

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Redetermination of A303 Stonehenge scheme
Date: 26 March 2022 23:39:52

Redetermination of A303 Stonehenge scheme

Please get away from the idea of returning the Stonehenge landscape to a pristine grassy condition - this is 2022 not 1922.

Please dual the road past Stonehenge in its present position, because it's the place where people see the stones, and that's the only first hand view of ancient history that most people get to see these days. Inspire children with the view of Stonehenge however brief. Add lay-by facilities for them if possible. Save money. Don't tunnel.

**Please consider in detail Alternative Routes for a Stonehenge by-pass.
Please consider moving the existing road a short distance, dualled, surface.
Please consider routes that can contribute to a Salisbury by-pass.**

My pet fantasy is an elevated monorail linking Stonehenge, Woodhenge, Durrington, Amesbury, Woodford Valley, Salisbury Sports Centre, Waitrose, The Maltings, Queen Elizabeth gardens, and especially terminate within the Cathedral close. Later extend to Avebury. Tourists would love it, locals would use it.

Nationally, container traffic could be largely transferred to rail if there were a transfer depot near each town, so only the last mile is by road. This could be at the disused rail yard behind Salisbury station, likewise at Wilton and Solstice Park Amesbury.

Please address these issues - National Highways has not:

- **made any changes to the Scheme to take the 2021 World Heritage Committee [REDACTED] into account;**
- acknowledged that the Secretary of State found the Scheme's impact on the proposed western cutting area would be "**significantly adverse**";
- **fully assessed alternative routes less damaging to the World Heritage Site** e.g., a southern bypass route would be cheaper even if there might be some problems with it, while a longer tunnel would reduce impact on the World Heritage Site;
- **explored alternatives to hard engineering** solutions in the context of safeguarding and enhancing the World Heritage Site - e.g. a package of measures to reduce road traffic, road emissions and improve access to the South West;
- updated the scheme construction costs; nor
- updated the carbon assessment and costs.

Other changes since the Examination closed:

- concern for climate change has increased with the latest Intergovernmental Panel on Climate Change report and the need to take urgent action to reduce emissions, not increase them as any new Stonehenge road scheme would; and
- the Environment Act 2021 sets new ambitions around nature recovery.

[REDACTED]
From Stuart Fyfe, [REDACTED]
[REDACTED] :

[REDACTED]

The Secretary of State for Transport wants to make a new decision on the Stonehenge road scheme. He asked National Highways for responses to five [REDACTED] he wishes to consider i.e. Alternatives, Policy, Carbon, Environmental Information and Any Other Matters.

National Highways has responded. (See “Documents” tab in [REDACTED] and the Secretary of State for Transport has now invited [REDACTED] on these submissions and any other relevant information.

Comments must be submitted by midnight on 4 April 2022.