



Andrew C J Rhind-Tutt

Friday 31st May 2019

Mr Richard Price
Case Officer A303 Stonehenge - Planning Inspectorate
Via email to richard.price@pins.gsi.gov.uk and A303Stonehenge@pins.gsi.gov.uk

My registration number 20020846

Dear Sirs,

Objection to the application by Highways England for an Order Granting Development Consent for the A303 Amesbury to Berwick Down – TR010025 – Further information as requested at open floor hearings in accordance with deadline 3.

I refer to my letter of Friday 3rd May 2019 and my presentation to the Planning Inspectorate at the 4th open floor hearing on Thursday 23rd May 2019, where I discussed the issues and impact of external lighting and contra-flows within the World Heritage Site.

At the end of my presentation I was asked if I would kindly submit a written version and if necessary drawings to support my statement.

The Statement I made on 23rd May was as follows:

Open floor hearing 4. 23rd May 2019

Presentation by Andrew Rhind-Tutt - Contraflows and Lighting

“Good evening, my name is Andy Rhind-Tutt and for the benefit of this particular presentation by me I just wanted to let you know I have worked in and around the Highways industry for 37 years, having served as the Chairman of the Institution of Lighting Engineers in 2003-4 and having been the operations Director for the largest road lighting maintenance contract in England from 2001-2006.

Having had the great pleasure of joining you on the site visit on Tuesday and attending the hearings yesterday, I wish to speak to you tonight regarding the concerns I have regarding the lack of detail and clarity that has been presented by Highways England over the past two days and in their documentation regarding traffic movement, rat running, contra flows and lighting within the World Heritage Site.

Whilst I appreciate that road junctions can now be designed without Street Lighting there is an exception when it comes to changing lanes in contra flow situations. On expressways such as the proposed A303 there will be a high number of advanced warning signs required to indicate such changes in speed and direction of flow, especially where a 60mph dual carriageway has to filter into one lane and cross the central reservation. May I refer you to the Traffic signs manual chapter 8, part 1, which I am hopeful the Highways England QC Rueben Taylor will refer you to in any response.

With this in mind, I have constantly questioned how Highways England could continue to tell us that there will be no lighting within the world heritage site? I believe yesterday sirs and madam, one of you pointed out to a speaker that you were also of the view that there will be no lighting within the world heritage site.

Earlier in the week, I challenged the highways engineer regarding lighting for contra flows and was informed that the contraflows would indeed need lighting. However it was not a problem as this was temporary lighting and it would be situated "outside" of the World Heritage site and therefore would not cause any problem with the Stonehenge sunsets, the alignments at Mid-Winter which gathers an enormous amount of publicity and participation by the public particularly near the Western portal.

if the highways engineer is correct and the planned contraflow (where traffic is sent from one side of the dual carriage way to the other to enable the closing of one of the tunnel portals for maintenance or attention) is outside of the world Heritage site then this must mean that the contraflow on the west bound will be situated beyond the proposed Longbarrow grade separated junctions.

If contraflow is beyond the Longbarrow junctions, may I ask how the traffic travelling west bound will access Shrewton, the A360 which is Longbarrow junction (Devizes Road), the Stonehenge visitor centre or the army camp at Larkhill when they cannot exit at Longbarrow junction because they will be on the opposite side of the dual carriageway.

Sirs and Madam, this is a fundamental design flaw and must be addressed by Highways England in co-operation with Wiltshire Council. If the contra flow is within the site on the Western end we will witness light pollution. If it is not we will have serious traffic problems in the surrounding roads and villages and in particular Shrewton, because the only way to get back to the Visitor centre would be to head all the way out to Wylve and then come all the way back through the villages or turnaround .

Please may I request that Highways England show us how they propose to address this and arrange for a site visit to see first hand the routes they propose that will be used in the event of diversions. May I suggest the representatives from Shrewton who have been convinced that this scheme will removed their traffic woes are included in this visit. Thank you.

To assist with visually appreciating the problem I am referring to above, here is a picture showing what occurs when a contra flow is in place.



Once traffic is on the opposite side of the dual carriageway, exit lanes become a problem and invariably an extended route is required to facilitate leaving the carriageway at a junction. In the case of the A303 Westbound, should the lorry in the photograph above, be heading West and about to enter the tunnel, but wishes to exit at Longbarrow to access the Army camp at Larkhill (for example), it would have to travel as far as Wylde to exit and come back via the surrounding villages.

The only way this is overcome is if the contraflow is between the portal exit (West bound) and Longbarrow within the World Heritage Site. If this is the case, there will be extensive temporary lighting and lit overhead signage required (if space permits) which will impact the night sky and winter solstice sunset alignments.

Below is a crude sketch showing the possible layout if the contra flow is outside of the World Heritage Site at the Western boundary.

Please may I reiterate my request for a site visit dedicated to the diversionary routes being proposed for vehicles unable to use the tunnel and when diversions are in place for accidents, incidents and maintenance.

Yours sincerely,



Andrew Rhind-Tutt

