies.
To rest/take refreshment for a reasonable period of hours after the sunset ceremonies prior to preparing to drive home from Wiltshire to East Sussex

The Disabled public's access to toilets and their own medical facilities kept in vehicles during the hours of darkness at the Visitor Centre, will make visiting the stones extremely problematical as the proposed internal transport will be used on a timetable that will take no account of the special needs of the disabled or that calls of nature cannot be regulated with a time table.

CULTURAL NEEDS EXAMPLE

To exercise my rights under the Human Rights Act and its subsequent amendments to congregate in a form of worship, sacred ceremony, gathering or ritual at certain arranged times of the year with those who share the same or similar belief path or religion.

To enable my practice as a druidic caretaker and my duties to be performed at the temple of Stonehenge which is widely viewed as a significant pagan temple in the UK and in the same high esteem as a UK based Christian might view Westminster Abbey or Winchester Cathedral.

To exercise my rights under the Human Rights Act etc to gather with other pagan, druid

and like-minded folk and brethren in a social grouping to continue and perform verbal and physical exchanges of cultural knowledge of what UNESCO deems to be our 'Intangible Cultural Heritage' such as historical and medieval poetry, playing of instruments, discussions and plays, natural healing practices and general pagan lore.

Please also note that if the tro's go ahead there will be virtually no parking overnight for visitors to national trust land that is open 24hrs a day. Closing the byways will prevent the majority of visitors to national trust land as there will be no parking anywhere except woodhenge and woodhenge has very few parking places and could not offer parking for all those who use the byway for out of hours access to the landscape and Stonehenge.

At the moment National Trust land around Stonehenge is accessible at night. By parking safely on the side of the Byways many people avail themselves of this parking and rest facility as the N/T land is open 24hrs and English Heritage close the only usefully accessible car park early evening. Please address the following queries and comments:

- 1 As the new visitors' centre will not be open 24hrs a day, what other parking has been considered to replace the current facilities vehicular access to the byways gives such overnight visitors?
- 2 This current overnight access to the Byway means visitors can look after themselves regarding food and hot drinks and get short term shelter in our changeable weather while they wander the landscape. Disabled people find this access essential as many return to their vehicles for short rests several times throughout one overnight visit. As the internal transport system is plainly not going to be able to deal with all the visitors, what plans have been considered to resolve this problem.
- 3 The argument that closing the Byway to vehicular access makes it safe for pedestrians suggests that there is a safety problem with the byway when there is not one and never has been as far as I am aware apart from deep water filled potholes often half across the available space resultant from deliberate neglect and lack of maintenance!
- 4 If the Byway is needed for service and emergency vehicles, this seems odd as both "already have access" to them so how would the use of them by public vehicles prevent them continuing to do so?
- 5 It is also worth noting regarding how the landscape looks with vehicles parked on the track that the A303 is in full view as will be A344 from the visitor centre.
- 6 If the Byways are closed to vehicles, access to the National Trust land and Stonehenge landscape would be virtually impossible to access for many including myself who like to visit at night as the night sky, stars, moon etc as just as important to some people as those who wish to view Stonehenge and enjoy the landscape during the day. Closing the Byways will prevent easy access under Health & Safety and Disability Discrimination Act recommendations and guidelines relating to those arriving in darkness and being able to easily walk to the Stones. The Byways should therefore stay open to traffic parking etc at least during recognised ceremonial access times such as Equinoxes and Solstices.

Michael James.
Society of Caretakers,
Stonehenge Peace Group
28 Chatfield Close,
St Leonards o/s,
East Sussex.
TN38 9SF
Phn 01424 854336
e/m- celtia90@yahoo.com

Forward this message to spam@mailcontrol.com to report this email as spam.

Ridal, Peter

From: Stormwatch [stormwatch@gmail.com]

Sent: 09 February 2010 16:49

To: Davey, Kate

Subject: West Track (Drove road) TRO

Dear Kate Davey,

I am writing to you to formally object to plans for a TRO to be placed on the byway known as the West Track (Drove road) near the Stonehenge monument in Wiltshire, which will prohibit vehicular access to this area.

I use this byway to park my vehicle on when I visit Stonehenge and the surrounding areas outside of the English Heritage opening hours. My purpose for visiting the area is religious as I am a practising Pagan. The TRO will stop me from being able to access this area outside of normal opening times and during the open managed access events, where no vehicle parking (except on the summer solstice) is provided by English Heritage.

I have to drive from South Hampshire to attend these events, and need the drove road to park on in readiness for waiting for the dawn for ritual purposes since there is no other alternative parking or public transport for the times of day I attend. Refusal of access for my vehicle on this byway will prohibit me from attending these religious ceremonies and therefore infringes on my human rights to celebrate my faith freely at monument of specific religious significance. Currently there is no where else to park and without the drove road access to the area outside of English Heritages official car park opening times will make this an impossible event.

I would like to know what provisions you will make for me and many people like me to be able to still continue to visit this area freely as you are in effect making it impossible for people to gather close by to the monument without English Heritage's involvement. Vehicular access is needed as there is no provision for public transport during the night or early hours of the morning which would make it difficult to access the dawn ceremonies. Also, without vehicles many people who are unable to make a mile long walk would be denied access since they need their vehicles to transport their ritual items and clothing and rest in after the ceremonies and rituals before safely moving onward.

Also this track is popular with dog walkers and bird watchers who will have their access denied to their pursuits.

People have been using this track to rest upon with vehicles for many many years now, who come from all over the world to take part in the religious ceremonies and rituals carried out there by the Pagan and druid community, of which I am a member. I have met many people over the years who have travelled specifically thousands of miles to attend a ceremony with a vehicle, and a TRO on the track will deny the global pagan community from being able to continue to take part in such ceremonies. Many make this pilgrimage here year after year for the 4 open managed access events, and often visit to contemplate the monument out of hours as per their beliefs. The west track/drove is a crucial area for the pagan and druid community to safely congregate before the ceremonies and rituals, allowing those with disabilities and mobility issues safe and tolerable access to the area in keeping with their human rights to freely practice their religious beliefs.

I urge you to reconsider your plans for a blanket TRO prohibiting vehicles on this small piece of land and to seriously consider the effects on the denial of human rights on religious grounds of those who use it.

I look forward to your reply.

Steve Jeal (Stormwatch)

Archdruid - Genesis Order Of Druids - A Druid Network Affiliate Grove.

26/02/2010

Honourary Member of the Berengaria Order of Druids,

www.genesisorder.com

07999119991

Views expressed in this email message are those of the author and do not necessarily constitute the views of the Order/Grove.

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<http://www.eset.com>

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Sent: Fri 12/02/2010 15:09

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 12 February 2010 15:11
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 86.176.114.20

Proposal:

Stonehenge TRO

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Ms

Forename:

Lynn

Surname:

Jenks

Address:

15 Beechwood Avenue, Earlsdon, Coventry CV5 6DF

E-mail address:

cl.jenks@btinternet.com

Your Comments:

Stonehenge is a crucially important site and place of worship for the growing number of followers of pre-Christian religion. One of the major concerns of a free democratic state should be the defence of our freedom to worship as we choose. Closing off access to this holy place is directly in contravention of this basic freedom. Worshipping at Stonehenge is part of our heritage and should not be subject to the rules of a small group, none of whom share our religious beliefs. It belongs to us all.

Date:

12 February 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

No

Accept terms and conditions:

Yes

Entered Fri Feb 12 2010 15:23:17 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 08 February 2010 07:57
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council.

Lianne Humphries
Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 07 February 2010 23:19
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
86.153.173.218

Proposal:

Stonehenge TRO

Reference (Shown on the scheme page):

KAD/TRO/AMES.

Title:

Mr

Forename:

Keith

Surname:

Johnston

Address:

260 Hill Street, Hilperton, Trowbridge, Wiltshire BA14 7RS

E-mail address:

keith.johnston55@hotmail.co.uk

Your Comments:

Dear Sir/Madam

1. I note that the objective of this series of TRO's is to 'improve the amenity'. However no where have I found in the proposal, evidence from WCC that demonstrates how the amenity is actually going to be improved by the banning of vehicles.
2. Indeed it is obvious that the effect will be to divert the traffic that previously continued on the A344 south at Airman's Corner to join the A303 and increase the volume of traffic travelling east on the A303 south of Stone Henge.
3. As a byway vehicular user, I must point out to you the relative insignificance of byway vehicular usage in the context of the volume of traffic on the A303 and A344.
4. In my opinion, the most significant improvement to the amenity would be to stop parking on the roads and byways in question. A 'No Waiting' status on the byways in the vicinity of Stone Henge would meet the desired objective.

Overall, I object in the strongest terms to this proposal on the basis that it is disproportionate in curtailing the access rights that WCC has a duty to promote and protect. Surely, there are other more creative solutions than banning all vehicles on these selected routes.

In the absence of a detailed published justification from WCC for the TRO, I have no alternative but to ask for a full Public Enquiry in order that ALL evidence can be considered resulting in a balanced decision based upon full facts.

Date:

7th February 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Sun Feb 07 2010 23:31:42 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Mon 01/02/2010 08:11
To: Davey, Kate
Cc:
Subject: FW: Form; TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 30 January 2010 01:08
To: TrafficOrders
Subject: Form; TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 81.110.11.200

Proposal:

**THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE,
PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM
LAKE, WINTERBOURNE STOKE AND WOODFORD)(PROHIBITION OF DRIVING)
ORDER 2010**

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Graham

Surname:

Jones

Address:

63 Oakenbottom Road

**Bolton
Lancashire
BL2 6DQ**

E-mail address:

graham.jones25@ntlworld.com

Your Comments:

I am a sensible 4x4 driver who uses these lanes as a pastime and hobby. I feel that the reasons given for these closures are unreasonable and over the top. I appreciate that there are a minority of vehicle users of all types that are causing excessive damage to our countryside, the majority look after it and pride themselves in maintaining as little damage as possible, sometimes repairing problems that arise through no fault of their own along the way, to which most land owners are and would be grateful.

Date:

30/01/2010

I am happy for my name and address to appear in any future report which may be published on this website:

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Yes

Accept terms and conditions:

Yes

Entered Sat Jan 30 2010 01:21:07 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: gary.jones30@tiscali.co.uk
Sent: 06 February 2010 07:21
To: Davey, Kate
Subject: Traffic Regulatory Order ref KAD/TRO/AMES -

I wish to object to the TRO ref KAD/TRO/AMES on the grounds that it will discriminate against myself and others that follow the pagan faith.

The TRO will mean real problems if anyone wants to attend a ceremony. The facilities etc at the new car park are not available, no fire pits, no seating areas, nowhere to rest, sleep before and after a ceremony whether sunset or sunrise before travelling home.

Also this will prevent the gathering aspect of any sabbat after all its not just the ceremony that people travel across the world for, its the cultural and social interaction between like minded folk. Apart from the obvious problems of getting disabled people all the way down from the Airman's Corner area down to the Stones, its going to be difficult enough when all is in place when the new Visitors Centre is open but you can hardly expect 'facilities' to be open in that new car park and then people walk all that way and back especially if EH forget to open the loos like they often do now - what is also worrying is that yes it will be better for walkers, but the planners do not mention any acts of ceremonial worship, only trail riders who might be inconvenienced!

The proposed TRO would prevent me from exercising my rights, under the Human Rights Act and its subsequent amendments, to congregate in a form of worship, sacred ceremony, gathering or ritual at certain arranged times of the year with those who share the same or similar belief path or religion.

To exercise my rights under the Human Rights Act etc to gather with other pagan, druid and like-minded folk and brethren in a social grouping to continue and perform verbal and physical exchanges of cultural knowledge of what UNESCO deems to be our 'Intangible Cultural Heritage' such as historical and medieval poetry, playing of instruments, discussions and plays, natural healing practices and general pagan lore at the temple of Stonehenge which I personally view as the significant temple in the UK and in the same esteem as a UK based christian might view Westminster Abbey or Winchester Cathedral.

We may be living in a predominantly christian country, but paganism in this country pre dates christianity and should be treated with the same respect other religions receive. This TRO will not help to protect the heritage of stonehenge but will be a major actor in its demise, not through physical damage but through cultural damage.

Blessings and light to you, may the goddess guide your wisdom on this matter

Blessed be)O(

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Wed 27/01/2010 14:12
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Hannah Bolwell

Traffic Order Technician

Traffic Order Team

Transport, Environment & Leisure

Wiltshire Council

Tel: 01225 713402

Fax: 01225 713207

Email: Hannah.Bolwell@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]

Sent: 26 January 2010 23:26

To: TrafficOrders

Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 80.3.12.73

Proposal:

**THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE,
PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM
LAKE, WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF DRIVING)
ORDER 2010**

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Merlin

Surname:

Jones

Address:

29 The Quadrant

Worthing
West Sussex
BN12 6HE

E-mail address:

merlin_jones@hotmail.com

Your Comments:

You statement of reason is: For preserving or improving the amenities of the area through which the road runs.

How can full exclusion an entirely legal user group, which has helped to maintain the usability of these roads be classed as preservation or improvement of amenities? Over the past decade I have driven many roads around the UK. Wiltshire is famed for having a nice balance of BOAT's. In Sussex there are very few BOAT's left. This is discriminatory against many disabled and very young people that adore going into the 'middle of nowhere' in a vehicle and enjoying the raw countryside in all its splendour. Without motor vehicles to help keep the roads wide and clear from overgrowth, they rapidly shrink in size. You exclusion to allow mobility vehicles to use the BOAT would be redundant very quickly as the roads become overgrown.

Something else that is so often overlooked is the wear and tear done to BOATs by different users. Horses (I used to ride) can tear up the harder top surface of a road very quickly and if the road is wet they will churn it up into a mud bath even quicker. Motor vehicles leave flat tracks down the road which many walkers will walk along in preference to the remainder of the road, which may be infirm and uneven.

The cynical side to me would think that you are purely focused on stopping access to the area around Stonehenge by anyone that does not pay. This is certainly not preservation, or enhancement, of amenities in the area. Salisbury Plain is a wonderful amenity that must be preserved for all user groups to enjoy with no exceptions. There is far more history in the local area than Stonehenge. Face away from the stones and you will see it all waiting quietly in the countryside. Please do not take access to this away. That would be a tragedy on the scale of vandalism.

