

**From:** [REDACTED]  
**To:** [A303 Stonehenge](#)  
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I was shocked by the original proposal for the A303 past Stonehenge, and am even more shocked that the Transport Secretary is resubmitting the original scheme which has been widely criticised. I have concerns on three fronts:

- 1. Impact on the World Heritage Site:** The proposed tunnel is too short, and the junction with the A360 proposed at the western end will disrupt the landscape appallingly. The M3 at Twyford Down is a blot on the landscape because a cutting was used rather than a tunnel, and this will be far worse. If the tunnel is extended under the A360 then discreet access ramps can be built linking into the tunnel. There are alternative routes which may be cheaper and would be far less disruptive.
- 2. Value of the new road:** The A303 has always been a classic example of the British short term approach to road building. Long stretches of dual carriageway are interrupted by narrow curving sections of two-lane road. I know that there is a scheme to join up the dual carriageways, but improving the Ilminster Bypass, in particular, will be prohibitively expensive because the bridges were put in without passive provision for widening to a dual carriageway. And at the west end, to avoid building through the Blackdown Hills, the road is to be diverted to join the M5 at Taunton. This will only increase congestion on the M5, and the very expensive Honiton - Exeter dual carriageway built in the 1990s will become redundant.
- 3. Carbon emissions:** The Government quite rightly wants us to switch to electric cars, but they will never be appropriate for long journeys. The range of a battery is not as great as a tank of petrol, and recharging takes much longer than filling a fuel tank. So we ought to be moving towards using electric cars for shorter journeys and electrified railways for long trips. There is a perfectly good railway line (Waterloo - Exeter) which runs parallel to the A303, though unfortunately a lot of the track was singled in the 1960's and only some double track has been restored. Improving and electrifying this line would be cheaper than the A303 scheme, and take a lot of cars off the road.

Please ignore the short-sighted and parsimonious approach of the Department for Transport, and insist on a scheme which shows proper respect for the environment and for the need to reduce carbon emissions.

Jasper Selwyn