

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Reconsideration of the A303 at Stonehenge
Date: 04 April 2022 13:01:42

Thank you for the opportunity to comment on the issues raised during this reconsideration.

1. Alternatives

i. I was pleased as a representative of the SW Regional Assembly to be involved in the very early consultation process held in County Hall Taunton. However at these meetings we were frequently told that alternatives other than road based were not in consideration. Despite the fact that the emerging "solution" showed a potential 40% increase in traffic on the road.

ii. During these discussions there was no opportunity to discuss the travel options for people without access to a car, (through age (young or old) disability or financial limitations).

ii. We frequently raised the alternative of a re-dualled railway track and faster service from London to Devon and Cornwall, but were ruled out of order. However a study of the live information on Google shows that the serious pressure on the A303 comes in holiday times.

Post Beeching, the focus on road-based travel to the SW also results in serious knock-on effect of heavy congestion in the destination villages and towns. A quality railway service, and interconnecting local taxis/buses or even car hire would immediately reduce both congestion and pollution, as well as supporting the local economies..

2. Transport Policy.

i. There is no doubt that decisions that will enable us all to reverse the "highly damaging" (ref IPCC report) consequences of climate change must come from the top, in the form of joined up policies that enable efficient and productive lifestyles.

Since transport is responsible for c30% of our damaging pollution it is disappointing that we have not been enabled to make more changes to travel systems. As the Prime Minister stated at the Climate conference in Glasgow, we are down to the very last opportunity to reverse the trend and undo the damage. Electric vehicles will only tickle the surface, and must only be but a part of the whole change

ii. We use the term "Public Transport".as if it were a genuinely public service, with integration of all the elements necessary to make it efficient in meeting needs. Sadly it is a piecemeal mix of different systems, operating on a very short time scale, with little incentive to attract investment, and an image problem. And yet all the economic evidence is that a good public transport network is more efficient and less polluting than reliance upon private vehicles which require ever more road space. Any investment in travel for the future must come from the starting point of efficiency, quality and availability to all travellers.

Again when this was raised as a key transport consideration in the consultation sessions around the emerging Stonehenge design, it was dismissed.

[A quality integrated public transport network will of course also benefit the economies of the destination areas of Cornwall and Devon in providing opportunities for work, such as in local transport connections and retail, thus meeting welcome "levelling up" policies.]

3. Policy on the land surrounding the World Heritage Site of Stonehenge

i. Stonehenge, like the emerging site of Brodgar in Orkney, has been a gathering point for many small neolithic communities coming from far and wide since c3000BC . Its location was chosen for its visibility and domination of the landscape around. The original citation of the Stonehenge and Avebury WHS in 1986, reinforced since then, states that it is not only the visible structures of the area that are important, but also the evidence within the

wider *landscape* that is key to the status.

ii. In the information issued about how the road will be designed there is not only no reference to the anticipated increase in traffic, but also misleading illustration of how the road will be designed. For example, they show far less traffic than is anticipated, and I have yet to find illustrations of the lighting and signage which must accompany such a structure. The A303 already is the source of considerable noise pollution in some of the more sparsely inhabited areas of Somerset and Wiltshire: this anticipated volume on a faster route will have the potential to change the nature and appreciation of the area for ever.

iii. In the event of an accident in the tunnel there will inevitably be rat running, and this will impact on a wider area which is at present largely heavy-traffic free, on minor, unsuitable roads.

iv. There is no reference in the economic analysis supporting the original decision to dual the A303 through the WHS, to the wider benefits of Stonehenge to the local economy. There is however local knowledge that many visitors to the UK include it in a circuit also taking in Salisbury and Bath: changing the impact and the experience at Stonehenge has the potential for an (as yet uncalculated) impact on the other sites, as well as on those who provide the attractions and facilities within them

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Please respond to 