Date:

26th January 2010

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Yes

Tick to receive email copy of sent form:

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Thu 11/02/2010 12:42
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure

Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 11 February 2010 12:42
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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from 86.8.132.61

Proposal:

TRO

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

ME

Forename:

MARTIN

Surname:

JONES

Address:

58 MAPLE RD RICKSTER OXON OX266QY

E-mail address:

ajm0001@outworld.com

Your Comments:

having used/use the boats in question i can not see how a tro is going to improve things in the area and feel this would be totaly wrong and pointless

Date:

11 feb 2010

I am happy for my name and address to appear in any future report which may be published on this website:

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Accept terms and conditions:

Yes

Entered Thu Feb 11 2010 12:54:55 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Thu 11/02/2010 07:55
To: Davey, Kate
Cc:
Subject: FW: stonehenge drove
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 6JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: Nick Jones [mailto:nickfix66@yahoo.co.uk]
Sent: 10 February 2010 22:01
To: TrafficOrders
Subject: stonehenge drove

dear kate davy . i would like to voice my opositin to the closing of stonehenge drove to vehicular access as we need somewhere to park for rest and refreshment after winter solstice and equinox celebration.i have to drive from yorkshire the day before and after having little sleep over night not having some time for rest before taking to the road is hardly in the interest of health and safety

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Thu 11/02/2010 14:47
To: Davey, Kate
Cc:
Subject: PW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythames Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 11 February 2010 14:48
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 203.87.207.226

Proposal:

**THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE,
PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM
LAKE, WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF DRIVING)
ORDER 2010**

Reference (Shown on the scheme page):

KAD/TRO/AMES.

Title:

Mr

Forename:

philip

Surname:

joyce

Address:

**41 avenue road
farnborough
hants**

E-mail address:

p_f_joyce@yahoo.co.uk

Your Comments:

i wish to object to the proposed TRO's on the BOAT's on the grounds that my rights will be affected. these are all hisorical important rights of way and should be respected. these rights of way are all established and have very little impact on the area. the proposed visitor center and tractor train will have far greater impact on the area with large numbers or "wandering" tourists. i would like to call a public enquiry into the justification of the proposal.

Date:

11/feb/2010

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Yes

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Yes

Accept terms and conditions:

Yes

Entered Thu Feb 11 2010 15:00:47 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: keith [wow1966@hotmail.com]

Sent: Thu 11/02/2010 15:42

To: Davey, Kate

Cc:

Subject: parking

Attachments:

has i wish to meet up with family and friends, spending the day with them it a long drive home for me and i should be able to park and sleep there vehicle access to the Stonehenge Drive.

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For more information please visit <http://www.messagelabs.com/email>

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]

Sent: 25 January 2010 22:34

To: TrafficOrders

Subject: Form: TRO consultations form | Wiltshire Council

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<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
82.33.72.144

Proposal:

Consultation on proposed Prohibition of Driving at Stonehenge World Heritage Site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Malcolm

Surname:

King

Address:

16 Brook Street Warminster Wiltshire, BA12 8DN

E-mail address:

malcolmkk@yahoo.com

Your Comments:

The Byways in question are old hard tracks and will take years for any real damage to be done, by keeping them open you are helping more people gain access to what has been there for years, some prefer to walk or cycle, others to drive.

We lead groups of families on tours of the Plain and Stonehenge, if you close these roads then you are restricting Stonehenge to paid visitors only.

The Councils and government have already wasted millions in trying to agree a bypass or what they think is the best money making solution to an ancient monument, restricting access is not the way.

Date:

no input

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

No

Accept terms and conditions:

Yes

Entered Mon Jan 25 2010 22:47:26 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 09 February 2010 12:42
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 09 February 2010 12:41
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
80.88.222.123

Proposal:

Prohibition of Driving at Stonehenge World Heritage Site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

David

Surname:

King

Address:

61 Honywood Road, Lenham, Kent, ME17 2HH

E-mail address:

mail@mrdavidking.co.uk

Your Comments:

I object to section 3 of the proposed prohibition of Driving at stonehenge world hertiarge site. In detail my objection is any restriction to motor vehicles accessing the following: amersbury BOAT 11, amersbury BOAT 12, berwick st james BOAT 11, durrington BOAT 10, wilsford cum lake BOAT 1, wilsford cum lake BOAT 2 and woodford BOAT 16, to lose motor vehicle access to these historic byways would be a too greater loss to the public and we need to preserve these the access to these routes due to their historical significance.

Regards, Mr King

Date:

9th February 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 04 February 2010 15:20
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 04 February 2010 15:19
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
92.28.195.22

Proposal:

Prohibition of driving at Stonehenge

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Simon

Surname:

King

Address:

8 Horton Street, Frome, Somerset, BA11 3DP

E-mail address:

s.king@talktalk.net

Your Comments:

I wish to register my objection to the proposed TROs on byways around Stonehenge. These byways are main through routes which I have used for many years. By closing them you will seriously inconvenience me and many others who use these routes. What about MY amenities and those of the public in general? The supposed benefits of these proposed TROs are not in any way justifiable and I would request that the matter is put before a public enquiry.

Date:

3rd February 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Ridal, Peter

From: Humphries, Lianne [Lianne.Humphries@wiltshire.gov.uk] **Sent:** Wed 17/02/2010 11:18
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 13 February 2010 09:06
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
94.6.0.47

Proposal:

STONEHENGE TRO

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Dr

Forename:

T

Surname:

KING

Address:

**27 WELLS ROAD RADSTOCK
SOMERSET**

E-mail address:

tk.roystonvasey@gmail.com

Your Comments:

simply the droves are public property and cannot and should not be monitored in any way. Many visitors use the space for brief spiritual stops, and celebrations (myself included) and it is important for the spiritual balance of Stonehenge that payment, and difficult access, just doesnt come into it. People may CHOOSE to pay when they enter Wells cathedral, but no-one is made to pay before they can worship within any church, or park down the road in an NCP. It is an offence to many to suggest they have to seek permission to use any public sacred site. Making it more inaccessible will only subtly increase any interest in vandalism, = not decrease it. This proposal is the start of a loss of freedom for many who travel a long way and then cannot ask for comfort for their own spiritual guidance, because they will not be able to park close to the stones and cannot walk the short distance. This is not the age of restrictions. This is not your church. This is simply about people being able to gather in their chosen public space with ease and comfort, and one day the horror of these restrictions will be seen as a time of profanity on the spiritual people of Britain and beyond.

Date:

12 february 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

No

Accept terms and conditions:

Yes

Entered Sat Feb 13 2010 09:18:51 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: BrotherKith [brotherkith@yahoo.com]

Sent: 06 February 2010 11:42

To: Davey, Kate

Subject: Re Stenhenge Access

Please take note:-

I wish exercise my rights under the Human Rights Act and its subsequent amendments to congregate in a form of worship, sacred ceremony, gathering or ritual at certain arranged times of the year with those who share the same or similar belief path or religion.

To enable my practice as a druid to be performed at the temple of Stonehenge which I personally view as the significant temple in the UK and in the same esteem as a UK based christian might view Westminster Abbey or Winchester Cathedral.

To exercise my rights under the Human Rights Act etc to gather with other pagan, druid and like-minded folk and brethren in a social grouping to continue and perform verbal and physical exchanges of cultural knowledge of what UNESCO deems to be our 'Intangible Cultural Heritage' such as historical and medieval poetry, playing of instruments, discussions and plays, natural healing practices and general pagan lore.

Brother Kith

Blessed Be

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For more information please visit <http://www.messagelabs.com/email>

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Tue 16/02/2010 14:38
To: Davey, Kate
Cc:
Subject: FW: Ref KAD/TRO/AMES
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure

Wiltshire Council | County Hall, Bythames Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: martin lauricella [mailto:mlauricella@hotmail.co.uk]
Sent: 13 February 2010 20:13
To: TrafficOrders
Subject: Ref KAD/TRO/AMES

Dear Sir/Madam,

I wish to **OBJECT** to the proposals:

**WILTSHIRE COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE, PARISHES OF
AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM LAKE,
WINTERBOURNE STOKE AND WOODFORD)
(PROHIBITION OF DRIVING) ORDER 2010.**

Although I do understand the importance of the site at Stone Henge I wish to raise my **objection** to the proposed TRO's on the BOATS in the area.

The Council has a statutory duty consider options before imposing TRO's.

I am both shocked and angry that all those who commented and objected to the proposed TRO's as part of the Planning Consultation in November have not had their comments forwarded to the department dealing with the proposed TRO's. Nor have they been contacted to let them know they have to re-submit again separately with objections and comments to the proposed Traffic

Regulation Orders.

This seems like an utter failure of both taking the views of the public seriously and communication between Council Departments.

It is a disgrace and you should look closely at this critical failure and seek to find out who is responsible and take suitable action.

I would have expected at least some thought, consideration and professionalism.

Instead it seems that the Council has failed in the most simplest of terms.

It might stand that the council should remind it's managers who they work for and why they are there or would they like the public to take a closer look at how they do the work they are so handsomely paid for?

I am just glad that the RoW Dept have remained professional and dedicated even though they are not directly involved I got more sense out of them than anyone dealing with the planning side.

Also if it were not for at least one competent manager, Mr. Fordham, you would have been swamped with complaints.

I fully expect he has saved the Council from costly legal action through mismanagement.

Since the introduction of the NERC Act byways with legal MPV access have been drastically reduced in numbers.

This makes the remaining byways with MPV access extremely valuable and a public resource that needs to be protected.

Indeed the Council should consider the following observations.

Byways with legal vehicle access are rare. They have been greatly affected by the NERC Act and it can be argued in Court that this was mainly due to the various Councils charged with properly recording vehicle access not bothering to carry out their statutory duty. In such that had they done so since their first obligation to do so in the 1950's then any R.U.P.P.'s with valid vehicle access rights would have been properly recorded as B.O.A.T.s

Wiltshire Council were one of the few that got on with the job and preserved and protected such access rights. Sadly others did not and it is this situation that means any remaining Byways with valid vehicle access are a dwindling resource.

This makes them extremely valuable. The more such byways that are closed means an even more dwindling number are left.

It should be noted that Byways with vehicle access are also open for use by all the other user groups. But vehicle are restricted to only there byways.

As such the ONLY group affected by such closures are in the main vehicle users. Walkers, Horse riders and cyclists have a huge number of byways, footpaths and cycle trails to use.

The Council must take notice that the reduced number of available vehicle access lanes is such that in a considered legal view point those lanes with vehicle access and the preservation of vehicle access rights is now more important than the possible issues other user groups may have with vehicle access. To remove vehicle access rights will prejudice MPV users. The balance of available lanes for MPV users has swung so far as to now make any legal consideration of who's access is more important to sway towards MPV users.

As the Council knows, a Traffic Regulation Order can restrict the access of any type of user to the benefit of another. It is possible and indeed the regulations state such. Larger vehicles can be restricted while smaller vehicles allowed continued access. This has been done in various areas

to allow vehicles of a certain type continued access based on the length, width, number of wheels etc..

It is also possible to restrict pedestrians, or cyclists, or horse riders and yet still allow vehicle access. This would negate the need ban vehicles because of any alleged conflict with walkers or horse riders.

As new bridleways, horse trails, footpaths and the right to roam means these groups have increased their access with totally new byways the balance should now be re set to preserve access rights for MPV users. Although this is not totally relevant to the circumstances for these proposals it should be a consideration to note that MPV access has been drastically reduced in recent years making the byways that still retain them more valuable as a public amenity so as to out weight other considerations.

I wont recite Act and section as I am certain that the relevant Council Legal Advisors know that the Council has a statutory duty in law to protect all users rights, including those of MPV user groups.

I note that in this plan the A303 wont be closed, covered over or diverted and will remain in place and possibly be widened to a dual lanes at some point in the future.

It is noted that all the BOATs that are subject to a proposed TRO are further away from the site than the A 303 and these BOATs, also that they have far less traffic.

BOATs Amesbury 12 & Durrington 10 North of the A303.

I wish to raise my **objection** to the proposed TRO's to the BOATS North of the A 303.

I note that a new pathway/road will be constructed along the closed A344 from the new visitors centre to the site and this will cross the BOATs Amesbury 12 & Durrington 10 to the West of the Stone Circle.

There were no previous recorded problems or issues with the use of these BOAT's when it crossed the busy A344 with it's high speed traffic (National speed limit) from both directions.

Why would there be an issue now with it's proposed new visitors tractor train and pedestrian paced use?

It would be a simple matter to restrict the width of access to both of these BOAT's where they meet with the new proposed visitor access route. This could be done by simply moving the existing gate posts closer together and providing a simple gate. As such traffic would have to stop, dismount, open the gate to cross over the new visitors access route. There would be no danger or conflict. No visibility issues.

I note that it seems perfectly acceptable to English Heritage and the planning department to allow a large tractor to pull a string of 4 passenger trailers along the new access road. It is proposed to have 4 such land trains, each with 4 trailers running with a round trip of 20 mins.

In my very simplistic understanding of this proposal it seems that would mean a land train arriving and departing every 5 mins. With two such land trains in motion along the access route at any time.

How could this ever be acceptable when the proposal is to remove the access rights to

comparatively small, less polluting, less noisy, road legal trail bikes from a previously legal BOAT?

The Councils own records show less than two MPV movements along the route per day, yet the plan is to have an almost constant stream of tractor led land trains using the new access road. If they only run for peak times (according to existing visitor numbers, noting this development is designed and expected to attract even more.) then there will be at least 50 land train movements to and from the visitors centre on a quiet day and over 80 on a busy summer day.

BOATs Bewick St.James11, Wilsford Cum Lake 1, Amesbury 11, Wilsford Cum Lake 2, Woodford 16, South of the A303.

I also wish to raise my **objection** to the proposed TRO's to the BOATs to the South of the A303.

Why are they to be the subject of a TRO?

If the A303 remains open then there is no valid reason for the TRO.

Access to the new site will be along the new route along the old A344 and visitor access will be separate from any other traffic. Indeed the closed byways would be on the far side of the very busy, noisy and visually intrusive A303.

Any such MPV use on these byways South of the A303 would be ultimately masked by the A303 and be unnoticeable.

All the other byways are further away from the site than the A303 that will remain open.

The A303 will totally overshadow any other use of any of the byways to the South both visually and audibly.

If the reason is to prevent vehicle parking along these BOATs then the simple option would be to provide a restricted width to access them with a gate for permitted larger vehicles.

