

**COMMENTS RECEIVED IN OPPOSITION TO / COMMENTING ON THE COUNCIL'S
PROPOSED TOUCAN CROSSING AT A345 COUNTESS ROAD, AMESBURY**

| Comment Ref. No. | Comment | Officer Response |
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| 1 | <p>I am writing in respect of the above proposed planning application.</p> <p>I live at XX which is significantly impacted by the above proposals.</p> <p>I have viewed the plans at the library and can see that there is a proposed maintenance bay XX.</p> <p>I strongly object to this being placed XX.</p> <p>Why is the maintenance bay not scheduled for location adjacent to the field which is immediately south of the crossing and on the west side of the A345? This will not impact any resident?</p> <p>Can you please advise:</p> <ol style="list-style-type: none"> 1. what is the proposed maintenance bay and when, how will it be used? 2. is it a tarmac'd area? 3. Will the maintenance bay be permanent ? 4. What is the level of noise and disruption that will come form the maintenance bay? 5. What is the level of dirt that will be created immediately outside my house, which will then no doubt impact my driveway and access. 6. What will happen to the maintenance bay if the proposed cycle path goes ahead? <p>I have phoned into the planning office today but the recorded message said that there was a meeting in progress and no one would be answering the phone today - I have left a message - my phone number is XX</p> <p>This matter is causing me huge concern and distress and I request an immediate response to my objections and concerns.</p> | <p>The maintenance bay needs to be located as close as practicable to the newly proposed crossing. The field adjacent to the A345, just south of the proposed crossing location, is not highway land. That area is listed as part of the Stonehenge World Heritage Site, and as such we are unable to construct the maintenance bay at this location.</p> <p>The following points will advise on the queries raised:</p> <ol style="list-style-type: none"> 1. The main purpose of a maintenance bay is to provide somewhere safe for a maintenance vehicle to park, off of the main carriageway, when there is a fault with the signalised crossing, or during the annual maintenance check. 2. The maintenance bay is to be constructed to a standard that allows for vehicular parking, in this instance Grasscrete will be used in order to minimise the visual impact. 3. The maintenance bay is required for the ongoing operation of the crossing, and as such will be a permanent feature. 4. The bay will only be used once per year regulary, or if there is a fault with the crossing. The bay is for the Maintenance Engineer to park close to the crossing to ensure ease of access. 5. The level of dirt will be minimal. The benefits of using grasscrete ensures that area retains the look of a grass verge but has the strength of a tarmac surface. Therefore, soils will be protected and will not be churned or damaged by the vehicles. 6. Please refer to Answer 3 above. <p>It should be noted that following receipt of this objection, officers contacted the correspondent to discuss their comments with them directly. The correspondent confirmed they do not support the use of a Grasscrete product for the maintenance and requested the use of a standard bitmacadam surface in the maintenance bay. The Council has agreed to this change and confirmed this with the correspondent. Following this confirmation, the correspondent has formally withdrawn their objection.</p> |

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| 2 | <p>Great to have a crossing on this busy road which is dangerous to cross as a pedestrian. However at present the proposed position of the crossing looks unviable for cyclists, as it does not meet up with the existing bridleway and there is no cycle lane in either direction from either side of the crossing.</p> | <p>The proposed site of the Toucan Crossing has been chosen to ensure minimal visual impact to the Stonehenge World Heritage Site, and to not impede residents when accessing their properties located adjacent to the site. Work is currently being conducted on the design and construction of a new cycle route along Countess Road which will form part of the proposed circular route around the Stonehenge World Heritage Site. Initial consultation on the route has been undertaken and a report on the consultation has been considered by Wiltshire Council's Cabinet Member for Highways. The report can be viewed here - https://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=1907</p> |
| 3 | <p>Dear Wiltshire Council Sustainable Transport Group,</p> <p>Reference: HKB/TRO/AMES/HY296</p> <p>Comments on proposal for Toucan crossing on Countess Road.</p> <p>Summary:</p> <ol style="list-style-type: none"> 1. The location is inappropriate/dangerous for pedestrians. 2. Currently the toucan crossing will connect two pavements with no right of way for cyclists. 3. The works appear to be scheduled for 11th to 13th March, and therefore it is unclear whether/how comments on the proposal will be considered within the timeframe for the proposed works. <p>Detailed comments:</p> <ol style="list-style-type: none"> 1. The proposed crossing is located approximately 50 m to the north of PROW AMES9A (and PROW AMES37) the bridleway/access track (Apple track and bridleway to Stonehenge) on the west side of Countess Road with a pavement between. This will result in cyclists coming down (south) on Countess Road who will cycle on the pavement for 50 m before heading west on the track to Stonehenge. This will be dangerous for pedestrians and dog walkers. The current proposed position of the crossing requires cyclists heading south on Countess Road to stop at the crossing, cross to the east carriageway, and then recross at the entrance to the track (where there isn't a crossing). This is ridiculous and dangerous and something that cyclists will not do - they will simply cycle down the pavement. The crossing should be positioned at the access to the access track to the bridleway or there should be a cycle route on the west side of Countess Road between the crossing and the track. 2. There may be proposals for a cycle path on Countess Road, but | <p>The purpose of the proposed route is to provide a safe and convenient walking and cycling route linking the Larkhill community to the services and facilities in Amesbury Town Centre. It forms part of the Council's Amesbury Town Cycle Network plan and will form part of the Council's emerging Local Cycling and Walking Infrastructure Plan.</p> <p>Please refer to the response to Comment Ref No. 2 above in regard to the location of the crossing. In addition, the section of footway and verge on the western side of Countess Road from the crossing to Rights of Way AMES9A/AMES37 bridleway and access track is listed as being part of the Stonehenge World Heritage Site. As such, no widening of the footway can be undertaken here to create a section of cycle track, without infringing on the site. Cyclists and pedestrians can use the crossing to safely cross the road and then walk and/or push their bicycle the short to the access rights or way / access track.</p> <p>Preliminary designs of the route have been produced. Initial consultation on the route has been undertaken and a report on the consultation has been considered by Wiltshire Council's Cabinet Member for Highways. The report can be viewed here – https://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=1907</p> <p>Detailed design work on the shared use path elements of the route is ongoing.</p> <p>Due to deadlines placed upon the funding allocated to Wiltshire Council to deliver the Toucan Crossing, the works to installed are required to commence before the end of the 2023/2024 financial year. The works are proposed to start on 18 March 2024 and have been programmed in around other works taking place on the highway network to minimise disruption to users., all comments received have been considered and responded too.</p> |

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| | <p>currently there is not a cycle path, and there are already cyclists that use the pavement and A303 underpass. It is therefore unclear how a Toucan crossing that connects two pavements with no right of way for bicycles will operate. Detailed plans of the proposed cycle way have not been provided.</p> <p>3. The works to complete the installation of the Toucan crossing are apparently scheduled for less than 2 weeks time. How will these comments be considered and changes made to the proposals within this timeframe?</p> | |
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Notes

¹ – Information removed so as to not identify the correspondent in line with the Council's procedure for reports considering comments on proposed TRO's

² – Photos removed so as to not identify the correspondent in line with the Council's procedure for reports considering comments on proposed TRO's