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A303 Amesbury to Berwick Down-TR010025

An efficient strategic overview needs to be applied.

The A303 is a long-established east-west traffic route so an initial need is to widen the road to dual carriageway for a suitable distance.

One of the causes of traffic delays is increased traffic flow generally.

So traffic heading east and west can flow optimally.

If there is any restriction caused by people peering to see Stonehenge a simple solution is to block the views with roadside plantings.

Key is application of basic psychology namely no-one ever looks above 27 degrees unless there is a special reason and peripheral vision is also reduced to facilitate forward movement.

The screening could be Trees and Arboreal Shrubs. The planting could be a natural mix tuning into the 4000 year old Ogham Alphabet. So the henge is hidden but its historic context is enriched from the road and also from within the henge site.

Then the question how can we optimise the flow of traffic wanting to leave the A303 to enter Stonehenge.

So a good sized turn off.

Then that section splits into two.

One echoes what was done at The Hogarth Roundabout in Chiswick London. A simple one-way bridge crosses the A303 to the Stonehenge entry site. The bridge can be simple as at The Hogarth Roundabout or it can be cosmeticised by an application of a stone-effect looking like Stonehenge using

fibre-glass.

A left turn off the A303 could lead to a separate roundabout serving Salisbury and a second crossing bridge leading to and from The Stonehenge site to Salisbury and west back onto the A303.

Visitors leaving Stonehenge and heading east can access the A303 along a long feed in access.

The screening effect could be implemented applying skills used in many major business parks and that is investing in large tree planting.

More costly than standard sizes but a fraction of the cost of tunnelling.

Graham Burgess,

FELLOW ROYAL SOCIETY OF ARTS.

Onetime Director John Lewis Partnership
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