This would allow open and free access to pedestrians, wheelchairs, horses cycles and trail motorcycles while preventing larger vehicles from entering the BOATs and parking.

This would be far simpler than any permit scheme while allowing permitted access without the need to monitor.

It is impossible to argue for any quiet amenity of the area while the A303 remains open to traffic and closer to the main visitors site than these BOATs.

Alternative proposals

I understand it is the duty of the Council to properly consider such a course of action before implementing a TRO. Also to protect the access rights of all users, including MPV users.

Again I remind the Council that Byways with legal vehicle access have been drastically reduced in recent years and as such are even more valuable as a public resource. It is both the moral and statutory duty for the Council to protect and preserve those rights.

However everyone does realize the importance of the site and the intention of the proposals and what they are trying to achieve.

Can the Council first apply the rules and guidelines concerning the implementation of the TRO legislation and look at alternatives to closure first. I have not as yet seen anything to suggest that this has been done and as such any TRO would be unlawful.

I also wish to ask officially if the Council has considered an alternative plan.

It is my understanding that both DEFRA and Government have previously stated that it is reasonable and desirable to offer a suitable alternative route should an existing right of way be closed.

Have the Council considered providing an alternative route or even redirecting the existing route to the edge of the English Heritage site?

This could be by way of English Heritage providing a permissive route for MPV use along the edge of their site in order to retain the extremely valuable link the existing routes provide for trail riders in this area.

Such a route would be very easy to construct and might, (if the various user groups are for once properly consulted), be a simple matter of fencing off a narrow strip of land to form a new permissive route skirting the site.

Have the Council even considered such a sensible approach to this rather than just imposing a ban in effect?

It could be as simple as allowing access to a new permissive route running along the East side of the A360 from the start of BOAT Woodford 16 north all the way to Airman's Corner and the junction with the B3086.

A simple solution that might keep everyone happy.

Would the landowners be approachable with the Councils and English Heritages involvement? This could be seen as a proactive and helpful move by the Council for all concerned. The proposed routes could be either a simple strip of land along a fence line or existing field access tracks.

There would be a benefit to all concerned.

Please remember that responsible and sustainable use of the legal vehicle access byway network is a right and not a crime.

The Council has a legal requirement to protect and preserve access rights for MPV users to the same extent as any other user group.

Yet it can be factually demonstrated that the Council has failed time and time again to protect these rights.

As the legal access network is reduced those MPV access rights get more valuable and rare. They should be protected.

I fear that if the Council does not listen to the MPV user groups in particular, then it might well be the case that they have no other alternative than to take matters to Court that would sadly delay this project and cost everyone time, effort and money.

Please note that the transport plan clearly quotes the Wiltshire LTP2 and Wiltshire RoWIP and states that new definitive and permissive routes should be created and development of the current rights of way network to minimize or eradicate routes ending in cul-de-sacs and rationalizing routes with different rights along their length.

It therefore stands that at the very least an alternative permissive route should be provided for trail bike riders by English Heritage as long as the existing ones are subject to a Traffic Regulation Order.

General Issues with the proposed visitors centre access.

On the 3rd of February 2010 I watched an interesting BBC news report, Dr Who being filmed inside the stone circle at Stone Henge.

"Hundreds of staff, coach loads.." Lorries full of equipment, lots of big lights, generators, smoke machines, cables everywhere, canteen, vehicles etc.

I wonder if the filming of a science fiction program in the middle of the stone circle with all that entails is actually appropriate with the determination of English Heritage to protect and improve to the amenity and tranquility of the area.

I expect that the logistical movements for such filming would counter several years of occasional, unobtrusive trail bike access along the local Byways.

I wonder what the night time filming did to the local light pollution of the area, after all Stone Henge is all about watching the stars in the sky as opposed to those who are actors on TV.

I also wonder how long the proposed construction of the new facilities on site will be. Again considering the mild use of the byways in the area by MPV's the construction alone will negate several years of MPV access.

I note that the traffic route to the new visitors parking areas will mean that the majority of visitors approaching from the East along the A303 will have to travel further along the A303 from the old A344 to the A360 to the new visitors centre parking, a distance of about 4.25Km.

The old route was from the A303 along the A344 to the old visitors centre, a distance of about 800m.

Now again in my simplistic view I understand from various surveys completed on visitors numbers by English Heritage that the majority of visitors approach the site from the South East via the A303. 50% of visitors are from overseas according to English Heritage although the visitor survey forming part of the planning application does not. Most visitors will approach the site from the East along the A303.

As English Heritage tell us the changes and development is needed to both cope with and attract more visitors to Stone Henge is reasonable to suggest that the proposals of English Heritage will create more traffic along the A303 as well as making that traffic drive further to reach the site along the new proposed route to the New Visitors Centre, an increase in travel distance of 3.5km as a rough estimate for each car and coach.

So that is the majority of visitors to the site increasing their journey distance and relevant time, noise and pollution in the direct vicinity of the site by 3.5km one way or 7km on a return journey.

Visitor numbers are also expected to increase. The exact figures are not known but the available parking on site is to be increased and the site staff numbers are to be increased by 23, a 15% increase.

So if we only assume a visitor number increase of 10% on 890,000 is 89,000 extra visitors a year. If we assume only half (but I expect about 60%) approach from the East along the A303 travelling an extra 7km then the increase is rather large even if just taking into account the increased visitors numbers.

If you then add the existing visitor numbers as well..you could reasonably expect it to be

approaching 1,000,000 per year.

Based on the existing surveys 60% travel by private car with an average of 3 people per car and 30% by coach with an average of 45 per coach and lets ignore other means of transport to err on the lower side.

Then my rough calculations mean that there will be 60% by car with three people per car average is 200,000 car arrivals with 50% from the East along the A303 = $100,000 \times 7\text{km} = 700,000$ extra Km driven by car visitors to site.

30% arrive by coach with 40 people per coach average is 7,500 coach movements with 50% from the East along the A303 = $3,750 \times 7\text{km} = 26,250$ extra Km driven by coaches bringing visitors to the new site.

I'm certain this should have been considered in the proposals and I have erred in the favor of the proposed new site.

However an extra 700,000km driven by cars and an extra 26,250km driven by coaches in the direct vicinity on way to the site does rather put the mild use of 2-3 trail bikes per day on average in a different light.

If you take away the shorter distance visitors approaching from the West will save it amounts to about 1.5km.

However with the majority of the visitors to the site approaching from the East and the fact that in the new proposals the traffic from the East will have preference at the Long Barrow A 360 Cross Roads roundabout and the traffic from the South and West will have to give way, causing queuing and resulting waiting time that is NOT reciprocated on the reverse journey then the 1.5 km credit is greatly negated and in rough estimations can be ignored. I would however be interested in why this obvious consideration has not been part of the planning discussions and no professionally observed and calculated stats such as these are available.

The increase in visitors numbers and the greater distance they have to drive will cause more visual, noise and pollution in the immediate area of the site. Adding in the use of tractor pulled visitor trains it is clear to see that if English Heritage were indeed really interested in improving the amenity of the site they might wish to re think their plans.

Any continued low and infrequent use of the existing byways by MPV's is nothing compared to the daily increase in traffic noise, visual intrusion and pollution created by the proposals of English Heritage. The survey shows that almost 890,000 visitors travelled to the site last year, 60% by private car and 35% by coach. 1,000,000 visitors per year after the proposed development of the site would mean a rather large increase of traffic in the area. Would any similar planning application be favorably looked upon if it resulted in an extra 53,400 visitors arriving by private car and an extra 26,700 visitors arriving by coach.

It would be interesting for a proper survey and estimate of the increased visitor numbers expected to be carried out. The proposals show that the English heritage site staff numbers will increase by an extra 23 to 65 staff. This alone far outweighs the existing MPV use of the byways in the area.

In conclusion therefore the proposals of the new visitors centre create a far bigger intrusion to the amenity of the site as does the expected increase in visitors numbers. It does not stand scrutiny to continue with the proposal to close the existing byways with a blanket Traffic Regulation Order or to allow English Heritage to run any permit scheme.

I strongly object to the proposed TRO's as they stand. I strongly suggest that other alternatives are tried on this site first. It is clear that this site has not had any history of problems associated

with the small number of MPV use along the byways. It is also clear that such MPV access is increasingly restricted and it is the Council's duty to protect those user rights. The simple fact that such access is already greatly restricted just gives strength to the need to give more consideration to any proposals to maintain and protect MPV access rights.

It would be far better to leave things as they are and possibly restrict visitor numbers rather than increase them. If English Heritage were indeed interested in the visual amenity of the site they would not be proposing such a change.

I strongly suspect that the English Heritage intention to increase visitor numbers and visitors to their bigger shop is a business consideration rather than any possible quiet amenity improvement.

In any event, there is no reason viable to close the existing sustainable access to these byways.

Talking cost nothing, listening is free. Understanding is your duty. Acting Lawfully is a statutory obligation.

Yours Faithfully

martin lauricella
65 Tennyson Drive
Malvern
W14 2UL
Worcs
UK

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Tue 16/02/2010 14:37
To: Davey, Kate
Cc:
Subject: FW: Objection to Stonehenge Traffic Regulation Orders
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: John Leah [mailto:johnleah@blueyonder.co.uk]
Sent: 14 February 2010 21:12
To: TrafficOrders
Subject: Objection to Stonehenge Traffic Regulation Orders

As an occasional user of the affected byways I wish to formally register my objection to the posted proposal for Traffic Regulation Orders (TROs) on and closure of the Byways in the vicinity of Stonehenge.

Stonehenge is a remarkable part of British heritage so is worthy of conservation and protection. However, exactly the same applies to our ancient network of unsurfaced roads and it is quite conceivable that those proposed for closure and 'grassing over' even pre-date Stonehenge itself. Surely it is wrong to sacrifice one 'ancient monument' for another when both happily co-exist?

The original vision for Stonehenge was that the A303 would be buried underground in a tunnel so the closure of the adjacent byways would be necessary to bring about envisioned tranquillity in the area. However, as the A303 will now not be buried the very limited use the byways see will not enhance areas tranquillity so why does closure remain an intention?

Should the byways be closed those legally using the remaining byways in the area will be forced to use the busy trunk routes to travel between them, something that would be exceptionally dangerous for small, quiet, slow moving motorcycles. The WCC report on the TROs refers to road safety yet has the danger the users will be exposed to been considered?

If the users of the byways will be expected to share the adjacent A roads with fast-moving vehicles and large HGVs how safe will they be? Please advise the number of accidents that have occurred on:

1. Adjacent 'A' roads
2. The byways earmarked by this scheme.

Regards,

John Leah

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For more information please visit <http://www.messagelabs.com/email>

Ridal, Peter

From: Humphries, Lianne [Lianne.Humphries@wiltshire.gov.uk] **Sent:** Wed 17/02/2010 11:20
To: Davey, Kate
Cc:
Subject: FW: Form: TRD consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure

Wiltshire Council | County Hall, Bythesa Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 12 February 2010 17:57
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
84.9.39.41

Proposal:

Stonehenge TRO

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Alex

Surname:

[REDACTED]

Address:

8 Radley Lodge
21 Inner Park Road
London
SW19 4DG

E-mail address:

[REDACTED]

Your Comments:

I object to this proposal as the droves are public property and are used as park up points for pilgrims to Stonehenge. This is a right that should not be taken away. Nobody should be priced out of visiting this national treasure, nor have to get permission to see it.

Date:

no input

I am happy for my name and address to appear in any future report which may be published on this website:

No

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Fri Feb 12 2010 18:09:36 GMT 0000 (GMT Standard Time)

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [<mailto:noreply@wiltshire.gov.uk>]

Sent: 01 February 2010 18:47

To: TrafficOrders

Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at

<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
81.132.132.127

Proposal:

Schedule number 3

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

John

Surname:

Lewis

Address:

High View

Fore Street

Langtree

Torrington

Devon EX38 8NG

E-mail address:

johnlewis47@btinternet.com

Your Comments:

I formally object to the preposal of the closure to the abobe mentioned Schedule 3 with the ref KAD/TRO/AMES. As a disabled person, using the lanes in the area mentioned is a choice of recreation that allows me to participate with others who enjoythe outdoors who would normally be walking and enjoying it. Grren-laning is a way to allow me to enjoy the areas that usually would only be accessable to ramblers. Not being able to walk further than a few hundred metre's I fail to get this same enjoyment, unless it is accessable by byways open to all traffic.

Date:

no input

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Mon Feb 01 2010 19:00:09 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: Humphries, Lianne [Lianne.Humphries@wiltshire.gov.uk] **Sent:** Wed 17/02/2010 11:16
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 14 February 2010 16:08
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
82.35.52.113

Proposal:

Consultation on proposed Prohibition of Driving at Stonehenge World Heritage Site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Sir

Forename:

Trevor

Surname:

[REDACTED]

Address:

[REDACTED]

E-mail address:

[REDACTED]

Your Comments:

I'm writing to 'strongly object' to any closure of access to Stonehenge, whether by foot or in vehicle.

Stonehenge is directly related to part of my ancestry and beliefs. It is my birth right and I therefore invoke my rights to prevent any changes taking place to my sacred ground and the surrounding area of Stonehenge

Date:

no input

I am happy for my name and address to appear in any future report which may be published on this website:

No

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Sun Feb 14 2010 16:21:10 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 10 February 2010 08:23
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 10 February 2010 01:14
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
86.139.227.170

Proposal:

THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE, PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM LAKE, WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF DRIVING) ORDER 201

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

WILLIAM

Surname:

LITCHFIELD

Address:

RAILWAY VIEW PLACE

MIDSOMER NORTON

WADSTOCK BA12AT

E-mail address:

litchfield@btinternet.com

Your Comments:

I wish to object to the proposed Prohibition of Driving on BOATS around Stone Henge. These historic unsurfaced roads form part of a network that I have enjoyed driving and riding over the years. The survey carried out on behalf of English Heritage in August 2008 says the number of motorised users was low.

I can see no reason to remove vehicular rights on these byways as they are not causing a problem.

I feel that the unqualified support for the Tro from Ms Hosier is unfair for the following reasons, 1) vehicle noise of a few trail bikes & 4x4's is insignificant compared to the traffic on

the A303, 2) damage is also caused by agricultural use, horses and natural erosion, 3) fly tipping is a national problem and occurs on foot paths and bridleways, placing a TRO on the byways will not stop it happening. 4) "Speeding" this term is being used to create an image of a motorcross race and in my experience this does not happen.

