

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
**Cc:** [REDACTED]  
**Subject:** Redetermination of A303 Stonehenge scheme  
**Date:** 16 March 2022 12:34:29

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Dear Inspectors,

This is not purely a transport decision. The fact that we have reached this point is a prime example, in my opinion, of disjointed governance.

Are we really about to risk one of the most visited tourist sites, not just in Britain but in the world, for the sake of 10 minutes on a car journey? Are we really about to risk the UNESCO World Heritage status because we have no integrated transport policy?

Many transport academics have, after a lifetimes study, concluded that all new roads and so called 'improvements' do, is increase traffic and encourage more car use. This inadequate governance is stuck in the post-war mindset and has yet to enter the 21st century. We are, after all, a quarter of the way through. Then there is the question of the climate, remembering that we are facing "the possible collapse of civilization as we know it" (Sir David Attenborough.) The government's current target of Net Zero by 2050 is regarded by many climate scientists are grossly inadequate. Even this target has, given the current lack of laws, policies and action, absolutely no chance of being achieved.

Strangely, money is found for high carbon projects like HS2 but not to alter plans for one of most important national archeological sites on the globe. One of the most important factors is the vast improvements in archeological techniques (such as geophysical surveys) which indicate that the whole Stonehenge site is connected with sites up to 2 miles away (for example, Durrington Walls.) Recent geophysical surveys have found a huge ring of giant holes (each one around the size of a house) which are also archeological importance, as they reveal the sophistication of our ancestor's culture. This area around Stonehenge was a national centre, possibly even an international centre, during this period. Just bringing in JCBs without any consideration is pure madness.

So, in conclusion, there really does need to be a thorough examination of all alternatives. I would favour a multiplicity of approaches because this NOT just about transport. Government needs to be advised that even extended tunnels or a southern bypass are not THE solution, when no attempt is being made to curtail road traffic. There has to a final acceptance of 'joined up' solutions if we want to pass on to our children both our heritage and a habitable planet.

Yours sincerley,

Mrs G. C. Bird