BOATS are historic roads and I believe they have the right to be protected with their vehicular rights intact.

Date:

10th February 2010

I am happy for my name and address to appear in any future report which may be published on this website:

No

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Wed Feb 10 2010 01:26:23 GMT 0000 (GMT Standard Time)

Kate - Please log this objection and forward to Peter R.
Thanks

Tim

From: Development Management South
Sent: 01 February 2010 17:02
To: Jones, Tim
Subject: FW: Form: Salisbury District Council | Submit comment

Tim

Please find attached an email in respect of the TRO at Stonehenge. Regards Sheila Van Hagen

Sheila Van Hagen
Area Administration Manager (South)
Wiltshire Council
61 Wyndham Road Salisbury Wilts SP1 3AH
Tel: 01722 434372
Email: Sheila.vanhagen@wiltshire.gov.uk
Website: www.wiltshire.gov.uk

From: grahamlittlefair@yahoo.co.uk [mailto:grahamlittlefair@yahoo.co.uk]
Sent: 28 January 2010 12:22
To: Development Management South
Subject: Form: Salisbury District Council | Submit comment

This data was entered into the form at <http://www.salisbury.gov.uk/planning/development-control/planning-applications/2009/1527/submit-comment.htm>

I agree to the disclaimer above

Yes

I wish to

Object

Name

graham littlefair

Address

21 high hope street crook co durham

Post Code

DL15 9JA

Telephone

0770711256

Email address

grahamlittlefair@yahoo.co.uk

Comments

i wish to formally object to your planned proposal to tro the stonehenge byways. please remember you have a duty to preserve my vehicular rights. regards graham

If you wish to be emailed a copy of your comment, tick this box

No

Entered Thu Jan 28 2010 12:21:50 GMT+0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 08 February 2010 08:00
To: Davey, Kate
Subject: FW: STONEHENGE BYWAYS

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: Robert Llewellyn [mailto:robertwlllewellyn@tiscali.co.uk]
Sent: 05 February 2010 21:50
To: TrafficOrders
Subject: STONEHENGE BYWAYS

I would like to register my opposition to the above proposals. The small amount of vehicular traffic on these byways can hardly have an adverse impact when it is considered that the A303 will remain open and will, presumably, be carrying more traffic if the section of the A344 is closed.

The fact that some people choose to explore Byways in a vehicle (they are, after all, simply roads that were not tarmaced when most were early in the 20th century) seems automatically to be perceived as a "problem" to some. Can we not have a bit of "live and let live"!

Yours faithfully
Robert Llewellyn
12 Lodge Gate
Great Linford
Milton Keynes
MK14 5EW.

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For more information please visit <http://www.messagelabs.com/email>

Ridal, Peter

From: Lois Lloyd [loisilloyd@blueyonder.co.uk]
Sent: 04 November 2009 14:18
To: Ridal, Peter
Cc: KNOWLES, Lorraine; info@unesco.org.uk; AMadge@salisbury.gov.uk; jones, tim
Subject: OFFICIAL OBJECTION TO PERMANENT TRAFFIC REGULATORY ORDER - SECTION 1
- TO BE APPLIED TO WHS STONEHENGE

Importance: High

For the attention of Mr Peter Ridal, Halcrow

This Letter of Objection supersedes all other correspondence sent by me in this matter.

I refer to the precedent set by His Honour Judge Behrens on 19 June 2009 **Wilson & Anor v Yorkshire Dales National Park Authority [2009] EWHC Neutral Citation Number: [2009] EWHC 1425 (Admin)**

<http://www.bailii.org/ew/cases/EWHC/Admin/2009/1425.html> and I wish to strongly Object on my own behalf citing the above precedent, and make representation by stating my own personal reasons for Objecting to permanent prohibition of parking on all BOATS in the WHS Stonehenge. **The main Objection stems from the lack of disabled access, transport and facilities available during out of normal visiting hours during managed open access days and times specified and agreed with English Heritage for the purposes of sacred and holy ceremonial rituals.**

I often visit Stonehenge in my capacity of an Archdruidess of the Druid Clan of Dana, and Elder of Sacred Grove UK, and being a person aged 62 years with a registered disability, I have an express need to pass and repass with a vehicle, including caravans or motorhome as I cannot sleep in a car. Presently we park on the Byways and do not encroach into the visitor car park, thereby being able to rest and refresh without coaches and cars arriving with paying visitors and the ensuing noise etc.

Please note the specific H&S and Cultural reasons which I set out below, reserving the right to add or amend other reasons at any subsequent hearings or inspections:

H&S NEEDS EXAMPLE

To rest/take refreshment for a reasonable period of hours after travelling from Devon to Wiltshire in order to prepare for the dawn ceremonies.

To rest/take refreshment for a reasonable period of hours after the dawn ceremonies prior to preparing to drive home from [Wiltshire to Devon]

To rest/take refreshment reasonable period of hours after travelling from Devon to Wiltshire in order to prepare for the sunset ceremonies.

To rest/take refreshment for a reasonable period of hours after the sunset ceremonies prior to preparing to drive home from [Wiltshire to Devon]

Disability access to transport, toilet facilities, etc during the hours of darkness from the Visitor Centre to the Stones and back.

CULTURAL NEEDS EXAMPLE

To exercise my rights under the Human Rights Act and its subsequent amendments to congregate in a form of worship, sacred ceremony, gathering or ritual at certain arranged times of the year with those who share the same or similar belief path or religion.

To enable my practice as a druid and duties as an Archdruidess of the Clan of Dana and Elder of the Sacred Grove UK to be performed at the temple of Stonehenge which is widely viewed as the significant pagan

temple in the UK and in the same high esteem as a UK based Christian might view Westminster Abbey or Winchester Cathedral.

To exercise my rights under the Human Rights Act etc to gather with other pagan, druid and like-minded folk and brethren in a social grouping to continue and perform verbal and physical exchanges of cultural knowledge of what UNESCO deems to be our 'Intangible Cultural Heritage' such as historical and medieval poetry, playing of instruments, discussions and plays, natural healing practices and general pagan lore.

Lois Lloyd BSc(Hons)
Elder of Sacred Grove UK
<http://sacredgroveuk.co.uk>

Click [here](#) to report this email as spam.

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Tue 16/02/2010 14:40
To: Davey, Kate
Cc:
Subject: FW: Objection to Stonehenge TRO's
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: Steve Love [mailto:s.love@giant.org.uk]
Sent: 12 February 2010 21:22
To: TrafficOrders
Subject: Objection to Stonehenge TRO's

To whom it may concern,

Please take this letter as an objection to the 7km of byways being TRO'd on the stonehenge site.

My objection is simply this:

The only alternative would be to mix with fast moving traffic. A major HGV route with many foreign lorry drivers. As a biker I'm a vulnerable road user.

I would be happy if an alternative BOAT was offered, but the total closure needs more thought.

Thanks for your time

Steve Love

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For more information please visit <http://www.messagelabs.com/email>

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Mon 01/02/2010 08:03
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesoa Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 31 January 2010 14:08
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 86.168.155.1

Proposal:

Prohibition of driving at Stonehenge.

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

John

Surname:

Luckhurst

Address:

99d Woodmill Lane, Southampton. SO18 2PE

E-mail address:

john.j.luckhurst@btinternet.com

Your Comments:

In recent years we have lost the right of access by motor vehicles to a large number of ROWs across the country, this must lead to an increase in the volume of motor vehicle traffic on the remaining BOATs, which in turn will lead to an increase in wear & deterioration to these BOATs, this will lead to more TROs & closure's.

Therefore this is an ever decreasing circle which cannot be allowed to continue.

Date:

31/01/2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

No

Accept terms and conditions:

Yes

Entered Sun Jan 31 2010 14:21:35 GMT 0000 (GMT Standard Time)

2 Aubrey Rise
Reeds Farm
Malmesbury
SN16 9XN

gordonmacgregor2006@btinternet.com
Tel: 01666 824520

11 Feb 2010

Dear Sir/Madam,

KAD/TRO/AMES

**THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE,
PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD
CUM LAKE, WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF
DRIVING) ORDER 2010**

I write to object to Wiltshire Council's proposals to prohibit vehicular traffic as above. In particular I object to:

- I question how the Local Authority can justify *"For preserving or improving the amenities of the area through which the road runs"* when existing remaining roads are subject to much heavier traffic and therefore disturbance when compared to the very modest and light traffic use by motorbikes on adjacent BOATs.
- These BOATs form part of an ancient and strategic byways network accessing the surrounding Stonehenge area and across to Salisbury Plain, and should remain open to vehicular traffic.
- A single major amenity improvement would be to restrict parking of vehicles on selected BOATs and allow through passing of light vehicles. On the occasions I have traversed these routes it is the without doubt the single most factor affecting the amenity of the area and the World Heritage Site.
- If these BOATs are closed to light trail bike use, then these user groups will be severely disadvantaged and forced to use heavily trafficked main roads. I therefore seriously question the safety aspects of the proposals where slow moving and vulnerable trail bike riders are forced on to busy main arteries, particularly when there are no alternative routes being considered or suggested.
- The Local Authority has a duty to protect access rights and the current approach to restricting **all** vehicles needlessly denies the opportunity of equal amenity improvements being achieved by a more selective approach or creative thinking.
- The retained adjacent major roads, and therefore the consequent heavy traffic, and large areas of parked cars undoubtedly have the greatest effect upon the local amenity. In this context I fail to see what evidence is offered that justifies a significantly improved amenity by closing these lightly trafficked BOATs.

In summary, there can be no justification for such a blanket restriction to these byways when it is glaringly obvious that their light usage is nowhere near as detrimental to the amenity as the adjacent retained trunk roads, heavy passing traffic,

and indiscriminate parking. The blanket restriction indiscriminately and unnecessarily disadvantages *all* user groups of these byways where a more selective and conditioned approach could meet the stated objectives. Moreover, by doing so the proposals jeopardise the safety of vulnerable road users and fail to offer satisfactory and equally safe alternative routings.

Finally, with a distinct absence of comparative evidence to fully justify this proposal I call for a Public Inquiry .

Yours sincerely,

Gordon Macgregor

Ridal, Peter

From: therealslmady panic [adymaddo@hotmail.com]

Sent: Thu 11/02/2010 10:47

To: Davey, Kate

Cc:

Subject: stonehenge vehicle access

Attachments:

To whom it may concern,

I object to the closing of the vehicular access to stonehenge drives, to attend the ceremony myself and family need to rest after the long drive, and recuperate for the gathering,we also need to rest and recuperate for the drive home so that we are not a danger on the public highways.

please see our point of view as it is our right to participate in the gathering.

thank you.

Adrian Maddocks

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 05 February 2010 07:40
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 04 February 2010 21:23
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
92.3.180.77

Proposal:

closure of BOATS

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

david

Surname:

madeley

Address:

5 wrenway

fareham

hants

E-mail address:

daysato@aol.com

Your Comments:

there have been too many closures of vehicular rights of way, its time to stop. very few people want to walk miles and would rather eat a horse than ride one, so i object to BOATS being closed to everyone except a few elitists. roads should be open to the maximum number of people to enjoy.

Date:

no input

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

No

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 10 February 2010 08:25
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 09 February 2010 18:21
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
78.32.136.252

Proposal:

Prohibition of Driving at Stonehenge World Heritage Site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Bruce

Surname:

Magrath

Address:

3 Lavender Close

Bromley Common

Kent BR2 9TG

E-mail address:

bruce@magsec.com

Your Comments:

I want to object to the proposed closure of the above byways, we are losing our right to use ancient byways to Doggie Walkers and peace and quite brigade.

We all have the right to use them now and future generations.

Date:

no input

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]

Sent: 12 February 2010 16:11

To: TrafficOrders

Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
212.159.179.237

Proposal:

A344, Amesbury BOAT 11, Amesbury BOAT 12, Berwick St James BOAT 11, Durrington BOAT 10, Wilsford cum Lake BOAT 1, Wilsford cum Lake BOAT 2, Woodford BOAT 16

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Richard

Surname:

Manners

Address:

66 seymour road

Headley Down

Hannits

GU35 8JX

E-mail address:

rtd.manners@homecall.co.uk

Your Comments:

A344, Amesbury BOAT 11, Amesbury BOAT 12, Berwick St James BOAT 11, Durrington BOAT 10, Wilsford cum Lake BOAT 1, Wilsford cum Lake BOAT 2, Woodford BOAT 16

Please do not restrict access by introducing TRO.

Off road motorcycle use forms a major of my life.

With out access we would not avail our selves of amenities there.

With the exception of a few large groups of walkers, every one I meet whilst riding my motorcycle is either convivial or polite.

I respectfully ask you not to succumb to the loudest shout to preclude a minority.

I strongly urge you to maintain the right of every one to enjoy our country.

Yours faithfully.

Richard Manners

66 Seymour Road

Headley Down

Hampshire

GU35 8JX

Date:

12/02/10

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Fri Feb 12 2010 16:23:17 GMT 0000 (GMT Standard Time)

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Sent: Wed 27/01/2010 14:13

Hannah Bolwell

Traffic Order Technician

Traffic Order Team

Transport, Environment & Leisure

Wiltshire Council

Tel: 01225 713402

Fax: 01225 713207

Email: Hannah.Bolwell@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 27 January 2010 11:05
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 86.20.158.160

Proposal:

Consultation on proposed Prohibition of Driving at Stonehenge World Heritage Site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Mark

Surname:

Manning

Address:

25 Gibson Close, Stafford, ST16 3FU

E-mail address:

mark@slate67.f9.co.uk

Your Comments:

i wish to object to the proposed closure/restriction of the routes as they are Byways Open to All Traffic and should remain that way.

Date:

no input

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Wed Jan 27 2010 11:18:12 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Fri 12/02/2010 14:04
To: Davey, Kate
Cc:
Subject: FW: reference KAD/TRO/AMES proposal to prohibit traffic order
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: lou.purplefairy [mailto:loupurplefairy@live.co.uk]
Sent: 12 February 2010 13:41
To: TrafficOrders
Subject: reference KAD/TRO/AMES proposal to prohibit traffic order

Sirs,

I am writing to you to formally object to plans for a TRO to be placed on the byway known as the West Track (Drove road) formally known as Amesbury Boat 12 near the Stonehenge monument in Wiltshire, which will prohibit vehicular access to this area.

I use this byway to park my vehicle on when I visit Stonehenge and the surrounding areas outside of the English Heritage opening hours. My purpose for visiting the area is religious as I am a practising Pagan. Whilst I am prevented from English heritages opening hours from actually visiting the monument outside of their opening times, presently I am able to park along the byway and view the monument from there, freely without interference from EH or anyone else. The TRO will stop me from being able to access this area outside of normal opening times and during the open managed access events, where no vehicle parking (except on the summer solstice) is provided by English Heritage. I also object to the prohibition of vehicles along the stretch of road on the A344 from Airmans Corner to Amesbury Boat 12, which is closed removes vehicular access without a permit from the private-for-profit company English Heritage.

I have to drive from Mid Devon to attend these religious events and ceremonies, and need the drove road (Amesbury Boat 12) to park safely on in readiness for waiting for the dawn, for ritual purposes since there is no other alternative parking or public transport for the times of day I attend. Refusal of access for my vehicle on this byway will prohibit me from attending these religious ceremonies and therefore infringes on my human rights to celebrate my faith freely at monument of specific religious significance. Currently there is no where else to park and without the drove road access (Amesbury Boat 12) to the area outside of English Heritages official car park opening times will make this an impossible event. Refusal of

vehicular access will also prohibit me from being able to visit the monument from a short viewing distance outside of any opening times by English Heritage or to visit and walk along surrounding National Trust land, which is freely open to the public at any time, outside of English Heritages opening hours.

I would like to know what provisions you will make for me and many people like me to be able to still continue to visit this area freely as the order in effect makes it impossible for people to gather close by to the monument without English Heritage's involvement or without the use of permits for those wishing to visit spontaneously. Vehicular access is needed as there is no provision for public transport during the night or early hours of the morning which would make it difficult to access the dawn ceremonies. Also, without vehicles many people who are unable to make a mile long walk would be denied access since they need their vehicles to transport their ritual items and clothing and rest in after the ceremonies and rituals before safely moving onward.

Also this track is popular with dog walkers and bird watchers who will have their access denied to their pursuits.

People have been using this track to rest upon with vehicles for many many years now, who come from all over the world to take part in the religious ceremonies and rituals carried out there by the Pagan and druid community, of which I am a member. I have met many people over the years who have travelled specifically thousands of miles to attend a ceremony with a vehicle, and a TRO on the track will deny the global pagan community from being able to continue to take part in such ceremonies. Many make this pilgrimage here year after year for the 4 open managed access events, and often visit to contemplate the monument out of hours as per their beliefs. The west track/drove is a crucial area for the pagan and druid community to safely congregate before the ceremonies and rituals, allowing those with disabilities and mobility issues safe and tolerable access to the area in keeping with their human rights to freely practice their religious beliefs.

I urge you to reconsider your plans for a blanket TRO prohibiting vehicles on this small piece of land and to seriously consider the effects on the denial of human rights on religious grounds of those who use it. I also urge you to reconsider the effects of having to obtain permits from English Heritage on those wishing to visit out of hours spontaneously and the effect of the order on those future generations of Practising Pagans who will be restricted in their observance of astronomical events, religious ceremonies and rituals at this temple monument which morally belongs to all of us, not just the private-for-profit company of English Heritage.

May I point out that nowhere else in the UK do religious groups have to obtain a permit (for a charge or for free) from a for profit company to be able access and to carry out their religious services and rituals freely in accordance with their human rights at a structure of religious significance, which if this TRO comes in to effect without provisin made for us, is, exactly what will happen.

I look forward to your reply.

Louana "Lou Purplefairy" Mansfield,
19, Sage Grove
Tiverton
Devon
EX16 4BG

PRACTISING PAGAN
STONEHENGE GROVE OF THE LOYAL ARTHURIAN WARBAND

Ridal, Peter

From: Mark Marrington [markmarrington@hotmail.com] **Sent:** Wed 10/02/2010 18:44
To: Davey, Kate
Cc:
Subject: FW: stonehenge drove
Attachments:

Hello Kate,

I hope you are well.

I am writing to you concerning the closure of stonehenge drove.
This is not a place that I personally use but I am aware that a lot of lovely people do.
In a world that is run by money and greed there are very few places left for decent people.
The drove is one of these places where people can park, meet and enjoy the beautiful surroundings without being part of this greed.
I am sure that since stonehenge was built and for whatever reason, people have met here to enjoy this beautiful part of the world.
I understand that stonehenge needs to be protected for it is a most beautiful place with so much history surrounding it but what is planned there is not for the people but from greed.
Please, please see the love that these decent people have for the drove and stonehenge and do something positive for the people that use it.
Its magic and beauty is being lost to greed and to ways to profit.
Slowly we are destroying everything that is beautiful.

Thank you for your time. Mark Marrington.

Mark marrington
Highfield Bungalow
Bedford Road
Brogborough
Beds
MK430XY

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Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]

Sent: 02 February 2010 16:11

To: TrafficOrders

Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at

<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
88.105.205.222

Proposal:

TRO Stonehenge World Heritage Site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Norman

Surname:

Martin

Address:

Magpie Cottage

Slab Lane

Woodfalls

Salisbury

SP5 2NE

E-mail address:

jmaggie@tiscali.co.uk

Your Comments:

As Footpath Secretary of the local ramblers association I have been asked to enquire about being able to walk on the closed part of the A344 to reach BOAT Amesbury 12. We are aware we can walk on all the BOATs in the area but it is not clear about walking the closed part of the A344. We would welcome comments. Thank you.

Date:

02/02/10

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Tue Feb 02 2010 16:24:30 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Thu 28/01/2010 07:58
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure

Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 27 January 2010 17:00
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 62.7.176.201

Proposal:

Closure/TRO oin Stonehenge BOATS

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

[REDACTED]

Forename:

[REDACTED]

Surname:

Mason

Address:

5 Old Rectory Close, Corfe Mullen DORSET BH121 3EP

E-mail address:

mark.s.mason@btinternet.com

Your Comments:

Dear Sir,

I am emailing to lodge my objection/opinion on the proposed closure and TRO of Byway routes around Stonehenge.
I am an active member of a Trail Riding group in Dorset and regularly use these routes.
I see this as another opportunity for you and like minded councils to close yet another route, with no chance of ever getting it back.
Please do not close them.

Mark Mason
(DORSET)

Date:

27th Jan 2010

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No

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Wed Jan 27 2010 17:13:31 GMT 0000 (GMT Standard Time)

10 Hill View Road,
Longfield,
Kent.
DA3. 7NB.

TRANSPORT, ENVIRONMENT & LEISURE

- 9 FEB 2010

AC

1 PT	2	3	4
5	6	7	8

Ms K Davey
Senior Traffic Order Technician,
Dept of Transport,
Wiltshire County Council,
County Hall
Bythesea Road,
Trowbridge, BA14 8JN.

7th February 2010

Dear Ms Davey,

Re - Proposed TROs Adjacent to Stonehenge

I have driven these byways numerous times over many years and I would like to register my objection to the proposed TRO's to the byways that cross the Stonehenge World Heritage Site.

The arrangement of roads and byways is all part of Stonehenge and their use must be maintained, as they are part of the underlining history of the site. They are an important link to other byways in the area, if they are closed extensive diversions will be required.

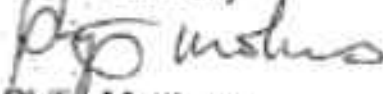
I cannot see the logic as to why this is necessary to impose a TRO particularly to the byways that run south from the A303. As I understand it under the present scheme the A303 is to remain open, this is an extremely busy road which is close to Stonehenge and shields the byways, to the south, from the site.

The use of all these byways by a few motor vehicles will have no effect on the overall amenity of the Stonehenge site.

Perhaps a TRO that applies at busy times i.e. at bank and school holidays, might be a suitable compromise to the byways to the north and west of the site or even impose a low speed limit of say 10mph.

Confirmation of receipt would be appreciated.

Yours faithfully


Philip Matthews

Lee Mather
32 Trafford Road
Fair Oak
Eastleigh
So5071b

Date 11/02/10

Wiltshire CC

Dear sirs

With ref: to Stonehenge TRO KAD/TRO/AMES

I am writing to strongly OBJECT to Wiltshire County Councils proposed traffic restriction orders particularly at Stonehenge.

On average I have ridden these byways a couple of times a year they are an important link from Hampshire to Salisbury Plain.

The loss of these Byways would cause great risk to me and friends if we had to use the A303 on our days ride.

Also I do not believe a TRO would improve the amenities in the area perhaps restricting cars parking on the Byways will have the intended results as in the summer I have seen many cars parked all over the place making my ride passed them quite difficult.

Yours
Lee Mather



Council of British Druid Orders

"Y gwir erbyn y byd" - The Truth against the world

CoBDO

Kate Davey

Transport, Environment, Leisure,

County Hall

Trowbridge

BA14 8JN

Objection and Proposed Amendment to Traffic Regulation Order in respect of Byway 12

Dear Ms. Davey,

I write to you today in respect of an objection and proposed amendment to the Traffic Regulation Order, which seeks to prevent vehicular access to Byway 12, Netheravon Cattle Drive.

In doing so, I wish to express the full and unanimous support of the Council of British Druid Orders, (CoBDO), to the letters submitted to you on our behalf by King Arthur Pendragon, dated 23rd & 25th January respectively, which outline our argument in full.

The Council of British Druid Orders is a non-profit making umbrella organisation, representing 21 full member orders, and many thousands of participants, throughout the UK. It is the foremost public body promoting druidry, and as such is largely responsible for the religious observances that take place at Stonehenge four times per year, namely at the solstices and equinoxes.

It is of course known amongst the druids and pagans whom we represent, and those in our associated bodies, that byway 12 is now, and has always been, the only reasonable and safe place to park, when seeking access to Stonehenge for these religious occasions.

In organising these occasions on a regular and responsible basis, in conjunction with English Heritage, Arthur Pendragon, myself, and others from our organisation, have attended regular monthly meetings for Managed Open Access at the E.H Round Table, since 1995.

Mr. Pendragon has outlined the manner by which our appeal to the Court of European Human Rights in 1998, eventually brought about the demise of the so-called exclusion zone, and we wish to point out, that a permanent closure of Byway 12, thereby excluding pilgrims and worshippers from parking in reasonable proximity to the monument, for the purposes of religious worship, would constitute a violation of said ruling, by the European Court.

We understand that English Heritage wish to safeguard their property in respect of the proposed new visitors centre, throughout the remainder of the year, but respectfully suggest that the Traffic Regulation Stop Order be amended, as outlined, to permit parking for religious purposes on the days before, during, and after the solstice and equinox ceremonies.

Thank you,

Yours Sincerely,

Mr. R. Maughfling

Chairman.

Council of British Druid Orders (CoBDO)

91 Bishopston Road, South Gower, Swansea, SA3 3EW, 01792 232790

**The Council of British Druid Orders (CoBDO), is a registered
Trade Mark no:-2441163**

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Hannah Bolwell
Traffic Order Technician
Traffic Order Team
Transport, Environment & Leisure
Wiltshire Council

Tel: 01225 713402
Fax: 01225 713207
Email: Hannah.Bolwell@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 24 January 2010 21:07
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
92.9.58.45

Proposal:

**THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE, PARISHES
OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM LAKE,
WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF DRIVING) ORDER
2010**

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Joseph

Surname:

McBride

Address:

136 Stiby Road

Yeovil.

E-mail address:

johndoe010@hotmail.co.uk

Your Comments:

I wish to object to the proposed closure of the BOAT's and byways around Stonehenge, on the grounds that these boats and byway are an historical part of stonehenge English heritage' any attempt to reduce traffic numbers is farcical considering the close proximity of the A303.

Date:

24/01/2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

No

Accept terms and conditions:

Yes

Entered Sun Jan 24 2010 21:20:37 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Tue 16/02/2010 14:38
To: Davey, Kate
Cc:
Subject: FW: KAD/TRO/AMES
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
 Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
 www.wiltshire.gov.uk

-----Original Message-----

From: Sarah McCauley [mailto:sarah.mccauley1@ntlworld.com]
Sent: 14 February 2010 17:43
To: TrafficOrders; linda@askwiltshire.org
Subject: KAD/TRO/AMES

Ref: KAD/TRO/AMES

Dear Sir or Madam

I am writing to register my objection to the proposed TRO to prohibit driving on the BOATs around Stonehenge. I have lived in the area all my life and feel very much a part of the landscape in Wiltshire. I have attended Stonehenge at Solstice times, but also at just any old time that I please. I object strongly to the idea of not being able to access parts of the landscape that have always been open to the people.

My partner is disabled and we sometimes like to drive on to the drove at Stonehenge, for him to rest and just enjoy the view. He cannot walk any great distance, and it would just not be the same experience to access some kind of disabled transport to the Stones from a designated area. This would undoubtedly not be free and we would not be able to spontaneously decide to do it. At present we can go there at any time, in any weather. It is our right to do so and I feel very strongly that it should remain our right.

On a couple of occasions we have parked our campervan and stayed overnight. In the morning we chatted to other people who had parked up. Many of them were european tourists who were pleasantly surprised to be able to stay there overnight. None of the people were planning to stay for any length of time so that is not an argument for the TRO to be put in effect. I'm sure that those tourists would object to the TRO if they only knew about it. This should be being advertised internationally as the monument of Stonehenge is of importance to many people across the world, not just to the locals of Wiltshire.

Please ensure my objection is counted in the public consultation

Regards,

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Sent: Mon 01/02/2010 08:12

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 29 January 2010 18:24
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 93.96.99.41

Proposal:

prohibition of driving at Stonehenge world heritage site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

William

Surname:

McIntyre

Address:

**18 Roman Way, Brackley, Northants
NN13 7JA**

E-mail address:

bill.1953@o2.co.uk

Your Comments:

These rights of way are regularly used by responsible TRF trail bike riders and form part of a circular ride in the area. The closure to motorcycles would be depriving us of our entitled enjoyment of the area which should be available to all responsible users not just those visiting Stonehenge itself. It would cause major disruption to the route around this area. The ROW used do not directly effect the stonehenge site.

Date:

29/01/2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

No

Accept terms and conditions:

Yes

Entered Fri Jan 29 2010 18:37:34 GMT 0000 (GMT Standard Time)

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 6JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]

Sent: 02 February 2010 12:59

To: TrafficOrders

Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
193.160.251.2

Proposal:

Prohibition at Driving at Stonehenge

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Allan

Surname:

McLeod

Address:

4 Gwenlyn Rd, Upton, Poole, Dorset, Bn16 5ha

E-mail address:

allan.mcleod@hotmail.co.uk

Your Comments:

Its all wrong! Never have I seen such an cynical move to close off unsurfaced public vehicular routes that dont directly affect a site or place. To believe that the suggested BOAT closures south of the A303 affects the heritage site whilst the A303 remains in situ is utter rubbish. What about the noise and pollution caused by the A303 and compared with a few vehicle users on the BOATs its just nonsense and an attempt at bolting closures on to something completely different. What about the loss of amenity of minority groups, and individuals that want to still use the BOATs, theres nothing for them in this proposal apart from loss. Is it your right to take away the rights of others!!

Date:

2 Feb 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Tue Feb 02 2010 13:11:33 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: Humphries, Lianne [Lianne.Humphries@wiltshire.gov.uk] **Sent:** Wed 17/02/2010 11:18
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure

Wiltshire Council | County Hall, Bythames Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 13 February 2010 23:53
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm> from
86.4.189.241

Proposal:

Stonehenge TRO

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Leslie

Surname:

McCauley

Address:

**20 Wain-a-long Rd
Salisbury
Wiltshire
SP1 1LJ**

E-mail address:

bootsy@ntlworld.com

Your Comments:

I strongly object to the TRO proposed to be put in place on the BOATs around Stonehenge.

I have visited Stonehenge regularly throughout my life and can remember when as children we used to be able to walk amongst the stones themselves.

I am now disabled and sometimes park my campervan in view of Stonehenge to rest awhile and enjoy my heritage. I do not want to ask permission to do this or to pay for it.

Furthermore if passed this will set a disturbing precedent. The public have had the right of access since ancient times it would be wrong to curtail this freedom.

Date:

13/02/2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes


Accept terms and conditions:

Yes

Entered Sun Feb 14 2010 00:05:53 GMT 0000 (GMT Standard Time)

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Ridal, Peter

From: ironlionzionbrian@ekit.com [ironlionzionbrian@ekit.com] **Sent:** Wed 10/02/2010 23:36
To: Davey, Kate
Cc:
Subject: Undelivered Mail Returned to Sender
Attachments:  [Delivery_report\(6108\)](#)

I ?m writing to you to as part of the campaign to save the right for travellers to park up & rest after the Solstice celebration....we need access &the right to park near the stones,such an important part of our cultural heritage.....yours,Brian McSorley.....

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Thu 11/02/2010 12:28
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 11 February 2010 12:28
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 87.82.91.67

Proposal:

**THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE,
PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM
LAKE, WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF DRIVING)
ORDER 2010**

Reference (Shown on the scheme page):

KAD/TRO/AMES.

Title:

Mr

Forename:

Simon Edward

Surname:

Melber

Address:

**191A Uxbridge Road
Ealing, London
W13 9AA**

E-mail address:

siextreme@hotmail.com

Your Comments:

I note the proposed TRO's on the Byways listed in the reference above, for the purpose of 'preserving or improving the amenities of the area' and wish to raise my objections.

I have used these byways on countless occasions during the past 20 years as a way of safely exploring the historical landscape of the area (for among other reasons, my own interest in the geography of the region as well as for the purposes of photography and sketching) without the danger associated with using the very busy tarmac roads in the area. To lose such a resource would be calamitous.

I understand that surveys have shown that on average just three motor vehicles (per 24hrs) travel these routes (ie one every eight hours), so to close them on the grounds of 'improving' amenities hardly seems justifiable, given the negligible impact these occasional users must have on noise - especially with the busy A303 running so close by.

The Byways themselves have an important historical value as transport links through the area and need to be protected for future generations. Every person that uses them not only keeps history alive, but adds a further layer to that history.

WCC has a duty to 'protect access rights' across the county and I fail to see how a blanket ban on travelling these byways by motor vehicle can possibly be in line with that duty.

Simon Melber

Date:

11 February 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Thu Feb 11 2010 12:40:51 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Fri 12/02/2010 13:11
To: Davey, Kate
Cc:
Subject: FW: Objection to TRO KAD/TRO/AMES
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure

Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: Richard Metcalfe [mailto:richard.metcalfe@giscool.ltd.uk]
Sent: 12 February 2010 13:08
To: TrafficOrders
Subject: Objection to TRO KAD/TRO/AMES

Dear Sir/Madam

I wish to make an objection to the proposed TRO as it stands, ref KAD/TRO/AMES. I have been a frequent user of the affected byways for the last eight years on a road legal motorcycle, and I consider this TRO to be an unjustifiable and unnecessary curtailment of my rights to enjoy free passage along the BOATS affected by the TRO. I have no objection to the section of A344 being closed to motorised vehicles, but I do object to the TRO as it stands.

- 1) There can be no justification for motorised vehicular prohibition on the BOATS, in particular motorcycles, as the volume of passing traffic using these BOATS is insignificant as your survey shows and there can be no improvement to the amenity of the area whilst traffic is allowed on the A303 and the eastern section of the A344 (that is not subject of the TRO). Whilst the World Heritage Site continues to be dominated by the A303 and the heavy levels of traffic creating a visual, physical and acoustic intrusion into the whole area it is untenable to argue that by restricting small volumes of vehicular traffic on the BOATS in question it will in any way maintain or improve the amenity of the area.
- 2) The alternative routes proposed for the closure of the BOATS, will significantly increase the risk and danger to motorcycle users, as they will be forced into mixing with fast moving traffic and HGVs. WCC is obligated to consider the entire network and its suitability for the different categories of user excluded from parts of the network as a result of a TRO. No such study or risk assessment has been undertaken, and WCC has therefore neglected its duty to protect the rights and safety of all users if it approves this order.
- 3) The ancient road network itself and its traffic is part of the function and heritage value of the Stonehenge site itself and must therefore be preserved for future generations.

I would like to point out some alternative options that WCC is obliged to consider in order to minimise the restrictions to those with rights to use the BOATS:

- Modify the TRO to restrict motorised vehicles on the A344 only. All the following suggestions assume that the A344 between Airman's corner and Amesbury 12 is closed to motorised vehicles
- Modify the TRO to allow two wheeled motorcycles to continue using the all BOATS on the grounds of safety.
- Prohibit parking of motorised vehicles on Amesbury 12 and Durrington 10. This would achieve by far the greatest amenity improvement whilst minimising the curtailment of rights of passage.
- Modify the TRO to restrict certain types of motorised vehicular use to certain times of day. No amenity value improvement can be argued once the visitor centre is closed.
- Modify the TRO to restrict certain types of motorised vehicular use to certain days or periods of time in the year.
- Modify the TRO to prohibit motorised vehicles on only Amesbury 12 BOAT. This is the only BOAT where there will not be continued motorised vehicular use closer to Stonehenge on other roads – A303 and A344 from Amesbury 12 to the A303 junction. (Note it has to be assumed for the purposes of determining this TRO that the section of the A344 from Amesbury 12 to the A303 junction will remain open, as there is no means of guaranteeing its proposed closure by other means)
- Modify the TRO to prohibit certain motorised vehicles only on the Amesbury 12 and Durrington 10 BOATS. The WCC study does not cover the BOATS to the south of the A303, and there can be no justification for their inclusion in the TRO.

In view of WCC's failure to consider all the possible options that will minimise the impact of the rights of everyone concerned, its misrepresentation of the facts and objections raised during the consultation period, its lack of objectivity, I demand a public enquiry be conducted before any imposition of any restrictions on these byways.

Your faithfully

Richard Metcalfe

18 Mill Head Worton

Devizes

Wiltshire

SN10 5SJ

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 18 February 2010 08:49
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 18 February 2010 00:19
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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92.28.162.154

Proposal:

KAD/TRO/AMES

Reference (Shown on the scheme page):

Stonehenge TRO

Title:

Miss

Forename:

angelina

Surname:

metcalfe

Address:

6 whitmore court, batheaston, bath, BA1 7PD

E-mail address:

meeow@kittymail.com

Your Comments:

Dear Kate Davey,

I am writing to you to formally object to the plans of a TRO to be placed on the byway West Track (Drove road) near the Stonehenge monument in Wiltshire, which will prohibit vehicular access to this area.

Lack of access would for so many bring an end to future spiritual experience, tradition would be lost and the community enjoyment of the stones will be dampened.

With so many people relying on the drove for access and of course a place to keep their belongings, to rest after at times very long journeys and a place to keep children warm and safe over both equinoxes and solstices.. I strongly disagree with the proposal in hand.

As men and woman of the land, holding sacred the monumental remains of our past and the traditions of love, peace and harmony, surely we have the right to continue in our quest to share our love and light with all.. Embracing one another, loving all that we are, not worrying about paying English heritage for the honor!

I write to you today to vote against this proposal.

I ask you to reconsider.

And I ask you to put into perspective the meaning and beholding of this special avenue to our scared place. A place for the people of this land to be.

Thank you.

Angelina and Bailey Metcalfe.

Date:

Feb 2010

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Thu 28/01/2010 07:57
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 27 January 2010 18:25
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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from 86.16.119.231

Proposal:

Prohibition of Driving At Stonehenge

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Sir

Forename:

Barnaby

Surname:

Milbourne

Address:

29 Ash Grove, Guildford, GU28LJ

E-mail address:

ppm75@msn.com

Your Comments:

Attempting to move vehicles further away from the site is both pointless and unnecessary. The A303 is nearby allowing passers by a glimpse and is much closer than the byways, also containing a significantly higher volume of traffic. Your vision appears to be to further restrict everyone elses vision of our heritage. Leave it alone, its stood longer than you have and will long after youre gone.

Date:

27/01/10

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Entered Wed Jan 27 2010 18:38:44 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Tue 16/02/2010 14:39
To: Davey, Kate
Cc:
Subject: FW: Objection to proposed TRO's Stonehenge
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: Liz Millett [mailto:liz_millett@hotmail.com]
Sent: 13 February 2010 11:42
To: TrafficOrders
Subject: Objection to proposed TRO's Stonehenge

Dear Sirs,

I strongly object to the proposed TROs of the roads by Stonehenge. My mother is elderly and lives not far from the stones, one of her small pleasures is to be driven by, pause for 30 minutes and drink tea from her thermos. What is the alternative, park up on the verge of the A303? My mother does not want to get out of the car, she doesn't want to pay a small fortune for parking for a 30 minute pause in peace and calm. She does not want to be bussed around like an animal

Regards

Liz Millett

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Fri 29/01/2010 07:59
To: Davey, Kate
Cc:
Subject: PW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 28 January 2010 18:25
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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from 90.196.125.8

Proposal:

Stonehenge tro

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

david

Surname:

mitchell

Address:

5 alpine gardens

bath
ba1 5pb

E-mail address:

dave_mitchell@sky.com

Your Comments:

I disagree with you closing access to the area for motor vehicles. I have just started riding my quiet motorcycle in the area and I feel it would be a great loss of my enjoyment of the area

Date:

28/01/10

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Entered Thu Jan 28 2010 18:38:07 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 08 February 2010 07:59
To: Davey, Kate
Subject: FW: Form: TRO consultations form | Wiltshire Council

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythessa Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne_humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 05 February 2010 23:43
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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79.123.76.117

Proposal:

Prohibition of Driving at Stonehenge WHS Byways

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Chris

Surname:

Mitchell

Address:

25 Belper Road

Ashbourne

Derbyshire

DE6 1BB

E-mail address:

chris.mitchell@clara.co.uk

Your Comments:

I wish to object to the proposed traffic regulation order prohibiting driving on the byways near Stonehenge World Heritage Site. This would not improve safety as is claimed in the order - there is no evidence of motor-related injuries or fatalities having occurred on the byways, and the proposals are unlikely to reduce accidents on the nearby A Class tarmac roads. The passing of motor vehicles on byways has no detrimental effect on the heritage site and is in keeping with ancient rights to travel on the routes by any means. The byways are also invaluable for disabled people to see the stonehenge site from the comfort of a vehicle.

Date:

5th February 2010

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website:

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Accept terms and conditions:

Yes

Entered Fri Feb 05 2010 23:55:57 GMT 0000 (GMT Standard Time)

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]

Sent: 02 February 2010 14:08

To: TrafficOrders

Subject: Form: TRO consultations form | Wiltshire Council

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81.130.203.92

Proposal:

Prohibition of Driving - Stonehenge

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Patrick

Surname:

Molloy

Address:

4 Tilt Meadow Cobham

E-mail address:

patrick.molloy@gmail.com

Your Comments:

Closing these BOATs serves no beneficial purpose. Many off-road groups use these routes for recreational purposes, Indeed, some users are handicapped and have no other way to visit. Some 4x4 clubs also take great care not to damage routes, but actively repair damage where they can under the "Tread Lightly" policy.

Date:

no input

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Ridal, Peter

From: Humphries, Lianne ([Lianne.Humphries@wiltshire.gov.uk] **Sent:** Wed 17/02/2010 11:20
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 12 February 2010 17:49
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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93.96.172.175

Proposal:

KAD/TRO/AMES

Reference (Shown on the scheme page):

Stonehenge TRO

Title:

Ms

Forename:

Shan

Surname:

Morgain

Address:

House Morgain
NP20 5LX

E-mail address:

shiroise@gmail.com

Your Comments:

I write to object to the proposed restriction of access to Stonehenge by driveway. The free access to quietly park up and look at this national monument from a short distance away at any hour of day or night has always been a public right.

The justification for restricting this ancient right can only be to extract fees from the public for access. I doubt very much if there is going to be stewards there 24 hours a day 7 days a week all round the year. So this is going to mean a substantial reduction in access.

As you know this is not just a local matter. It concerns everyone in Britain and internationally who cares about British heritage. I feel with respect that your current proposals are going to backfire on Wiltshire as public protest against, and condemnation of Wiltshire Council ensues.

Date:

12/02/10

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Yes

Entered Fri Feb 12 2010 18:01:29 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: Humphries, Lianne [Lianne.Humphries@wiltshire.gov.uk] **Sent:** Wed 17/02/2010 11:19
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure

Wiltshire Council | County Hall, Bythesaa Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk

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From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 13 February 2010 08:45
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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62.31.57.16

Proposal:

Stonchenge TRO.

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Dr

Forename:

Joanne

Surname:

Morgan

Address:

27 Richbell Boswell Street London WC1N

E-mail address:

artandtravel@hotmail.com

Your Comments:

I wish for the Stonehenge rock formation to stay open to the public and not to be enclosed by a fence. They are stones, not egg shells and so have survived many years without a fence. Let's not put one up now. Let's not take the nanny state attitude into the landscape as well.

Date:

Feb 13 2010

I am happy for my name and address to appear in any future report which may be published on this website:

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Entered Sat Feb 13 2010 08:58:01 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: Humphries, Lianne [Lianne.Humphries@wiltshire.gov.uk] **Sent:** Wed 17/02/2010 11:14
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianna.humphries@wiltshire.gov.uk

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From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 15 February 2010 16:44
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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92.22.177.22

Proposal:

Stonehenge r10

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mrs

Forename:

Ruth

Surname:

Morgan

Address:

**Mans
Presbury
Barnstaple
EX31 2JH**

E-mail address:

g.morgan@bt.com

Your Comments:

Stonehenge is a sacred and it is my birthright to be able to freely access this site and any or all sacred sites!!

Date:

15.02.2010

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No

Tick to receive email copy of sent form:

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Accept terms and conditions:

Yes

Entered Mon Feb 15 2010 16:56:49 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: SkyBlue [skybluem@telus.net]**Sent:** Fri 12/02/2010 14:52**To:** Davey, Kate**Cc:****Subject:** Stonehenge parking**Attachments:**

I am a 59 year old woman, traditional ceremonialist... When I come to Stonehenge for a sunrise ceremony either in 2010, 2011 or 2012... I would like to have a place for me to park my rental car the night before, so that I can sleep in it... to be there for sunrise... If there is not parking, I would have to walk the distance of where I leave the rented car... which means it may not be safe as it would be before dawn... All My Relations,
SkyBlue Morin

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Ridal, Peter

From: diane narraway [dinimarie@hotmail.co.uk]

Sent: 09 February 2010 15:57

To: Davey, Kate

Dear Kate Davey,

I am writing to you to formally object to plans for a TRO to be placed on the byway known as the West Track (Drove road) near the Stonehenge monument in Wiltshire, which will prohibit vehicular access to this area.

I use this byway to park my vehicle on when I visit Stonehenge and the surrounding areas outside of the English Heritage opening hours. My purpose for visiting the area is religious as I am a practising Pagan. The TRO will stop me from being able to access this area outside of normal opening times and during the open managed access events, where no vehicle parking (except on the summer solstice) is provided by English Heritage.

I have to drive from Weymouth to attend these events, and need the drove road to park on in readiness for waiting for the dawn for ritual purposes since there is no other alternative parking or public transport for the times of day I attend. Refusal of access for my vehicle on this byway will prohibit me from attending these religious ceremonies and therefore infringes on my human rights to celebrate my faith freely at monument of specific religious significance. Currently there is no where else to park and without the drove road access to the area outside of English Heritages official car park opening times will make this an impossible event.

I would like to know what provisions you will make for me and many people like me to be able to still continue to visit this area freely as you are in effect making it impossible for people to gather close by to the monument without English Heritage's involvement. Vehicular access is needed as there is no provision for public transport during the night or early hours of the morning which would make it difficult to access the dawn ceremonies. Also, without vehicles many people who are unable to make a mile long walk would be denied access since they need their vehicles to transport their ritual items and clothing and rest in after the ceremonies and rituals before safely moving onward.

Also this track is popular with dog walkers and bird watchers who will have their access denied to their pursuits.

People have been using this track to rest upon with vehicles for many many years now, who come from all over the world to take part in the religious ceremonies and rituals carried out there by the Pagan and druid community, of which I am a member. I have met many people over the years who have travelled specifically thousands of miles to attend a ceremony with a vehicle, and a TRO on the track will deny the global pagan community from being able to continue to take part in such ceremonies. Many make this pilgrimage here year after year for the 4 open managed access events, and often visit to contemplate the monument out of hours as per their beliefs. The west track/drove is a crucial area for the pagan and druid community to safely congregate before the ceremonies and rituals, allowing those with disabilities and mobility issues safe and tolerable access to the area in keeping with their human rights to freely practice their religious beliefs.

I urge you to reconsider your plans for a blanket TRO prohibiting vehicles on this small piece of land and to seriously consider the effects on the denial of human rights on religious grounds of those who use it.

Yours Diane Narraway

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26/02/2010

Ridal, Peter

From: Stone [stone@stonefree.org]
To: Davey, Kate
Cc:
Subject: Stonehenge TRO Objection
Attachments:

Sent: Wed 10/02/2010 17:01

----- Original Message -----

Subject: Stonehenge TRO Objection
Date: Wed, 10 Feb 2010 16:07:23 +0000
From: Stone <stone@stonefree.org>
To: kate.davey@wiltshire.gov

Dear Kate,

I would like to formally object to plans for a TRO to be placed on the byway known as the West Track (Drove road) near the Stonehenge monument in Wiltshire, which will prohibit vehicular access to this area.

As a spiritual practitioner, this will make access to this ancient shrine of my devotion extremely difficult.

I am also an international award-winning photographer and historian who has been documenting various aspects of indigenous faiths, their sacred ceremonies and sites, for many years. It is therefore important that I am able to park my vehicle and heavy camera gear reasonably close to Stonehenge, especially outside of 'normal' opening times, and to conduct my research, documentary and devotional ceremonies without undue hinderance. Please do not forget that, although various 'authorities' like to think of this site as a lucrative tourist attraction, Stonehenge is a spiritual focal point for many others such as myself. Should we be prevented from pursuing religious practice at our chosen site we will not hesitate to fight for unrestricted right of access through the European Court of Human Rights.

*Without prejudice,
Royston E. Naylor, Devon.*

STONEFREE PHOTOGRAPHY & DESIGN

Royston E. Naylor
(aka STONE)

Photographer for Glastonbury Festival since 1990
2003 Commonwealth Photographic Award
2004 Fujifilm Distinctions Award

<http://www.stonefree.org>

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Ridal, Peter

From: Ellie [ellie.neville@gmail.com]
Sent: 10 February 2010 15:33
To: Davey, Kate
Subject: Stonehenge Drove

Hello Kate

I am writing to object to the plans to close the Drove to vehicles.

My pagan family and I travel to Stonehenge to worship every summer and winter solstice, and not only do we travel 250 miles there, which requires we rest at the site beforehand, but one of our family is disabled, and needs quick and easy access to the stones, and also quick access to a toilet, which we have in our vehicle. We also require time after the worship to prepare for the journey home again.

I find the proposed plans disgusting, and unfair to people such as ourselves who have a genuine reason for needing vehicle access to the Drove.

Kind regards

Ellie Neville

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Sent: Wed 27/01/2010 14:12

Hannah Bolwell

Traffic Order Technician

Traffic Order Team

Transport, Environment & Leisure

Wiltshire Council

Tei: 01225 713402

Fax: 01225 713207

Email: Hannah.Bolwell@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 26 January 2010 22:01
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 79.78.112.104

Proposal:

TRO on BOATs near Stonehenge

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Brian

Surname:

Nicholls

Address:

16 Weaverside

Nantwich
Cheshire
CW5 7BD

E-mail address:

bbwnicholls@talk21.com

Your Comments:

I am writing to object to the proposed TRO on the byways open to all traffic known as Amesbury BOAT 11, Amesbury BOAT 12, Berwick St James BOAT 11, Durrington BOAT 10, Wilsford cum Lake BOAT 1, Wilsford cum Lake BOAT 2, Woodford BOAT 16. I consider that the TRO will be an infringement of my civil liberties and will do nothing to improve the amenity of the area. The A303 will continue to create noise, pollution and general traffic pollution but I doubt if there will be a TRO placed on this road. As usual commercial and agricultural vehicles will be using the byways with impunity.

Date:

26th January 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Tue Jan 26 2010 22:13:47 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Thu 11/02/2010 11:59
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 11 February 2010 12:00
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

This data was entered into the form at:
<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 92.29.28.157

Proposal:

Stonehenge TRO.

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

hugh

Surname:

nott

Address:

42 st margarets rd, london

E-mail address:

kensalrising@yahoo.co.uk

Your Comments:

I am a spiritual being, and believe in Animism, and the Druidic faith, I believe the stones should have free access, and would like all roads to give the stones a wide birth. (please get rid of the hideous tourists shop too, and the underpass, what a waste of money!)

Date:

11/2/10

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Thu Feb 11 2010 12:13:07 GMT 0000 (GMT Standard Time)

Traffic Order Team
Transport Development Services
Department for Transport,
Environment and Leisure
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

40 The Sandpipers
Gravesend
Kent
DA12 5QB

TRANSPORT, ENVIRONMENT & LEISURE			
11 FEB 2010			
ACK			
1	2	3	4
5	6	7	8

4th February 2010

Dear Sirs

**ROAD TRAFFIC REGULATION ACT 1984
THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE,
PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON,
WILSFORD CUM LAKE, WINTERBOURNE STOKE AND WOODFORD)
(PROHIBITION OF DRIVING) ORDER 2010**

I wish to OBJECT to the threatened imposition of Traffic Regulation Orders on a number of byways around the Stonehenge area. You apparently think you can improve the "amenities" of the area by preventing motorised use of the byways.

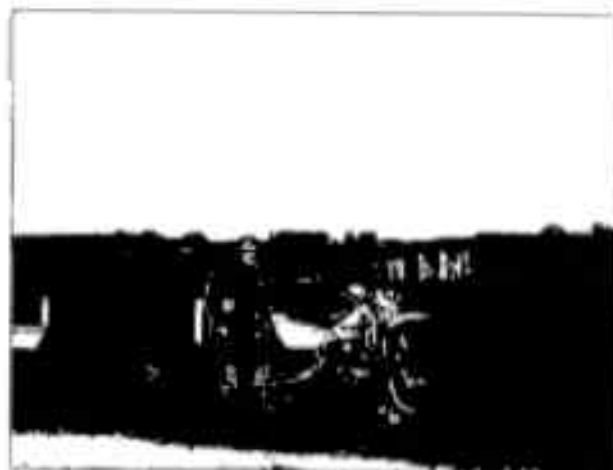
I can understand that there is an environmental issue caused by the tens of thousands of tourists who visit this site, but I don't believe that prohibiting trail riders using the BOATs would make any material difference.

You give the reasons as quoted directly from the "Act", which is somewhat facile.

RTRA 1984 Section 1 (1)

(f) For preserving or improving the amenities of the area through which the road runs.

Having ridden these routes by motorcycle for recreational purposes on occasions in the past three decades, and more recently last September 2009 I believe it is an unreasonable imposition on my rights and would have no effect on so called "amenity" (whatever that is). I do not believe there is any evidence that the current level of use by trail bikes has a negative environmental impact on the area and byways and fail to see what purpose this TRO would have.



To put up ugly signs would ruin the visual aspect and amenity of the area. Barriers would have an even worse impact. The tens of thousands of vehicles that use the surrounding A-class roads each day cause the major negative impact.

I am a member of English Heritage and have great respect for Neolithic remains and cannot support this proposal. To see Stonehenge from the byway as part of a bike journey across Wiltshire is a unique experience I do not wish to lose. It was bad enough being robbed of the right to ride the Ridgeway due to NERC and that it was ruined by tractors.

There are also safety issues as now it would make trail riders on relatively low powered motorcycles to be forced onto the A303 inhabited by trucks and fast cars. I have seen from experience the dangers that cyclists and walkers have in crossing the A303. I could do it with some margin of safety given a motorcycle's fast acceleration, but the former take their lives into their hands. Under your proposals a horse rider would still be allowed to do something that would be virtually suicidal.

I note from the documents on your web site there is mention of a permit system issued by English Heritage. There appears to be little clarification of this matter. However if the proposed permit system were to allow members of the Trail Riders Fellowship on application to be granted a permit, or members of English Heritage, perhaps then I might consider withdrawing my objection. We already do this in Kent on two byways and it is successful.

Is the real reason behind this the fault of the government in not granting the funding to submerge the A303 and A344 in cut and cover? I think this is the real solution and we should not be victimised by defective government policy (again). Byways are part of our heritage and as long as they are not used as an alternative to the Stonehenge car parks, (they are not) they should be preserved as is Stonehenge; as a reminder of our past. Only a very few 4WD vehicles dare to use the BOATs and so as long as the surfaces are left unmade as is in keeping with the historic nature of the area, there will be no problem.

Yours faithfully



Steve Neville
Kent TRF

Ridal, Peter

From: BJD Oakley [bjdpriory@btinternet.com] **Sent:** Thu 28/01/2010 19:15
To: Davey, Kate
Cc:
Subject: RE: PROPOSED TRAFFIC REGULATION ORDER FOR CONSULTATION - The County of Wiltshire (Stonehenge World Heritage Site, Parishes of Amesbury, Berwick St James, Durrington, Wilsford Cum Lake, Winterbourne Stoke and Woodford) (Prohibition of Driving) Order 2010

Attachments:

Kate,

Please find enclosed my note to Halcrow regarding the proposed TRO's.

I would like to maintain my objections to the excessive closure to the two BYWAYS to the south. This is laughable whilst the dual carriageway remains open and there is no need. Overall this appears to be an attempt to close down access to people unless they pay for the pleasure. I understand there is also a proposal to build a £25m visitor centre a fair distance from the site. Closing access to all people does seem to mean they are funneled to paid viewing only.

You pointed me to the decision from the council on the website with the link:-

I object to the view by the Landowners (2) that motorcycles caused any of the damage. You must show independent evidence to take it into account. Please also see the government's own (Faber Maunsell?) report about evidence of trail riders do not cause an issue.

The report. Also states motorcycles speeding. Please show the evidence and state the speed that they were doing please. It is almost impossible to speed down the BYWAYS shown and I seriously question the likelihood it ever occurred. The local police will show that a speed gun is required or timing to measure speed.

An alternative of a weight limit could be put across all the BYWAYS to prevent problems of larger vehicles. This must surely be tried first before excluding trail bikes. I would suggest that a single tractor on a wet day causes more damage than 100 legal trail bikes in a year.

I believe the council have not kept to their own policy here as I understand and should put this to an independent party. I understand this was recommended by the Countryside

Access Forum. Please tell me why this is the case?

I have not had a response from my letter below and presume that I will not do so. Can you confirm?

Thank you.

Don Oakley.

Peter Ridal
Halcro Group Ltd
Burderop Park
Swindon
SN4 0QD

Peter,

I have seen the detail regarding Stonehenge and they were debated at the Wiltshire Countryside Access Forum.

I would like voice my own opinion on the proposed TRO's regarding the two Byways to the South. It seems a bit strange to close this length of Byway when the main road remains in its current place.

I believe that access for two wheeled vehicles should be maintained. The alternative routes do not seem appropriate and the closure of this length seems excessive.

Whilst I do understand the reason for the Heritage site to be protected and managed it

seems the closure of all these ROW unnecessary.

Can I ask whether the underlying reason is to charge people to view the stones and thereby make them a profit enterprise? The view is quite good from these routes and that means people may get a "free" view. Would that not be a disaster if this was removed from ordinary folk?

I am aware the CAF recommended an independent enquiry was made, something not taken likely. Clearly this is a large and complex issue but it must be done properly rather than closing so charges for parking and viewing can be made?

Trust this is within your time scale?

Regards,

Don Oakley.

From: Davey, Kate [mailto:Kate.Davey@wiltshire.gov.uk]

Sent: 18 January 2010 09:25

To: Undisclosed recipients:

Subject: PROPOSED TRAFFIC REGULATION ORDER FOR CONSULTATION - The County of Wiltshire: (Stonehenge World Heritage Site, Parishes of Amesbury, Berwick St James, Durrington, Wilsford Cum Lake, Winterbourne Stoke and Woodford) (Prohibition of Driving) Order 2010

THE COUNTY OF WILTSHIRE (STONEHENGE WORLD HERITAGE SITE, PARISHES OF AMESBURY, BERWICK ST JAMES, DURRINGTON, WILSFORD CUM LAKE, WINTERBOURNE STOKE AND WOODFORD) (PROHIBITION OF DRIVING) ORDER 2010

Please find attached a copy of the Press Notice for the above proposed Traffic Regulation Order which is now going ahead to formal consultation. Documents can also be viewed online at www.wiltshire.gov.uk/troconsultations as of 21 January 2010.

This proposal will be advertised in the Salisbury Journal on 21 January 2010.

Please note that the consultation period for this proposal ends on 15 February 2010.

Your comments that were sent in at the pre-consultation stage have been carried forward and will be counted as part of the formal consultation.

Please use the following link to access a copy of the report that was signed off by the Cabinet Member as a result of the pre-consultation

<http://194.72.162.210/documents/dscgi/ds.py/View/Collection-1800>

Yours sincerely

Kate Davey

Senior Traffic Order Technician

Transport, Environment & Leisure

Wiltshire Council

County Hall

Bythesea Road

Trowbridge

BA14 8JN

Tel: 01225 756573

Fax: 01225 713207

kate.davey@wiltshire.gov.uk

www.wiltshire.gov.uk

Please Note: My working days are Tuesday and Wednesday.

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Fri 12/02/2010 11:24
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 12 February 2010 11:25
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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from 86.143.210.143

Proposal:

Stonehenge TRO

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

Neil

Surname:

Oakley

Address:

62 Widbrook View Bradford on Avon Wiltshire BA15 1HQ

E-mail address:

oakleyn@btinternet.com

Your Comments:

I object to the proposed closure of the Drovers adjacent to Stonehenge. I do not want to have to ask permission or pay to be able to stop there or park overnight. The Drovers are public property and there are ancient rights of access which should be retained.

Date:

12 February 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Fri Feb 12 2010 11:37:46 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 08 February 2010 07:58
To: Davey, Kate
Subject: FW: Proposal to close the A344 at Stonehenge

Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: Michael Oberndorf [mailto:rkayo@yahoo.com]
Sent: 06 February 2010 23:41
To: TrafficOrders
Subject: Proposal to close the A344 at Stonehenge

I am opposed to closing the A344 at Stonehenge unless certain mitigative measures are taken. A closure such as this is, by its very nature, discriminatory: by eliminating the use of automobiles to get people to the monument, you discriminate against the very young and the very old, and others who for a variety of health reasons cannot walk, or ride a bicycle, or horse, or are too poor to afford a car, and a bicycle and rack, or a horse and trailer. To limit access to one of the most beloved of England's monuments would be unjustifiable, and probably lead to an endless series of lawsuits. Solution: provide, by contracting, preferably with locals, horse-drawn (or even ox-drawn) wagons as public transport, free for those in need, and at a nominal fee (enough to cover expenses and enough profit to make it worthwhile) for those who just want to ride in such a vehicle. Drivers could also act as docents, giving a talk on the history of the area, and should be able to accept tips. Thus, you not only divert the objectionable traffic, you do it in a way that is inclusive, rather than discriminatory, and have an opportunity to create jobs, and provide some fun and education for the public at little or no cost to the government.

I hope you will give these comments serious consideration, for although I am not from the UK, I got my master's degree in Archaeology and Heritage from Leicester University. And please, feel free to contact me should you care to discuss this idea in more depth.

Best wishes,

Michael R Oberndorf, M.A., RPA
Zone Archaeologist
Nantahala National Forest
123 Woodland Drive
Murphy, North Carolina 28906
(951)941-5152

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk] **Sent:** Wed 27/01/2010 14:14
To: Davey, Kate
Cc:
Subject: FW: Form: TRO consultations form | Wiltshire Council
Attachments:

Hannah Bolwell
Traffic Order Technician
Traffic Order Team
Transport, Environment & Leisure
Wiltshire Council

Tel: 01225 713402

Fax: 01225 713207

Email: Hannah.Bolwell@wiltshire.gov.uk

www.wiltshire.gov.uk

From: noreply@wiltshire.gov.uk [mailto:noreply@wiltshire.gov.uk]
Sent: 27 January 2010 12:53
To: TrafficOrders
Subject: Form: TRO consultations form | Wiltshire Council

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<https://www.wiltshire.gov.uk/council/consultations/troconsultations/troconsultationsform.htm>
from 92.24.56.60

Proposal:

Prohibition of Driving at Stonehenge World Heritage Site

Reference (Shown on the scheme page):

KAD/TRO/AMES

Title:

Mr

Forename:

David

Surname:

Oickle

Address:

20, Normandy Way

Old Poundbury
Dorchester
Dorset
DT1 2PP

E-mail address:

canuk@talktalk.net

Your Comments:

Closure of these BOATs to public vehicular traffic is an ill thought out scheme, which in my view robs a minority group of an amenity we've had for decades, to so-called benefit others. This is totally unacceptable and would appear to be another cynical move to close off another set of unsurfaced routes to public vehicles.

As agricultural vehicles will still be able to use these routes, why can't the few motorcycles that use them today, continue that use. It would appear that Stonehenge is going to be turned into a rather garrish feature that won't sit very well on the landscape and those that have used these BOATs for years have to pay the heaviest of prices.

This is totally unjustifiable and the planners should go back to the drawing board and produce a more pleasant feature that doesn't rob us of our amenity in the area.

As one of the Governments' aims is to protect the interests of minority groups, now is the time to put that into action.

Date:

January 27th 2010

I am happy for my name and address to appear in any future report which may be published on this website:

Yes

Tick to receive email copy of sent form:

Yes

Accept terms and conditions:

Yes

Entered Wed Jan 27 2010 13:05:54 GMT 0000 (GMT Standard Time)

Ridal, Peter

From: Conor O'Kane [teknopeasant@gmail.com]

Sent: Sat 13/02/2010 14:41

To: Davey, Kate

Cc:

Subject: Stonehenge drove

Attachments:

I refer to the proposals to close the drove at stonehenge and believe that this is not in the interests of all the users of this national monument. It is in all our interests to maintain it as a living heritage site not a museum piece. Kepp the drove alive!

Conhor O'Kane, Falcarraggh, Co. Donegal, Ireland

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Ridal, Peter

From: TrafficOrders [TrafficOrders@wiltshire.gov.uk]
Sent: 16 February 2010 14:31
To: Davey, Kate
Subject: FW: Objection to Proposed TRO, Stonehenge,

Lianne Humphries
Technical Administrative Assistant | Traffic Order Team | Transport Environment &
Leisure Wiltshire Council | County Hall, Bythesses Road, Trowbridge, Wiltshire BA14
8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

-----Original Message-----

From: adam.okeeffe@tiscali.co.uk [mailto:adam.okeeffe@tiscali.co.uk]
Sent: 15 February 2010 20:37
To: TrafficOrders
Subject: Objection to Proposed TRO, Stonehenge,

Dear Sir, I am writing a formal complaint concerning the proposed TRO's around the ancient monument of Stonehenge.

As a keen Trail rider, I am very concerned with the proposed TRO's around the Stonehenge area.

The reason that you propose the TRO, and I quote, is "For preserving or improving the amenities of the area through which the road runs."

I fail to see what benefit closing the byways would achieve. There is minimal use of these byways and therefore their closure will have a negligible "improvement" regarding traffic flow.

I can understand more the reasoning behind the TRO on the A344 as this route is widely used but to include the byways with their minimal amount of traffic seems rather inappropriate. Surely these byways should be removed from the order as the traffic flow is so minimal as makes no "improvement" for the amenities.

I understand the sensitive nature of this area and your duty to protect it but you also have a duty to protect the individual rights of all users of the countryside. The byway network across the whole country is of significant historical value also. My right to enjoy this network is as important as the need to "preserve or improve" any site.

If this proposal goes through then, far from "preserving or improving" the amenities, you will have in fact made them worse as I would no longer be able to enjoy the countryside by using the byways.

Would you be able to supply me with the number of motor vehicle related accidents on the byways with the proposed TRO's?

I am concerned that, if the byways are closed, there is the potential for an increase in motorcycle related injuries due to the fact that to gain access to the remaining byways, a considerable amount of tarmac ed roads will need to be navigated.

As I can see no justification in your (Wiltshire County Council) proposed TRO's, I suggest a public enquiry is held to satisfy all parties.

This is my official objection to the proposed order.

Mr Adam O'Keeffe
Red House Cottage
Dennington
Suffolk. IP13 8AQ.

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Ridal, Peter

From: mfirefly33@aol.com [mfirefly33@aol.com]
To: Davey, Kate
Cc:
Subject:
Attachments:

Sent: Wed 10/02/2010 19:58

Dear Kate Davey,

I am writing to you to formally object to plans for a TRO to be placed on the byway known as the West Track (Drove road) near the Stonehenge monument in Wiltshire, which will prohibit vehicular access to this area.

I use this byway to park my vehicle on when I visit Stonehenge and the surrounding areas outside of the English Heritage opening hours. My purpose for visiting the area is religious as I am a practising Pagan/Naturalist. The TRO will stop me from being able to access this area outside of normal opening times and during the open managed access events, where no vehicle parking (except on the summer solstice) is provided by English Heritage.

I have to drive from Mid Wales to attend these events, and need the drove road to park on in readiness for waiting for the dawn for ritual purposes since there is no other alternative parking or public transport for the times of day I attend. Refusal of access for my vehicle on this byway will prohibit me from attending these religious ceremonies and therefore infringes on my human rights to celebrate my faith freely at monument of specific religious significance. Currently there is no where else to park and without the drove road access to the area outside of English Heritages official car park opening times will make this an impossible event.

I would like to know what provisions you will make for me and many people like me to be able to still continue to visit this area freely as you are in effect making it impossible for people to gather close by to the monument without English Heritage's involvement. Vehicular access is needed as there is no provision for public transport during the night or early hours of the morning which would make it difficult to access the dawn ceremonies. Also, without vehicles many people who are unable to make a mile long walk would be denied access since they need their vehicles to transport their ritual items and clothing and rest in after the ceremonies and rituals before safely moving onward.

Also this track is popular with dog walkers and bird watchers who will have their access denied to their pursuits.

People have been using this track to rest upon with vehicles for many many years now, who come from all over the world to take part in the religious ceremonies and rituals carried out there by the Pagan and druid community. I have met many people over the years who have travelled specifically thousands of miles to attend a ceremony with a vehicle, and a TRO on the track will deny the global pagan community from being able to continue to take part in such ceremonies. Many make this pilgrimage here year after year for the 4 open managed access events, and often visit to contemplate the monument out of hours as per their beliefs. The west track/drove is a crucial area for the pagan and druid community to safely congregate before the ceremonies and rituals, allowing those with disabilities and mobility issues safe and tolerable access to the area in keeping with their human rights to freely practice their religious beliefs.

I urge you to reconsider your plans for a blanket TRO prohibiting vehicles on this small piece of land and to seriously consider the effects on the denial of human rights on religious grounds of those who use it.

I look forward to your reply

Regards

Maxine Oliver

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Lianne Humphries

Technical Administrative Assistant | Traffic Order Team | Transport Environment & Leisure
Wiltshire Council | County Hall, Bythesea Road, Trowbridge, Wiltshire BA14 8JN

Tel: 01225 713737 | Fax: 01225 713207 | Email: lianne.humphries@wiltshire.gov.uk
www.wiltshire.gov.uk

From: Adrian Orrom [<mailto:aorrom@o2.co.uk>]

Sent: 25 January 2010 12:27

To: TrafficOrders

Subject: KAD/TRO/AMES

Adrian Orrom
23, Tolsey Mead
Borough Green
Sevenoaks
Kent
TN15 8EQ

Dear Sir,

Ref: KAD/TRO/AMES

I object to your planned closure of all BOATS in the Stonehenge area.

There is absolutely no need to close the BOATS south of the A303 - to do so seems to be taking advantage of the Stonehenge scheme to achieve other ends, as yet unspecified. These BOATS are up to 3km away, far beyond any noise or visual intrusion, especially given the proximity of the A303.

To close BOAT Durrington 10, while leaving the A344 east of Stonehenge open, defies logic. You will allow traffic to pass within metres of Stonehenge, and cross the Avenue, but ban traffic from a BOAT further away?

Closing BOAT Amesbury 12 allows the Stonehenge scheme, with its visitor trains and extended "pay-perimeter", to protect its revenue by denying access to people who haven't paid for the privilege. What next? Will a tall fence be constructed along the A303, to prevent passing traffic catching a glimpse of Stonehenge for free?

These Byways are probably more of an original part of Britain's heritage than Stonehenge, which was comprehensively rebuilt from 1901 to 1964, and should be left open for all properly licensed vehicle users to enjoy.

Regards,

Adrian Orrom.

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